Rezoning Application: MM 22-0884

Zoning Hearing Master Date: February 20, 2023

BOCC Land Use Meeting Date: April 11, 2023

Hillsborough County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Francisco Otero-Cossio

FLU Category: SMU-6

Service Area: Urban

Site Acreage: 3.67 acres

Community Plan Area: Ruskin & Southshore Areawide Systems

Overlay: None

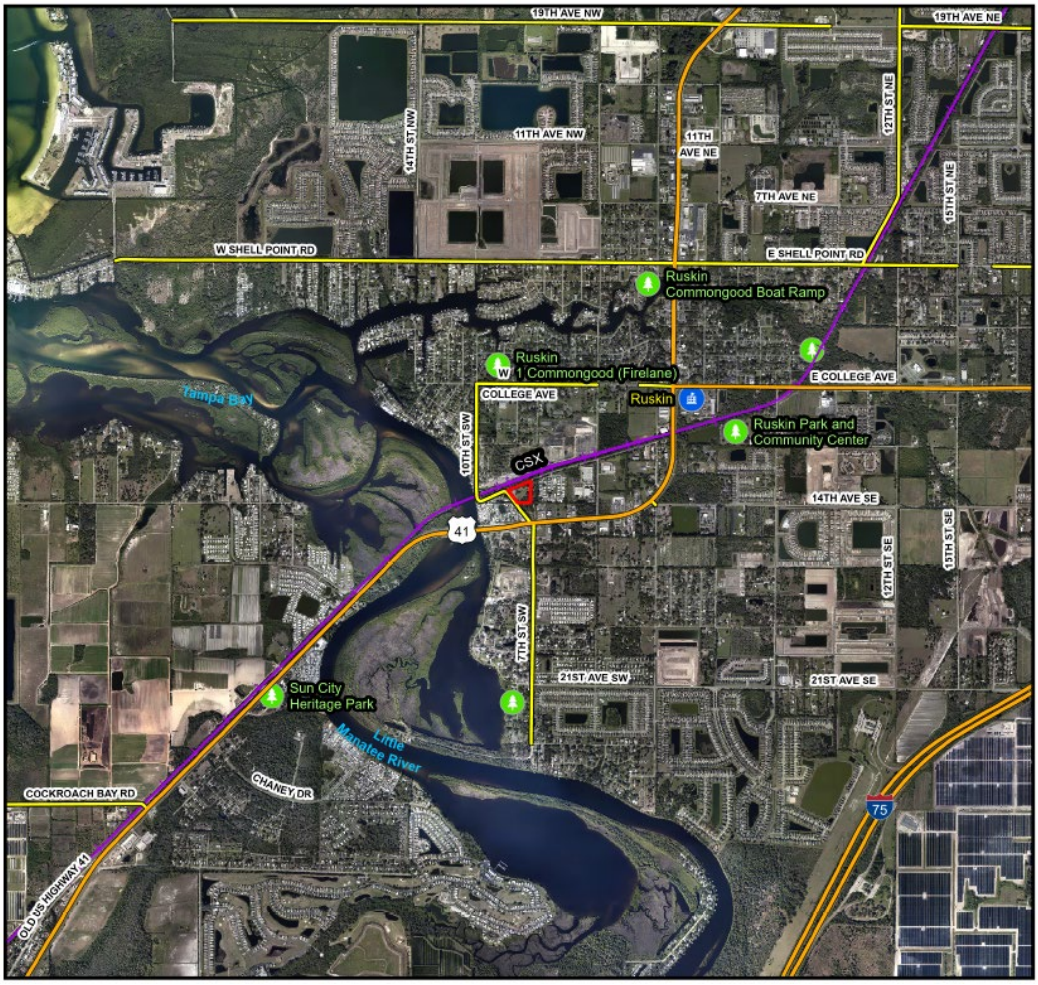
Existing Approvals:
PD 06-0421 was approved by the Board of County Commissioners on May 23, 2006, to allow for the development of a maximum of 21,950 square feet of development to include Commercial General uses as well as a furniture craftsman shop/design studio/gallery which would be considered a manufacturing use which is a CI (Commercial Intensive) zoning use. **PRS 18-0977** was approved by the Board of County Commissioners on August 7, 2018, to modify (1) the requirement for the developer to widen 10th Street along the site's property boundary; (2) remove the requirement that the developer widen Woodland Estates Avenue along the site's property boundary (3) remove the requirement for sidewalks internal to the site include an easement dedicated to public use; (4) remove the requirement for cross access to the CG parcel to the south; and (5) reduce the permitted square footage from 21,950 to 11,000 square feet of CG uses.

Proposed Modifications:
The applicant is seeking a Major Modification to the existing Planned Development PD 06-0421 to increase the maximum square feet of development from 11,000-square-feet to 17,400-square-feet of development, and to revise the development type from all Commercial General Use to professional office, professional services and contractor's office.

Additional Information:	
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	No waivers requested.
Planning Commission Recommendation: Consistent	**Development Services Recommendation:** Approvable, subject to conditions of approval.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



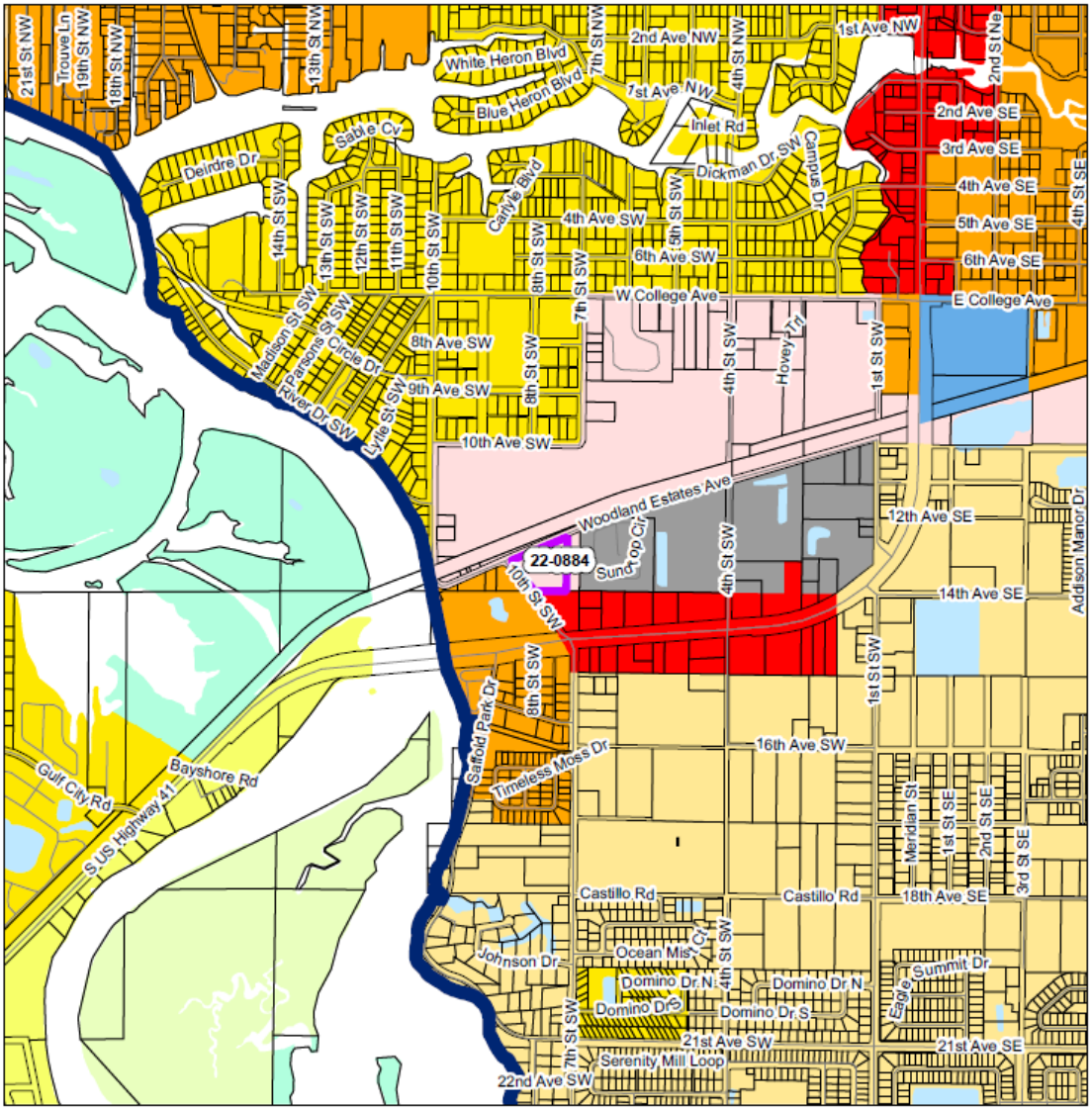
Context of Surrounding Area:

The subject site is located at the southeast corner of the Woodland Estates Avenue and 10th Street SW intersection. The +/- 3.67-acre property is located at 1306 SW 10th St., south of Woodland Estate Avenue, east of 10th Street SW. The development is approximately 510 feet north of U.S. Hwy. 41. The site currently has a pole barn located on the site.

- South of the site is Commercial General (CG) zoned property and is developed with a mobile home park.
- Immediately east of the subject site is a parcel zoned as Commercial General and currently developed with a single-family home.
- Immediately north of the subject site is the 60-foot Woodland Estates Avenue right-of-way, and further north is a CSX railroad.
- Immediately west of the subject property is 10th Street SW, and farther west if CG zoned property developed with a mobile home park.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	Suburban Mixed Use – 6 (SMU-6)
Maximum Density/F.A.R.:	Maximum 0.25 FAR Maximum 6 dwelling units per acre.
Typical Uses:	The SMU-6 Future Land Use designated area, includes typical uses such as residential, suburban commercial, offices, research parks, light industrial, multi-purpose, clustered residential, mixed-use.

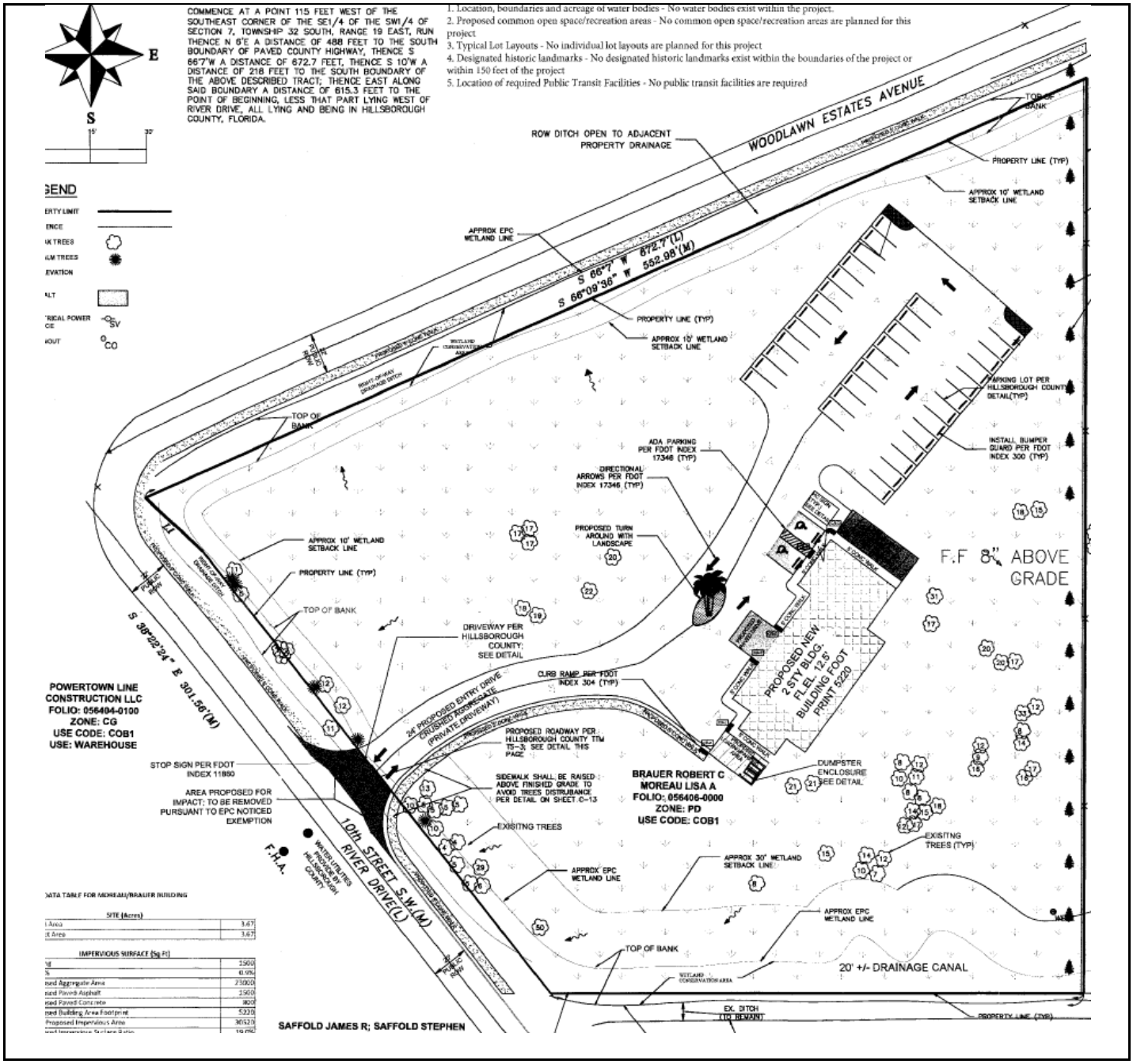
2.0 LAND USE MAP SET AND SUMMARY DATA

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	PD 16-1336 / PD 21-1231	Max. 1 du/ac. & FAR Max: 0.5	SF (NW portion of site) & LI / Farm Plant along CSX Railroad	SF & Light Industrial (Plant Farm)
South	CI (Commercial Intensive) (09-0580)	Max. FAR 0.30	Only CI uses that are also permitted uses in the CG zoning district, with the exception of open storage, shall be allowed.	MH Park
East	CG (Commercial General)	Max. FAR: 0.27	General Commercial Uses	Single-family home
West	CI (Commercial Intensive) (09-0580)	Max. FAR 0.30	Only CI uses that are also permitted uses in the CG zoning district, with the exception of open storage, shall be allowed.	MH Park

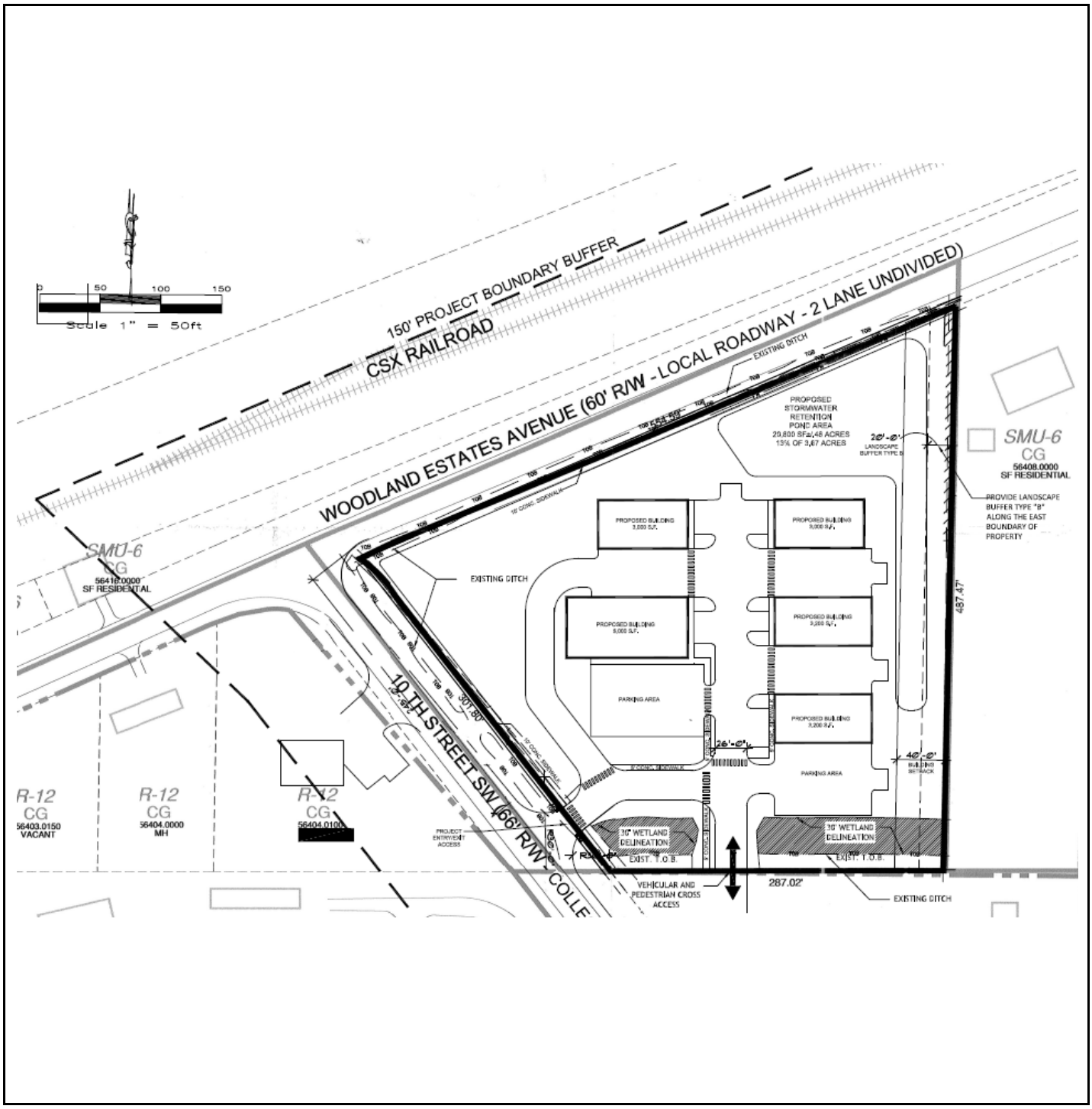
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Existing Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
10th Street	County Collector - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Woodland Estates Ave.	County Local - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,809	276	312
Proposed	178	29	34
Difference (+/-)	-3,631	-247	-278

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

Connectivity and Cross Access ☐ Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	Vehicular & Pedestrian	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request		
Road Name/Nature of Request	Type	Finding
10th St./Substandard Roadway	Design Exception Requested	Approvable
10th St./Minimum Connection Spacing	Administrative Variance Requested	Approvable
Notes: Proposing to construct +/-850 feet of 10-ft wide multi-modal path.		

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
☒ Design Exception/Adm. Variance Requested ☒ Off-Site Improvements Provided	☐ Yes ☐ N/A ☒ No	☒ Yes ☐ No	See report.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	See EPC "Agency Comment Sheet"
Natural Resources	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Check if Applicable: ☐ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area	☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor (Lowell Rd.) ☐ Adjacent to ELAPP property ☐ Other _____			
Public Facilities:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Transportation ☒ Design Exc./Adm. Variance Requested ☐ Off-site Improvements Provided	☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	See Transportation "Agency Review Comment Sheet"
Service Area/ Water & Wastewater ☒Urban ☐ City of Tampa ☐Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Hillsborough County School Board Adequate ☐ K-5 ☐6-8 ☐9-12 ☒N/A Inadequate ☐ K-5 ☐6-8 ☐9-12 ☒N/A	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No	

Impact/Mobility Fees:
(Various use types allowed. Estimates are a sample of potential development)

Light Industrial (Per 1,000 s.f.)	Retail - Shopping Center (Per 1,000 s.f.)	Warehouse (Per 1,000 s.f.)
Mobility: $4,230.00	Mobility: $13,562.00	Mobility: $1,377.00
Fire: $57.00	Fire: $313.00	Fire: $34.00

Bank w/Drive Thru (Per 1,000 s.f.)	Retail - Fast Food w/Drive Thru (Per 1,000 s.f.)	Mini-Warehouse (Per 1,000 s.f.)
Mobility: $20,610.00	Mobility: $104,494.00	Mobility: $725
Fire: $313.00	Fire: $313.00	Fire: $32

Urban Mobility, South Fire - Increase to 17,600 s.f. Commercial General - non-specific, increasing from 11,000 s.f. previously approved.

Estimates using Oct 1, 2022, Mobility schedule

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☐ Meets Locational Criteria ☐N/A ☒ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☐ Yes ☒ No	See Hillsborough County City-County Planning Commission review report for in-depth comments.

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject site is located at the southeast corner of the Woodland Estates Avenue and 10th Street SW intersection. The +/- 3.67-acre property is located at 1306 SW 10th St., south of Woodland Estate Avenue, east of 10th Street SW. The proposed development is approximately 510 feet north of U.S. Hwy. 41.

The original Planned Development was approved in 2006 (PD 06-0421) for the development of a maximum of 21,950 square feet of development to include Commercial General uses. Subsequently, in 2018, PRS 18-0977 reduced the permitted square footage from 21,950 to 11,000 square feet of CG uses. The current request is to amend the conditions of approval to allow up to 17,400 sf of Professional Services, Professional Offices and Contractors Offices uses.

Pursuant to Section 6.06.06.A, which requires that adjacent property developed with a nonconforming residential use, the buffer shall be determined based on the residential use. In compliance, the applicant is proposing a 20 ft. buffer with Type "B" screening along the eastern property boundary which is adjacent to property currently developed with a single-family home. The applicant requests no Variations for Site Design. The application does not request any variations to Land Development Code Parts 6.06.00 (Landscaping/Buffering). The site will comply with and conform to all other applicable policies and regulations, including but not limited to, the Hillsborough County Land Development Code, Site Development and Technical Manuals.

The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. An 8-inch water main exists adjacent to the site and is located within the south right-of-way of Lagoon Shore Boulevard. A 4-inch wastewater force main exists adjacent to the site, and is within the east right-of-way of 10th Street SW.

Transportation Design Exception and Administrative Variance

- **Design Exception for 10th Street**, which is a substandard rural collector road.
  - The developer will be required to construct +/-850 linear feet of new 10-foot-wide multi-use path on the east side of the roadway, from Woodland Estates Ave. to US Hwy 41.
- **Administrative Variance for Minimum Connection Spacing**
  - The request is to allow the proposed location of the project access connection to 10th St. to be within +/-110 feet of an existing driveway on the east side of the roadway. LDC, Sec. 6.04.07 requires a minimum of 245 feet spacing.

The County Engineer found the above requests approvable for PD 22-0884. An in-depth review may be found in the transportation section of the report.

Staff has not identified any compatibility issues relative to the surrounding properties. The proposed use is located in a area of both commercial and residential development in close proximity to the subject site. The proposed office use is to be developed at an FAR of 0.13 which is consistent with and below the maximum 0.25 FAR allowed for nonresidential development in the SMU-6 Future Land Use Category. Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

The proposed project with the proposed development standards, existing scale and restrictions may be found to be compatible with nearby development patterns. Based upon the above, staff finds the request approvable.

Prior to site plan certification, the applicant shall complete the following:

- Revise Proposed Use "Contractor's Office and General Office, General Office does not include Medical Office Uses" to "Professional Services, Professional Offices and Contractors Offices".
- Revise the "40-ft. building setback" shown as measured from the eastern property boundary to be shown from the additional 2 feet of setback for every foot of height over 20 feet setback.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 31, 2023.

1. The project shall be limited to a maximum of ~~11,000~~ 17,400 square feet of development to include ~~uses consistent with the CG (Commercial General) zoning district~~ Professional Services, Professional Offices and Contractors Offices uses, unless otherwise specified herein.

   1.1. No open storage shall be allowed on the site. ~~Buildings and/or parking areas shall be setback a minimum of 10 feet from the eastern project boundary.~~

   1.2. Medical office uses shall not be permitted.

2. The project shall be developed in accordance with CG zoning district standards unless otherwise specified herein.

3. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein.

   3.1. Required buffering/screening along the eastern project boundary shall consist of a 20- foot buffer with Type B Screen extending from the northeast corner of the site southward to the southeastern corner ~~a minimum of 200 feet~~. ~~This screening shall be indicated on the site plan prior to Certification.~~

4. The project shall be developed in accordance with the tree preservation requirements of the Land Development Code. Minor modifications to the location of building envelopes may be permitted to meet tree preservation requirements provided required buffers/setbacks are maintained.

5. The project shall be permitted one full access connection on 10th Street., as shown on the PD Site Plan.

6. A vehicular and pedestrian cross access stubout shall be constructed the property line with folio# 56429.0000.

~~5. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, identifying the needed improvements to mitigate the project's impacts. If turn lanes are required, the analysis shall show the length of the related turn lanes. The turn lanes shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than an the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The Planning and Growth Management and Public Works Departments shall approve all exceptions. The Developer shall be responsible for the total cost of the improvements.~~

~~6. Based on the projected trip generation to the site, access onto the public road would be via "Type II" Minor Roadway Connection (less than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 50 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with~~

~~the movement of vehicles into or out of the site. The project roadway shall align with 2nd Street to the north.~~

7. If PD 22-0884 is approved, the County Engineer will approve a Design Exception (dated January 21, 2023) which was found approvable by the County Engineer (on January 25, 2023) for 10th St. substandard road improvements. As 10th St. is a substandard rural collector roadway, the developer will be required to construct +/-850 linear feet of new 10-foot wide multi-use path on the east side of the roadway, from Woodland Estates Ave. to US Hwy 41. ~~As 10th Street SW is a substandard collector roadway, the developer shall be required to widen 10th Street SW (between the project driveway and US 41) to current County standards or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable Sections of the TTM.~~

8. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

9. If PD 22-0884 is approved, the County Engineer will approve an Administrative Variance (dated January 23, 2023) which was found approvable by the County Engineer (on January 25, 2023) for minimum access connection spacing. This administrative variance will allow for the location of the project's access connection on 10th Street to be located within +/-110 feet of an existing driveway on the west side of the roadway. as shown on the PD site plan.

10. A 5-foot sidewalk shall be constructed along the project's Woodland Estates Ave. frontage.

11. The storm water management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.

12. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):

    a. Ground Signs shall be limited to Monument Signs.

    b. Billboards, pennants and banners shall be prohibited.

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

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

15. 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.

16. 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).

17. 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.

18. 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.

19. 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.

20. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

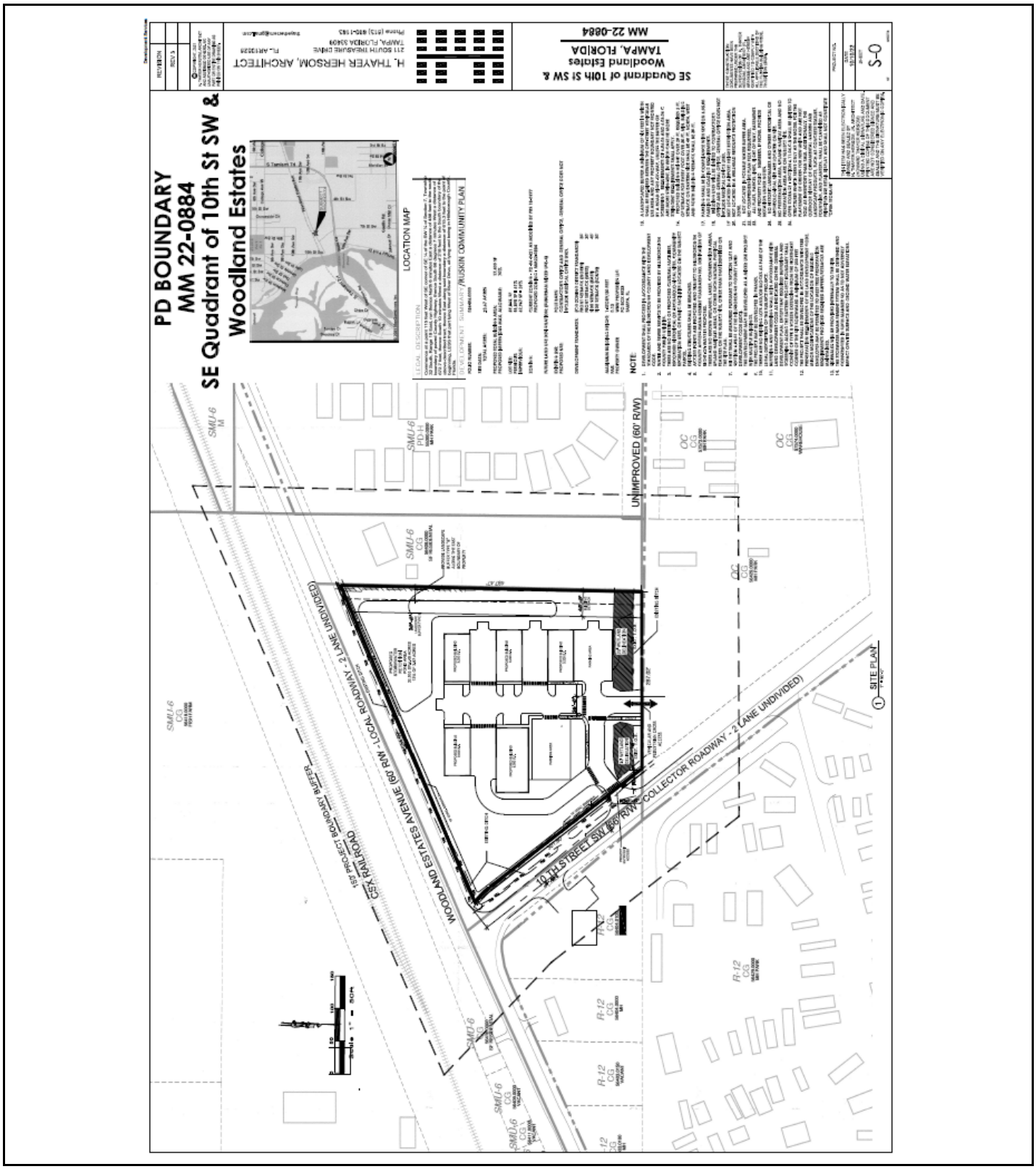
~~21. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms to the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.~~

Zoning Administrator Sign Off:	J. Brian Grady Fri Feb 10 2023 15:55:03

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

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department	**DATE:** 2/09/2023
REVIEWER: Richard Perez, AICP	**AGENCY/DEPT:** Transportation
PLANNING AREA: Ruskin/South	**PETITION NO:** MM 22-0884

[ ] This agency has no comments.

[ ] This agency has no objection.

[X] This agency has no objection, subject to the listed or attached conditions.

[ ] This agency objects for the reasons set forth below.

CONDITIONS OF ZONING APPROVAL

Proposed Changes to Existing Conditions:

5. ~~Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, identifying the needed improvements to mitigate the project's impacts. If turn lanes are required, the analysis shall show the length of the related turn lanes. The turn lanes shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than an the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The Planning and Growth Management and Public Works Departments shall approve all exceptions. The Developer shall be responsible for the total cost of the improvements.~~

   [Staff recommends deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable. Furthermore, the applicant's transportation analysis indicates where auxiliary turn lanes are anticipated. Final evaluation of tum lane warrants will be done in accordance with Section 6.04.04.D. at the time of plat/site/construction plan review.]

6. ~~Based on the projected trip generation to the site, access onto the public road would be via "Type II" Minor Roadway Connection (less than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 50 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site. The project roadway shall align with 2nd Street to the north.~~

   [Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the applicant's revised PD site plan demonstrates that it will meet the minimum required 50 ft throat depth.]

7. ~~As 10th Street SW is a substandard collector roadway, the developer shall be required to widen 10th Street SW (between the project driveway and US 41) to current County standards or otherwise obtain a~~

~~Section 6.04.02.B. administrative variance. Deviations from Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable Sections of the TTM.~~ If PD 22-0884 is approved, the County Engineer will approve a Design Exception (dated January 21, 2023) which was found approvable by the County Engineer (on January 25, 2023) for 10th St. substandard road improvements. As 10th St. is a substandard rural collector roadway, the developer will be required to construct +/-850 linear feet of new 10-foot wide multi-use path on the east side of the roadway, from Woodland Estates Ave. to US Hwy 41.

Proposed New Conditions:

- If PD 22-0884 is approved, the County Engineer will approve an Administrative Variance (dated January 23, 2023) which was found approvable by the County Engineer (on January 25, 2023) for minimum access connection spacing. This administrative variance will allow for the location of the project's access connection on 10th Street to be located within +/-110 feet of an existing driveway on the west side of the roadway. as shown on the PD site plan.

- The project shall be permitted one full access connection on 10th Street., as shown on the PD Site Plan.

- A vehicular and pedestrian cross access stubout shall be constructed the property line with folio# 56429.0000.

- Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

- A 5-foot sidewalk shall be constructed along the project's Woodland Estates Ave. frontage.

PROJECT SUMMARY AND ANALYSIS

The applicant is seeking to modify the existing Planned Development PD 06-0421, as amended by PRS 18-0977, to allow for a total of 17,400 square feet of contractor's office uses with outdoor storage on +/-19.13 acres. PD is currently approved for 11,000 square feet of Commercial General (CG) uses. The site is located at the southeast corner of the intersection of 10th Street and Woodland Estates Ave. The Future Land Use designation of the site is Suburban Mixed Use – 6 (SMU-6).

Trip Generation Analysis

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation analysis indicating the project would generate fewer than 50 peak hour trips and, as such, a detailed site access analysis was not required to process this rezoning. Utilizing data from the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, and based upon a generalized worst-case scenario, staff has prepared a comparison of the trip generation potential at project buildout under the existing and proposed zoning designations.

Approved PD:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 11,000sf Restaurant (ITE 933)	**3,809**	**276**	**312**

Proposed Modification:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 17,400 sf Contractor's Office (ITE 180)	**178**	**29**	**34**

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	**-3,631**	**-247**	**-278**

The proposed rezoning will result in a decrease in potential trip generation by -3,631 daily trips, -247 AM peak hour trips, and -278 PM peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property fronts 10th Street and Woodland Estates Ave.

10th Street is a publicly maintained 2-lane, undivided, substandard collector roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a +/- 65-foot wide right-of-way. There are no bicycle facilities or paved shoulders present. Sidewalks are absent, with the exception of a short segment of sidewalk (+/-116 ft) on the west side of the roadway, in the vicinity of the project. There are not curb and gutter present.

The applicant is requesting a design exception to construct +/-850 feet of sidewalk on the east side of 10th St., from Woodland Estates Ave. to US Hwy 41, in lieu of improving the roadway to standard. See the Design Exception request section below for additional detail.

Woodland Estates Ave. is a publicly maintained 2-lane, substandard local roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a +/- 72-foot wide right-of-way. There are no bicycle facilities or paced shoulders present. There are no sidewalks or curb and gutter in the vicinity of the proposed project.

SITE ACCESS

The proposed PD site plan provides for vehicular and pedestrian access to 10th St. and vehicular and pedestrian cross access to the southern boundary for future connection to the adjacent property (folio#56429.0000). The proposed location of the vehicular access connection on 10th St. does not meet the minimum spacing criteria of 245 feet pursuant to LDC, Sec. 6.04.07. The applicant has submitted a Sec. 6.04.02. B. administrative variance request to allow the proposed vehicular access connection location as discussed in greater detail herein under the section titled Request Administrative Variance.

Turn lanes are not warranted.

The developer will be required to construct a sidewalk along the entirety of the 10th St. and Woodland Estates Ave. frontage per LDC, Sec. 6.03.02. Staff notes that the applicant has opted to construct a 10-ft wide multi-use path instead of a 5-foot wide sidewalk along the 10th St. frontage as part of the Design Exception process discussed below in greater detail.

REQUESTED DESIGN EXCEPTION: 10TH STREET

As 10th St. is a substandard rural collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Boyette Rd. (January 21, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on January 25, 2023). The developer will be required to construct +/-850 linear feet of new 10-foot-wide multi-use path on the east side of the roadway, from Woodland Estates Ave. to US Hwy 41.

If this zoning is approved, the County Engineer will approve the Design Exception request.

REQUESTED ADMINISTRATIVE VARIANCE: MINIMUM CONNECTION SPACING

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated January 23, 2023) for relief from the Section 6.04.07 LDC requirement, governing the minimum access connection. The request is to allow the proposed location of the project access connection to 10th St. to be within +/-110 feet of an existing driveway on the east side of the roadway. LDC, Sec. 6.04.07 requires a minimum of 245 feet spacing. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on January 25, 2023.

If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

LEVEL OF SERVICE (LOS)

10th Street is not a regulated roadway in the 2020 Hillsborough County Level of Service (LOS) Report.

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Wednesday, January 25, 2023 6:13 PM
To: Michael D. Raysor (mdr@raysor-transportation.com) [mdr@raysor-transportation.com]
CC: fotero.oc@gmail.com; Lampkin, Timothy [LampkinT@hillsboroughcounty.org]; Perez, Richard [PerezRL@hillsboroughcounty.org]; Tirado, Sheida [TiradoS@hillsboroughcounty.org]; PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]
Subject: FW: MM 22-0884 Design Exception & Administrative Variance Review
Attachments: 22-0884 DEReq 01-24-23.pdf; 22-0884 AVReq 01-24-23.pdf

Mike,
I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 22-0884 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Cintia Morales (moralescs@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: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Tuesday, January 24, 2023 6:20 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>
Subject: MM 22-0084 Design Exception & Administrative Variance Review

Hello Mike,

The attached Design Exception and Administrative Variance are approvable to me. Please copy the following people in your response email:

mdr@raysor-transportation.com
fotero.oc@gmail.com
lampkint@hillsboroughcounty.org
perezrl@hillsboroughcounty.org

Best Regards,

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

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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Received January 24, 2023
Development Services

Hillsborough County Florida

DEVELOPMENT SERVICES DEPARTMENT
PO Box 1110, Tampa, FL 33601-1110
813-635-5400 | Fax: (813) 272-5811

SUBJECT: APPROVAL COVER LETTER ☑ **DESIGN EXCEPTION** ☐ **DESIGN DEVIATION MEMORANDUM**

TO: Michael J. Williams **DATE:** January 21, 2023
County Engineer

County Street Name and/or Road Number: 10th Street
Project Description (limits): from US-41 to Woodland Estates Avenue
Project Identification Number:
Context-Based Classification:

TYPE OF CONSTRUCTION: (check all that apply)

☐ Residential Subdivision ☑ Commercial Subdivision ☐ Private Property

DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT: (check one)

☐ Design Speed ☐ Horizontal Curve Radius ☐ Maximum Grade ☐ Design Loading Structural Capacity
☑ Lane Widths ☐ Superelevation Rate ☐ Cross Slope
☑ Shoulder Widths ☐ Stopping Sight Distance ☐ Vertical Clearance

DESIGN DEVIATION MEMORANDUM FOR THE FOLLOWING ELEMENT:

Include statement identifying location, project limits, key controlling criteria, existing roadway characteristics, and required criteria versus proposed criteria:

A Section 6.04.02.B DESIGN EXCEPTION to Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) is requested in association with rezoning & development permitting for the "WBW CONTRACTORS OFFICE PARK" project.

Refer to attached 10th Street Design Exception document (1/21/23) for details.

Attach all supporting documentation to this form in accordance with Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.

SIGNATURES AND APPROVALS:

Recommended by / Date:

Michael Raysor Digitally signed by Michael Raysor Date: 2023.01.21 17:57:21 -05'00'

Responsible Professional Engineer

Michael Raysor Digitally signed by Michael Raysor Date: 2023.01.21 17:58:30 -05'00'

Applying Professional Engineer Seal

Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams, Professional Engineer. County Engineer

Received January 24, 2023
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RAYSOR Transportation Consulting

TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

January 21, 2023

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

SUBJECT: WBW CONTRACTORS OFFICE PARK
10TH STREET DESIGN EXCEPTION
PD 22-0884

Dear Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County's Transportation Technical Manual (TTM) section 1.7, to meet the requirements of Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for the **"WBW CONTRACTORS OFFICE PARK"** project.

INTRODUCTION

The **"WBW CONTRACTORS OFFICE PARK"** project is located east of 10th Street and south of Woodland Estates Avenue, in Hillsborough County, Florida (refer to ***ATTACHMENT A*** for the project site location map). The subject site is proposed for development consisting of 17,600 square feet of contractors office space with ancillary outdoor storage, with site access planned to be provided via one full access driveway connection to 10th Street (refer to ***ATTACHMENT B*** for the project site concept plan).

Pursuant to LDC §6.04.03.L, the following is applicable to 10th Street in regard to the subject project:

> *Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.*

A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve 10th Street to meet new roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of development approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative mitigation is proposed. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as ***ATTACHMENT C***.

10th Street is a two-lane undivided County collector roadway with a rural cross section, which is approximately 800 feet in length between US Highway 41 and Woodland Estates Avenue. Within the referenced limits, Woodland Estates Avenue has an existing right-of-way width of approximately 65 feet. It is noted that the reported right-of-way width is approximate, as measured from the *Hillsborough County Property Appraiser* website.

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10TH STREET | TRAFFIC VOLUMES

Traffic volumes for 10th Street were identified as follows:

- Existing peak hour traffic volumes were identified from traffic counts adjusted to reflect peak season conditions; resulting in AM peak hour volumes of 47 vph near Woodland Estates Avenue and 86 vph near US Highway 41, and PM peak hour volumes of 89 vph near Woodland Estates Avenue and 116 vph near US Highway 41. The referenced existing traffic volumes are documented in ***ATTACHMENT D***.

- Existing daily traffic volumes were estimated using FDOT's standard planning analysis hour factor (K-factor) of 9.0 applied to the PM peak hour volumes, resulting in a daily traffic volume of 990 vpd near Woodland Estates Avenue and 1,290 vpd near US Highway 41.

- Project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); resulting in AM peak hour project traffic of 8 vph near Woodland Estates Avenue and 30 vph near US Highway 41, PM peak hour project traffic of 7 vph near Woodland Estates Avenue and 32 vph near US Highway 41, and daily project traffic of 50 vpd near Woodland Estates Avenue and 206 vpd near US Highway 41. The referenced project generated traffic volumes are documented in ***ATTACHMENT E***.

- The sum of the existing traffic volumes and project generated traffic volumes result in the following total traffic volumes for 10th Street:

  - **AM PEAK HOUR TOTAL TRAFFIC:** 55 vph near Woodland Estates Avenue
    116 vph near US Highway 41

  - **PM PEAK HOUR TOTAL TRAFFIC:** 96 vph near Woodland Estates Avenue
    148 vph near US Highway 41

  - **DAILY TOTAL TRAFFIC:** 1,040 vpd near Woodland Estates Avenue
    1,496 vpd near US Highway 41

10TH STREET | ROADWAY CHARACTERISTICS

An inventory of roadway characteristics was compiled for 10th Street, as summarized below and further documented in ***ATTACHMENT F***. The reported measurements were undertaken approximately mid segment between US Highway 41 and Woodland Estates Avenue.

SPEED LIMIT: The posted speed limit for 10th Street was identified as 35 mph.

LANE WIDTH: The lane width for 10th Street was identified as 10.0' to 10.5'. This finding indicates that 10th Street exhibits a substandard lane width in consideration of the TS-7 typical section, which requires 12-foot lanes.

SHOULDER WIDTH: 10th Street does not have paved shoulders within the referenced limits. This finding indicates that 10th Street exhibits substandard shoulder conditions in consideration of the TS-7 typical section, which requires 5-foot paved shoulders.

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SIDEWALK: 10th Street does not have sidewalks on either side of the road within the referenced limits; except for a 330 foot segment of sidewalk on the west side of the road south of Woodland Estates Avenue along the frontage of the "Causeway Auto Repair" facility. This finding indicates that 10th Street exhibits substandard sidewalk conditions in consideration of the TS-7 typical section, which requires 5-foot sidewalks on both sides of the road.

SIDE SLOPE: The side slopes for 10th Street were identified as 1:10 on the west side of the road and 1:12 on the east side of the road. This finding indicates that 10th Street exhibits standard side slopes in consideration of the TS-7 typical section, which limits the maximum slope to 1:4.

CLEAR ZONE: The clear zones for 10th Street were identified as 23 feet on the west side of the road and 18 feet on the east side of the road. This finding indicates that 10th Street exhibits standard clear zones in consideration of FDOT's Design Manual, which requires a clear zone of 6 feet for existing roadways with a design speed of 35 mph.

10TH STREET | CRASH HISTORY

An evaluation of crash data was conducted for the segment of 10th Street from US Highway 41 to Woodland Estates Avenue; excluding any crashes that may have occurred at the intersections of 10th Street with US Highway 41 and Woodland Estates Avenue. Crash data was queried from the Hillsborough County Crash Data Management System for the prior 5 year period, from 3/1/22 through 2/28/22. During that period, no crashes were identified to occur within the referenced limits. In addition, an extended query dating back to 2005 also identified no crashes within the referenced limits. In consideration of the foregoing, it is concluded that the substandard road characteristics of 10th Street have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

SUBSTANDARD ROAD MITIGATION

The deviation from County TS-7 standards in regard to lane width does not adversely impact the provision of safe and efficient traffic operating conditions, as pursuant to AASHTO's *A Policy on Geometric Design of Highways and Streets* (2018), the current pavement width of 20.0' to 21.0' feet (lane widths of 10.0' to 10.5') meets the minimum pavement width of 20 feet, as applicable to 10th Street. Refer to ***ATTACHMENT G*** for supporting information from AASHTO's *A Policy on Geometric Design of Streets & Highway***.**

The deviation from County TS-7 standards in regard to the lack of paved shoulders along 10th Street does not adversely impact the provision of safe and efficient traffic operating conditions, as the roadway area adjacent to the traveled way was found to be at least 8 feet in width with a slope of no greater than 6°, and thus serves as an unpaved shoulder. It is noted that observations were unable to determine if the referenced unpaved shoulders are stabilized, however, no signs of rutting or other damage was observed, where that would have been indicative of a lack of stabilization. Refer to ***ATTACHMENT G*** for supporting information from AASHTO's *A Policy on Geometric Design of Streets & Highway***.**

The deviation from County TS-7 standards in regard to the lack of sidewalks on both sides of the road is a significant concern in regard to planned development in close proximity to the commercially oriented corridor of US Highway 41. Therefore, the Applicant proposes to construct ± 850 feet of 10' multi-use path on the east side of 10th Street between Woodland Estates Avenue and U.S. Highway 41, including within the ± 300 foot project site frontage, as conceptually shown in ***ATTACHMENT H***. In addition, the project will construct a typical 5 foot sidewalk along Woodlawn Estates Avenue within the ± 550 foot project site frontage.

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The foregoing documents a request for a DESIGN EXCEPTION to Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with rezoning & development permitting for the **"WBW CONTRACTORS OFFICE PARK"** project.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

MICHAEL DANIEL RAYSOR
LICENSE
No. 60919
Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.01.21 17:56:49 -05'00'
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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.

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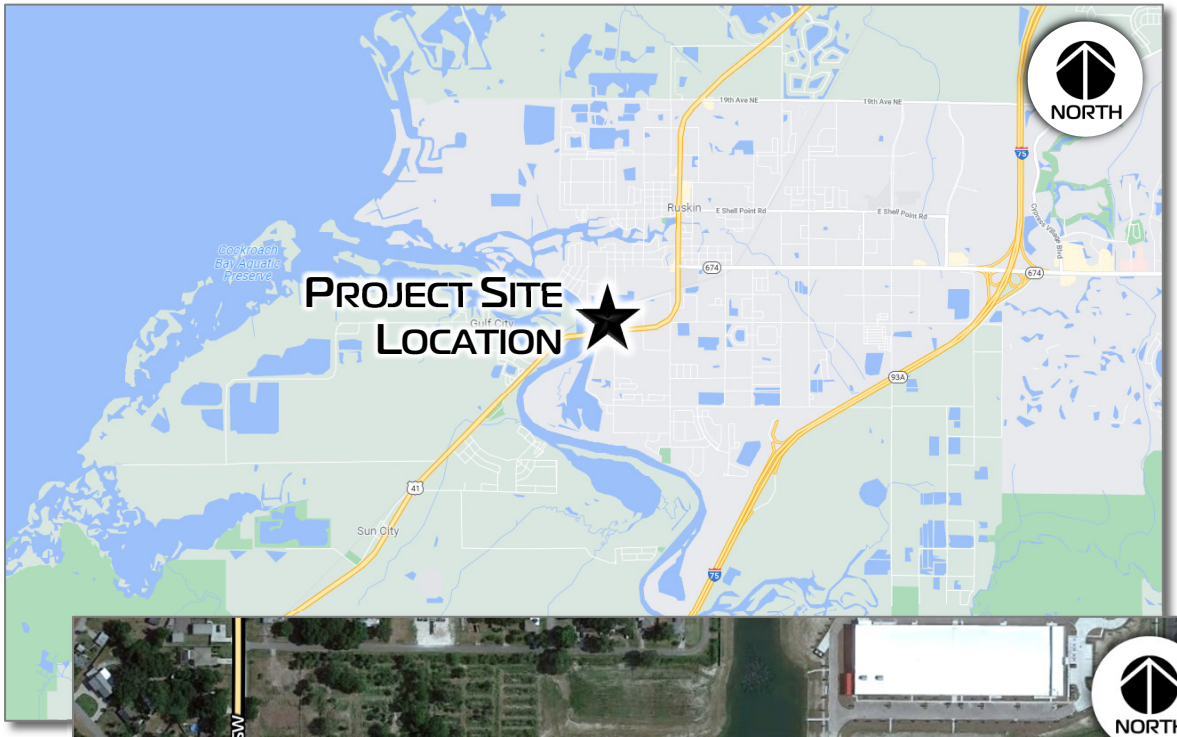
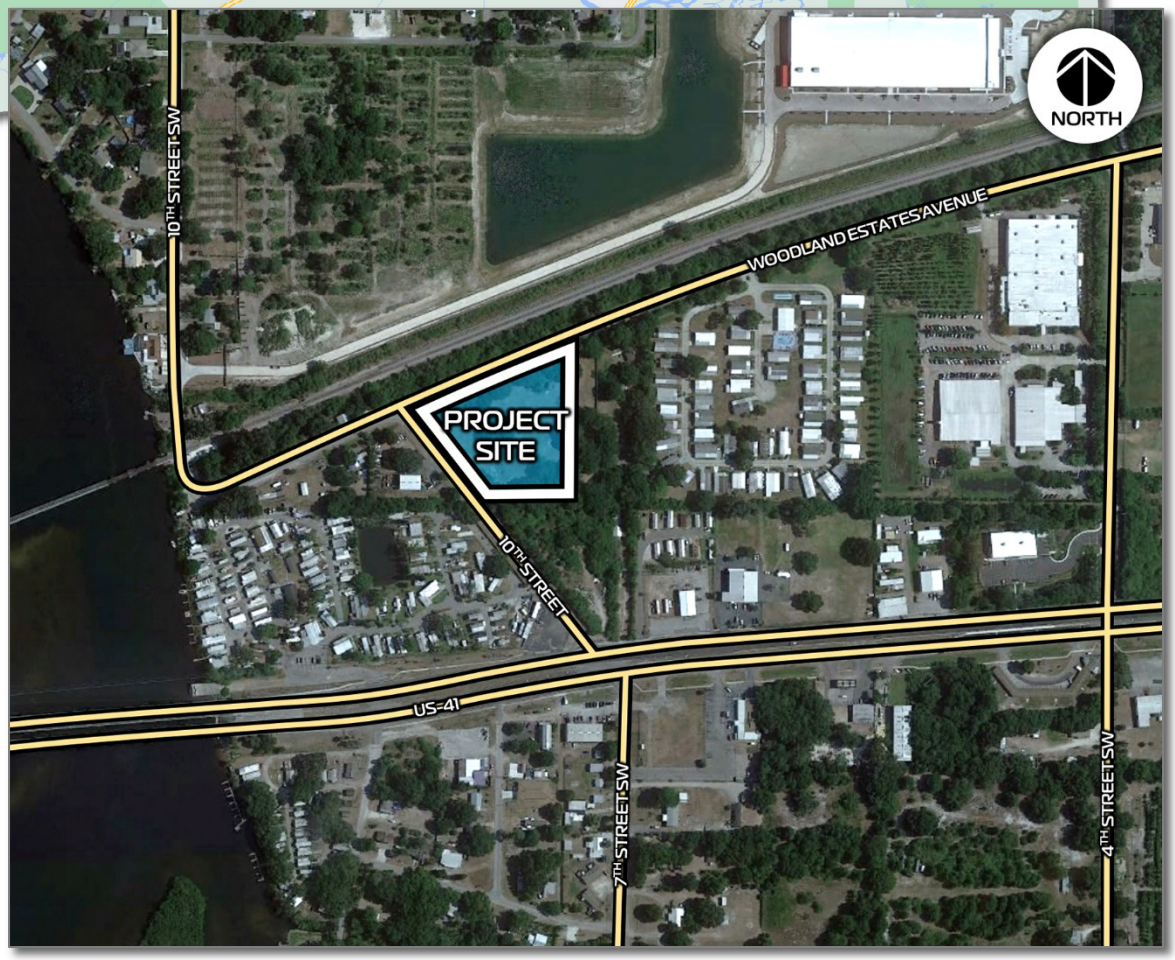
ATTACHMENT A

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Project Site Location Map





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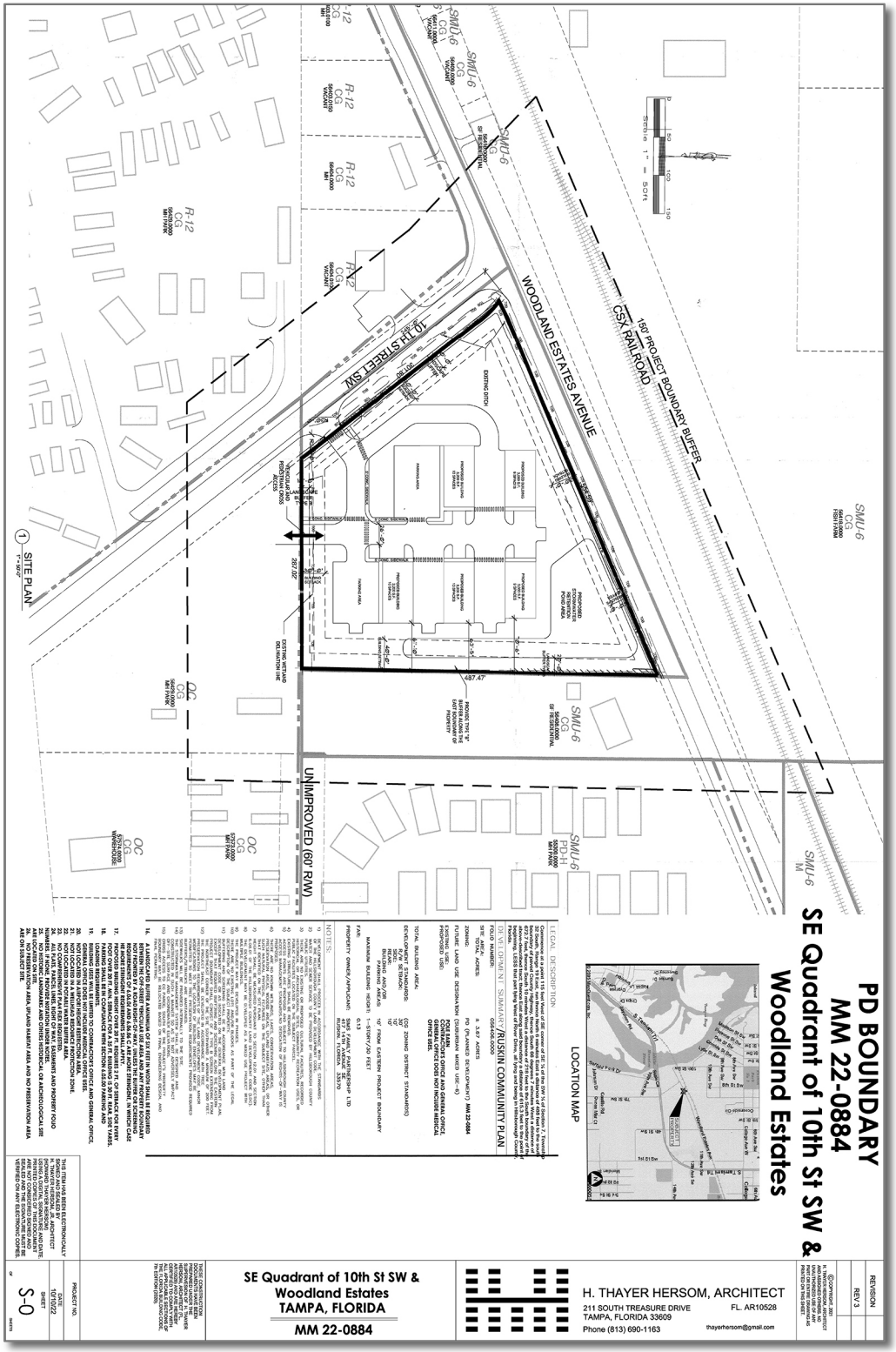
ATTACHMENT B

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Project Site Concept Plan



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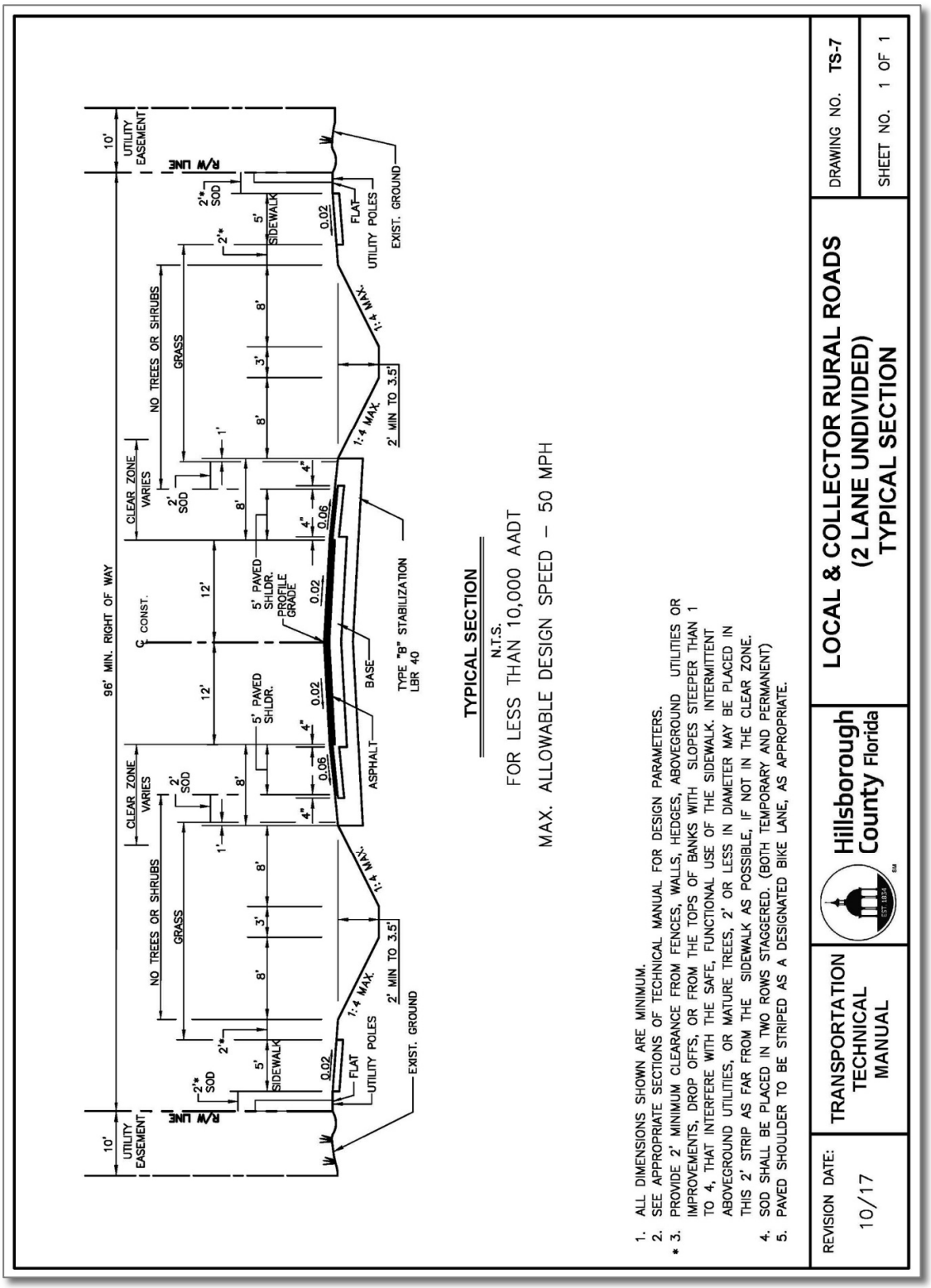
ATTACHMENT C

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK
Hillsborough County TS-7 Typical Section



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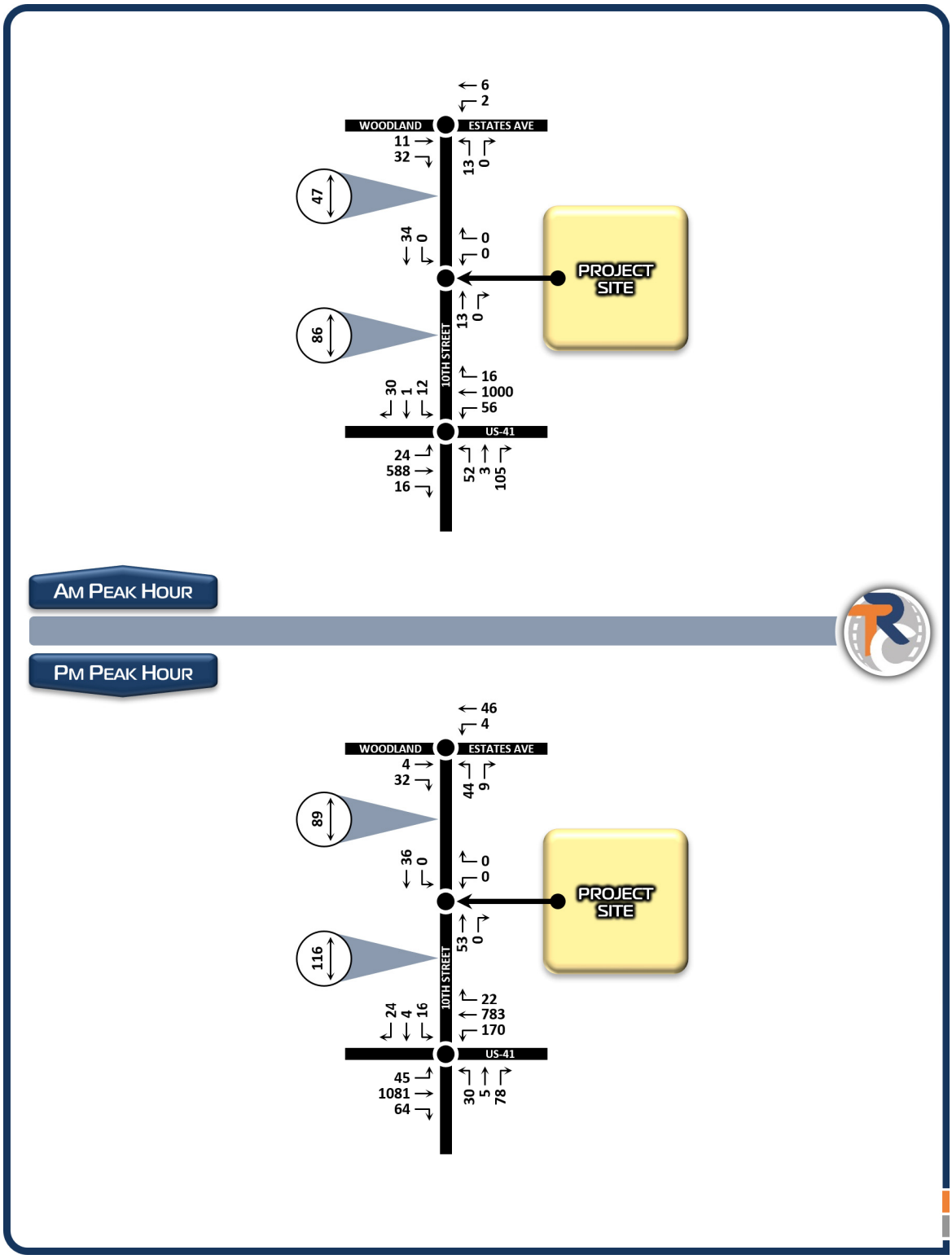
ATTACHMENT D

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Existing Traffic Volumes



SOURCE: WBW Contractors Office Park Traffic Impact Study (2/26/22)

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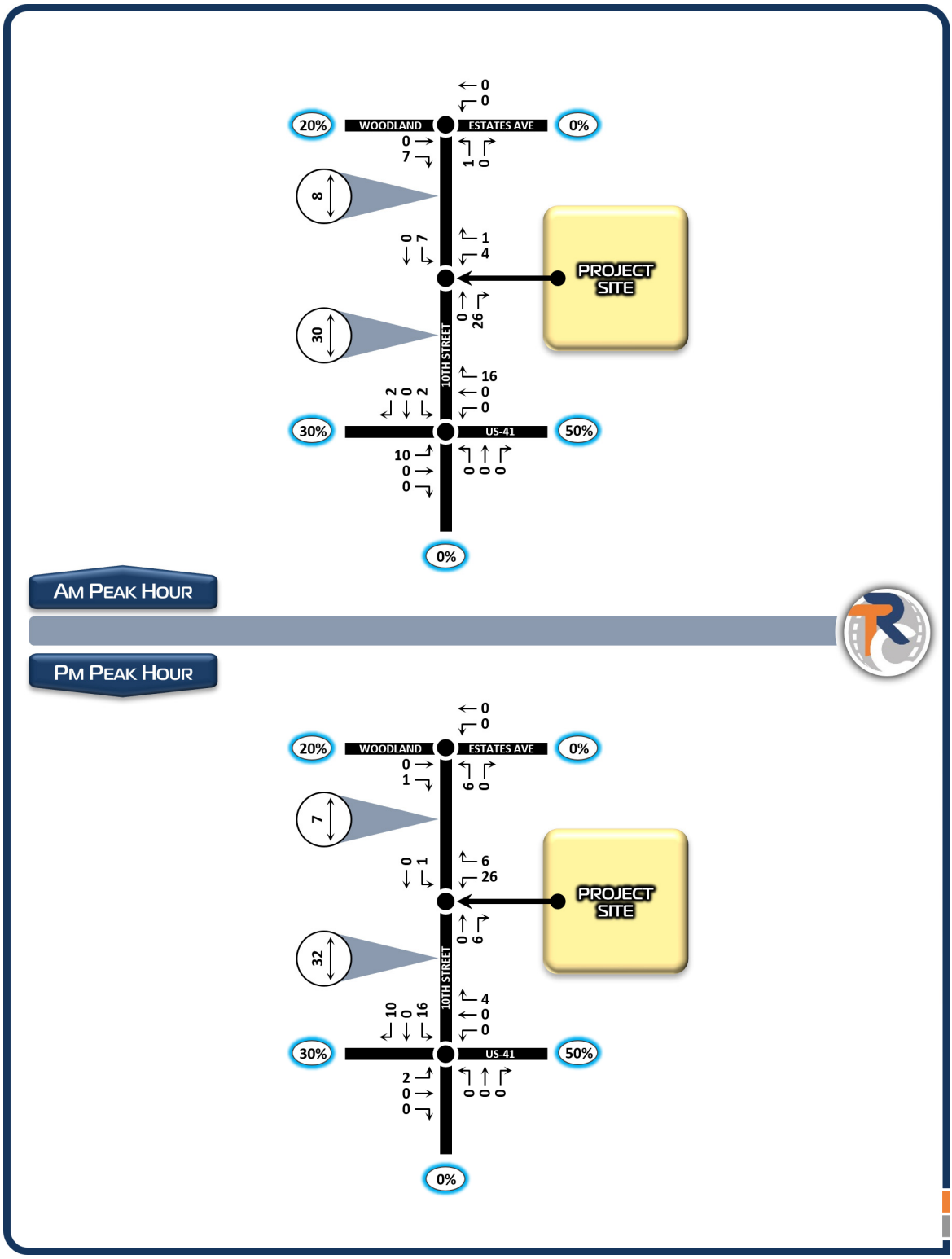
ATTACHMENT E

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Project Generated Traffic Volumes



SOURCE: WBW Contractors Office Park Traffic Impact Study (2/26/22)

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ATTACHMENT F

RAYSOR Transportation Consulting

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10th Street Photographs

10th STREET | LOOKING NORTH

10th STREET | LOOKING SOUTH

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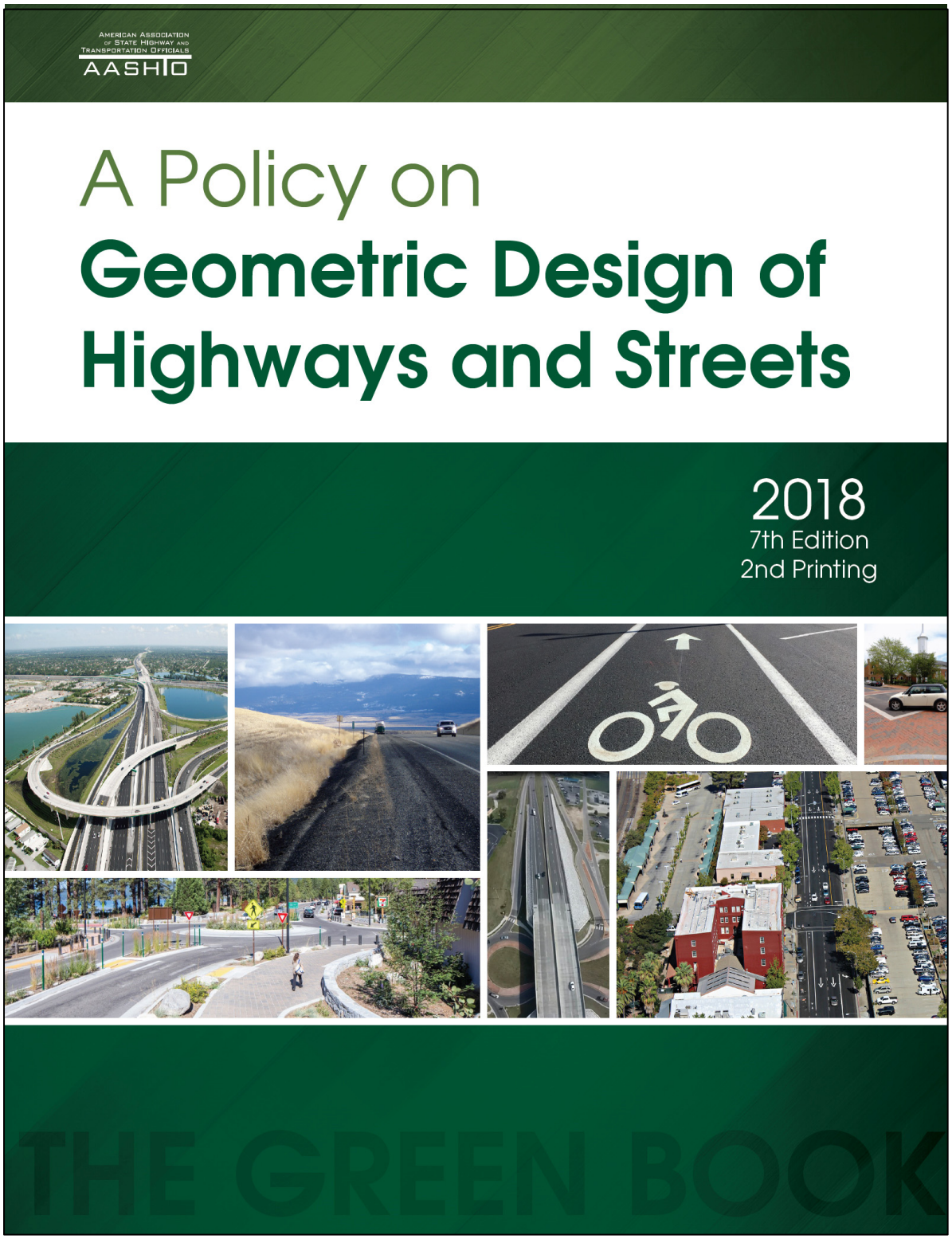

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Streets in urban areas generally have curbs along the outer lanes. A stalled vehicle, during peak hours, disturbs traffic flow in all lanes in that direction when the outer lane serves through traffic. Where on-street parking is permitted, the parking lane provides some of the same services listed above for shoulders. Parking lanes are discussed in Section 4.20, "On-Street Parking."

4.4.2 Shoulder Width

Desirably, a vehicle stopped on the shoulder should clear the edge of the traveled way by at least 1 ft [0.3 m], and preferably by 2 ft [0.6 m]. These dimensions have led to the adoption of 10 ft [3.0 m] as the normal shoulder width that is preferred along higher speed, higher volume facilities. In difficult terrain and on low-volume highways, shoulders of this width may not be practical. A minimum shoulder width of 2 ft [0.6 m] should be considered for low-volume highways, and a 6- to 8-ft [1.8- to 2.4-m] shoulder width is preferable. Heavily traveled, high-speed highways and highways carrying large numbers of trucks should have usable shoulders at least 10 ft [3.0 m] wide and preferably 12 ft [3.6 m] wide; however, widths greater than 10 ft [3.0 m] may encourage unauthorized use of the shoulder as a travel lane. Where bicyclists are to be accommodated on the shoulders, a minimum usable shoulder width (i.e., clear of rumble strips) of 4 ft [1.2 m] should be considered. For additional information on shoulder widths to accommodate bicycles, see the AASHTO *Guide for the Development of Bicycle Facilities* (*8*). Shoulder widths for specific classes of highways are discussed in Chapters 5 through 8.

Where roadside barriers, walls, or other vertical elements are present, it is desirable to provide a graded shoulder wide enough that the vertical elements will be offset a minimum of 2 ft [0.6 m] from the outer edge of the usable shoulder. To provide lateral support for guardrail posts or clear space for lateral dynamic deflection of the particular barrier in use, or both, it may be appropriate to provide a graded shoulder that is wider than the shoulder where no vertical elements are present. On low-volume roads, roadside barriers may be placed at the outer edge of the shoulder; however, a minimum clearance of 4 ft [1.2 m] should be provided from the traveled way to the barrier.

Although it is desirable that a shoulder be wide enough for a vehicle to be driven completely off the traveled way, narrower shoulders are better than none at all. For example, when a vehicle making an emergency stop can pull over onto a narrow shoulder such that it occupies only 1 to 4 ft [0.3 to 1.2 m] of the traveled way, the remaining traveled way width can be used by passing vehicles. Partial shoulders are sometimes used where full shoulders are unduly costly, such as on long (over 200 ft [60 m]) bridges or in mountainous terrain.

Regardless of the width, a shoulder should be continuous. The full benefits of a shoulder may not be realized unless it provides a driver with refuge at any point along the traveled way. A continuous shoulder provides a sense of security such that almost all drivers making emergency stops will leave the traveled way. With intermittent sections of shoulder, however, some drivers will find it necessary to stop on the traveled way, creating an undesirable situation. A continuous

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paved shoulder that is sufficiently wide and free of debris also provides an area for bicyclists to operate without obstructing faster moving motor vehicle traffic. Although continuous shoulders are preferable, narrow shoulders and intermittent shoulders are superior to no shoulders. Intermittent shoulders are briefly discussed below in Section 4.4.6, "Turnouts."

Shoulders on structures should normally have the same width as usable shoulders on the approach roadways. Long, high-cost structures may need detailed studies to determine practical dimensions, and reduced shoulder widths may be considered. Discussions of these conditions are provided in Chapters 7 and 10.

4.4.3 Shoulder Cross Sections

As important elements in the lateral drainage systems, shoulders should be flush with the roadway surface and abut the edge of the traveled way. All shoulders should be sloped to drain away from the traveled way on divided highways with a depressed median. With a raised narrow median, the median shoulders may slope in the same direction as the traveled way. However, in regions with snowfall, median shoulders should be sloped to drain away from the traveled way to avoid melting snow draining across travel lanes and refreezing. All shoulders should be sloped sufficiently to rapidly drain surface water, but not to the extent that vehicular use would be restricted. Because the type of shoulder construction has a bearing on the cross slope, the two should be determined jointly. Bituminous and concrete-surfaced shoulders should be sloped from 2 to 6 percent, gravel or crushed-rock shoulders from 4 to 6 percent, and turf shoulders from 6 to 8 percent. Where curbs are used on the outside of shoulders, the cross slope should be appropriately designed with the drainage system to prevent ponding on the traveled way.

Where shoulders are intended to be used as pedestrian facilities, the shoulder must be accessible to and usable by individuals with disabilities (*48*, *49*). For additional guidance, refer to the *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way* (*46*).

It should be noted that rigid adherence to the shoulder cross slope criteria presented in this chapter may reduce traffic operational efficiency if the shoulder cross slope criteria are applied without regard to the cross section of the paved surface. On tangent or long-radius curved alignment with normal crown and turf shoulders, the maximum algebraic difference in the traveled way and shoulder grades should be from 6 to 7 percent. Although this maximum algebraic difference in slopes is not desirable, it is tolerable due to the benefits gained in pavement stability by avoiding stormwater detention at the pavement edge.

Shoulder slopes that drain away from the paved surface on the outside of well-superelevated sections should be designed to avoid too great a cross slope break. For example, use of a 4 percent shoulder cross slope in a section with a traveled way superelevation of 8 percent results in a 12 percent algebraic difference in the traveled way and shoulder grades at the high edge of the traveled way. Grade breaks of this order are not desirable and should not be used (Figure

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4-2A). Within a superelevated roadway section, the maximum algebraic difference of cross slope break should not exceed 8 percent between the traveled way and usable shoulder. Edge line or shoulder rumble strips placed on or close to the edge line are desirable to reduce the potential for full traversal departures onto the shoulder (see Section 4.5). It is desirable that all or part of the shoulder should be sloped upward at about the same rate or at a lesser rate than the superelevated traveled way (see the dashed line labeled Alternate in Figure 4-2A). Where this is not desirable because of stormwater or melting snow and ice draining over the paved surface, a compromise might be used in which the grade break at the edge of the paved surface is limited to approximately 8 percent by flattening the shoulder on the outside of the curve (Figure 4-2B).

One means of avoiding too severe of a grade break is the use of a continuously rounded shoulder cross section on the outside of the superelevated traveled way (Figure 4-2C). The shoulder in this case is a convex section continuing from the superelevation slope instead of a sharp grade break at the intersection of the shoulder and traveled way slopes. In this method, some surface water will drain upon the traveled way; however, this disadvantage is offset by the benefit of a smoother transition for vehicles that may accidentally or purposely drive upon the shoulder. It should also be noted that convex shoulders present more difficulties in construction than do planar sections. An alternate method to the convex shoulder consists of a planar shoulder section with multiple breaks in the cross slope. Shoulder cross slopes on the high side of a superelevated section that are substantially less than those discussed above are generally not detrimental to shoulder stability. There is no discharge of stormwater from the traveled way to the shoulder and, therefore, little likelihood of shoulder erosion damage.

In some areas, shoulders are designed with a curb or gutter at the outer edge to confine runoff to the paved shoulder area. Drainage for the entire roadway is handled by these curbs, with the runoff directed to selected outlets. The outer portion of the paved shoulder serves as the longitudinal gutter. Cross slopes should be the same as for shoulders without a curb or gutter, except that the slope may be increased somewhat on the outer portion of the shoulder. This type of shoulder is advantageous in that the curb on the outside of the shoulder does not deter motorists from driving off the traveled way, and the shoulder serves as a gutter in keeping stormwater off the traveled lanes. Proper delineation should adequately distinguish the shoulder from the traveled way.

4.4.4 Shoulder Stability

If shoulders are to function effectively, they should be sufficiently stable to support occasional vehicle loads in all kinds of weather without rutting. Evidence of rutting, skidding, or vehicles being mired down, even for a brief seasonal period, may discourage and prevent the shoulder from being used as intended.

All types of shoulders should be constructed and maintained flush with the traveled way pavement if they are to fulfill their intended function. Regular maintenance is needed to provide a

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Table 5-5. Minimum Width of Traveled Way and Shoulders for Two-Lane Local Roads in Rural Areas

U.S. Customary			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000
15	18	20[a]	22
20	18	20[a]	22
25	18	20[a]	22
30	18	20[a]	22
35	18	20[a]	22
40	18	20[a]	22
45	20	22	22
50	20	22	22
55	22	22	22b
60	22	22	22b
65	22	22	22b
All speeds	Width of graded shoulder on each side of the road (ft)		
	2	3	6

Metric			
Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000
20	5.4	6.0[a]	6.6
30	5.4	6.0[a]	6.6
40	5.4	6.0[a]	6.6
50	5.4	6.0[a]	6.6
60	5.4	6.0[a]	6.6
70	6.0	6.6	6.6
80	6.0	6.6	6.6
90	6.6	6.6	6.6[b]
100	6.6	6.6	6.6[b]
All speeds	Width of graded shoulder on each side of the road (m)		
	0.6	1.0	1.8

[a] For roads in mountainous terrain with design volume of 400 to 600 veh/day, an 18-ft [5.4-m] traveled-way width may be used.

[b] Consider using traveled-way width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.4 Medians

Medians are generally not provided for local roads in rural areas. For additional information on medians, see Section 5.3, "Local Streets in Urban Areas."

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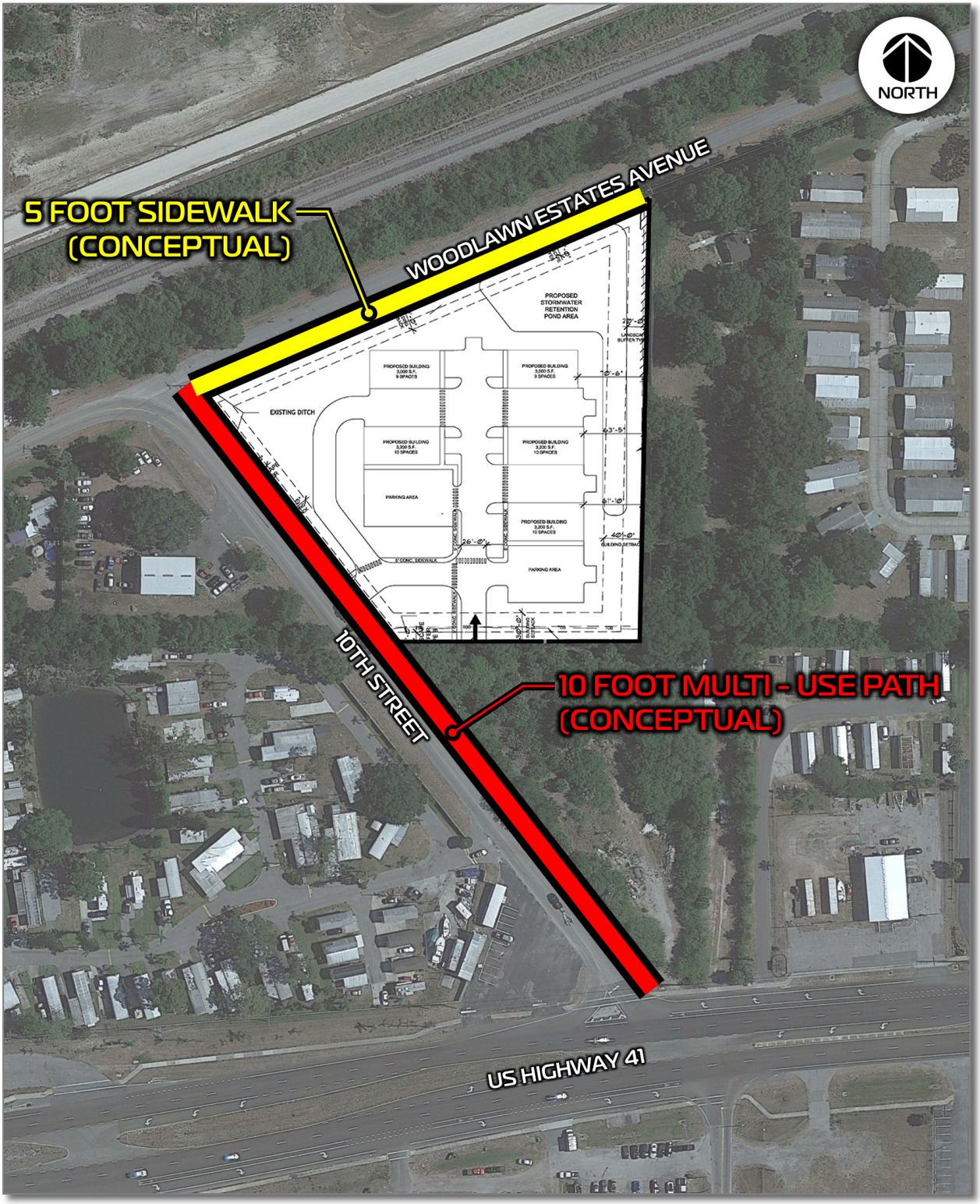
ATTACHMENT H

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK
Conceptual Pedestrian Improvements



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RAYSOR Transportation Consulting

TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

January 23, 2023

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

SUBJECT: WBW CONTRACTORS OFFICE PARK
ADMINISTRATIVE VARIANCE FOR ACCESS SPACING
PD 22-0884

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.07. (Minimum Spacing) in association with PD 22-0884 for the **WBW CONTRACTORS OFFICE PARK** project.

The subject project site is located east of 10th Street and south of Woodland Estates Avenue, in Hillsborough County, Florida (refer to ***ATTACHMENT A*** for the project site location map). The subject site is proposed for development consisting of 17,600 square feet of contractors office space with ancillary outdoor storage, with site access planned to be provided via one full access driveway connection to 10th Street (refer to ***ATTACHMENT B*** for the project site plan).

The purpose of this variance is to ensure that the development is provided with reasonable access.

The applicable connection spacing criteria for the referenced segment of 10th Street is identified as 245 feet pursuant to LDC §6.04.07. (Minimum Spacing), for an Access Class 6 facility with a posted speed limit of less than or equal to 45 mph (the posted speed limit is 35 mph). It is noted that 10th Street is functionally classified as a collector roadway.

The proposed project site driveway connection to 10th Street is located (a) ± 290 feet from Woodlawn Estates Avenue, (b) ± 110 feet from the driveway connection serving Folio #056404-0100, and (c) ± 280 feet from the driveway connection serving Folio #056429-0000; as shown in ***ATTACHMENT C***. Therefore, the proposed project site driveway connection to 10th Street would be considered non-conforming in regard to the driveway connection serving Folio #056404-0100; where this driveway connection serves a 2,400 square foot auto repair facility (Causeway Auto Repair).

The peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition), as documented in ***ATTACHMENT D***; which identified 256 daily trips with 38 trips during the AM peak hour and 39 trips during the PM peak hour. The peak hour trip generation for the referenced auto repair facility was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition), as documented in ***ATTACHMENT E***; which identified 200 daily trips with 5 trips during the AM peak hour and 18 trips during the PM peak hour.

An evaluation of crash data was conducted for the segment of 10th Street from US Highway 41 to Woodland Estates Avenue; excluding any crashes that may have occurred at the intersections of 10th Street with US Highway 41 and Woodland Estates Avenue. Crash data was queried from the Hillsborough County Crash Data Management System for the prior 5 year period, from 3/1/22 through 2/28/22. During that period, no crashes were identified to occur within the referenced limits. In addition, an extended query dating back to 2005 also identified no crashes within the referenced limits.

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.

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THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the subject project site driveway connection to 10th Street is planned for construction at the southern boundary of the site, as far from the auto repair facility driveway as possible, while still providing access to 10th Street; noting that pursuant to LDC §6.04.03.I, *"where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access."* Woodlawn Estates Avenue is functionally classified as a local roadway, and thus access to this road rather than 10th Street is inconsistent with the requirements of the referenced code section. ***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 trip generation to be served by both the subject project site driveway connection and the auto repair facility driveway connection is very low at only 39 trips during the worst-case peak hour (for the project site) and only 18 trips during the worst-case peak hour (for the auto repair facility); where low traffic volumes such as these indicate a negligible degree of conflict between the two site driveways, (B) the posted speed limit for 10th Street is relatively low at only 35 mph which combined with a relatively short segment of roadway (± 800 feet) indicates low speed conditions, where speed is theoretically inversely proportional to traffic safety, and (C) the subject segment of 10th Street was found to not exhibit safety deficiencies and did not have crash patterns that would indicate a potential for future safety concerns associated with the proposed driveway connection. ***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 the subject site access driveway connection is planned for construction in the best location possible while still providing access to 10th Street, where access to 10th Street rather than Woodlawn Estates Avenue is a requirement of LDC §6.04.03.I. ***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) §6.04.07. (Minimum Spacing) in association with PD 22-0884 for the **WBW CONTRACTORS OFFICE PARK** project, to allow for a site access driveway connection at a spacing less than the applicable minimum LDC requirement, and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

MICHAEL DANIEL RAYSOR
LICENSE
No. 60919
Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.01.23 20:11:13 -05'00'
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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 — *date*
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

Received January 24, 2023
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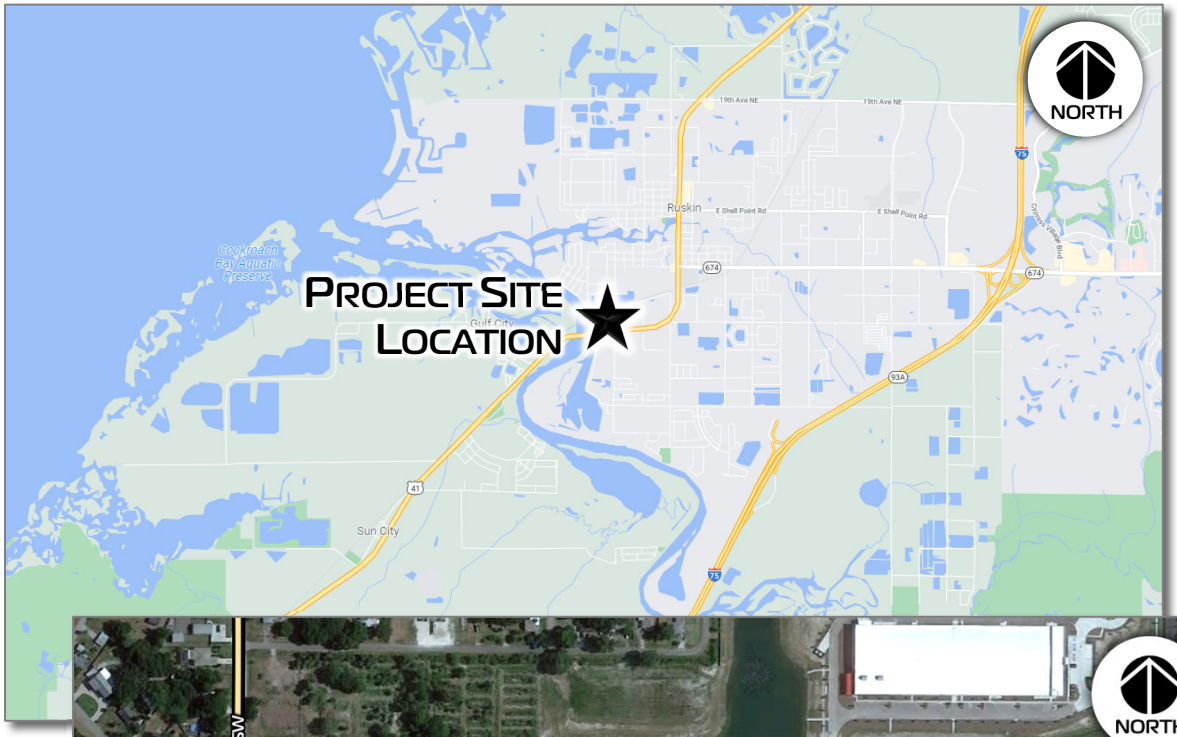
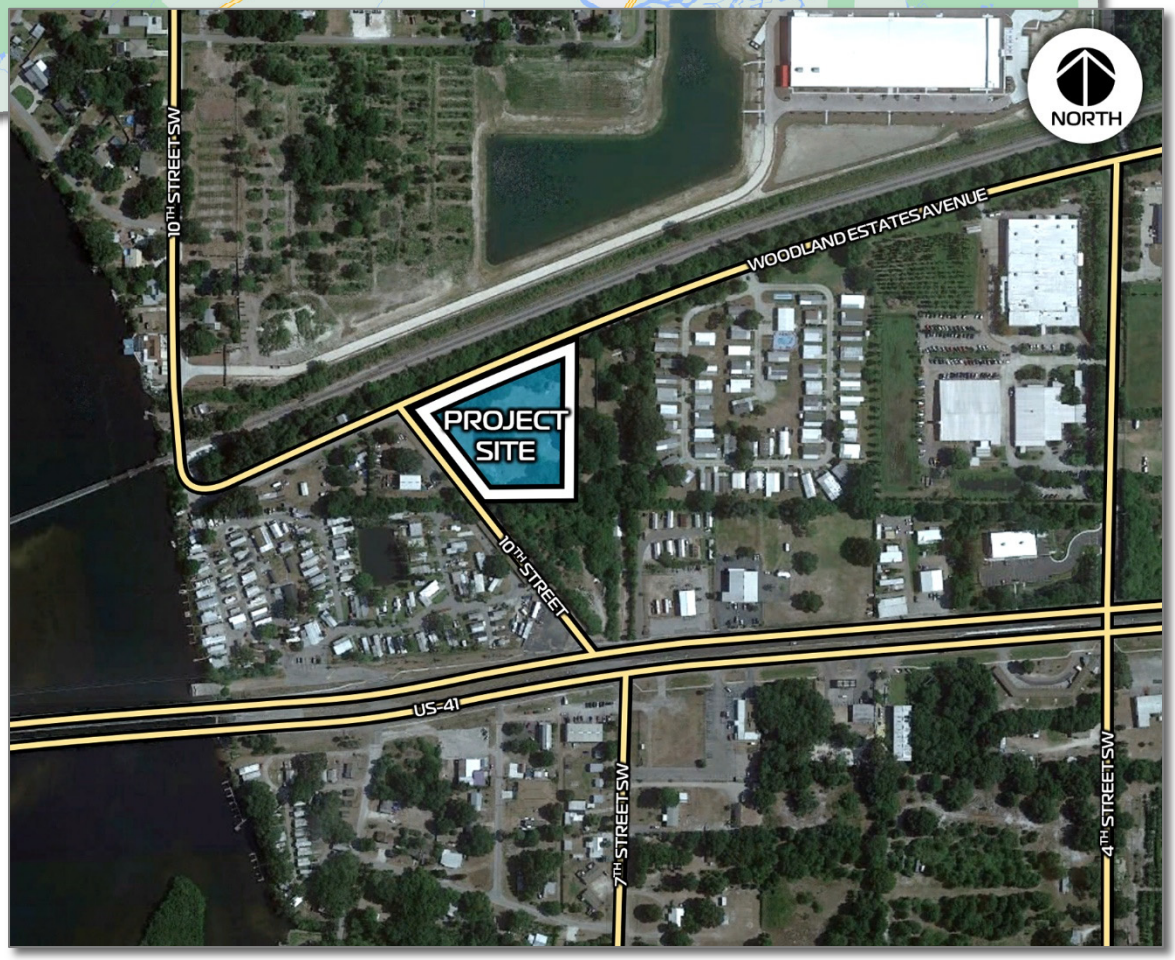
ATTACHMENT A

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Project Site Location Map





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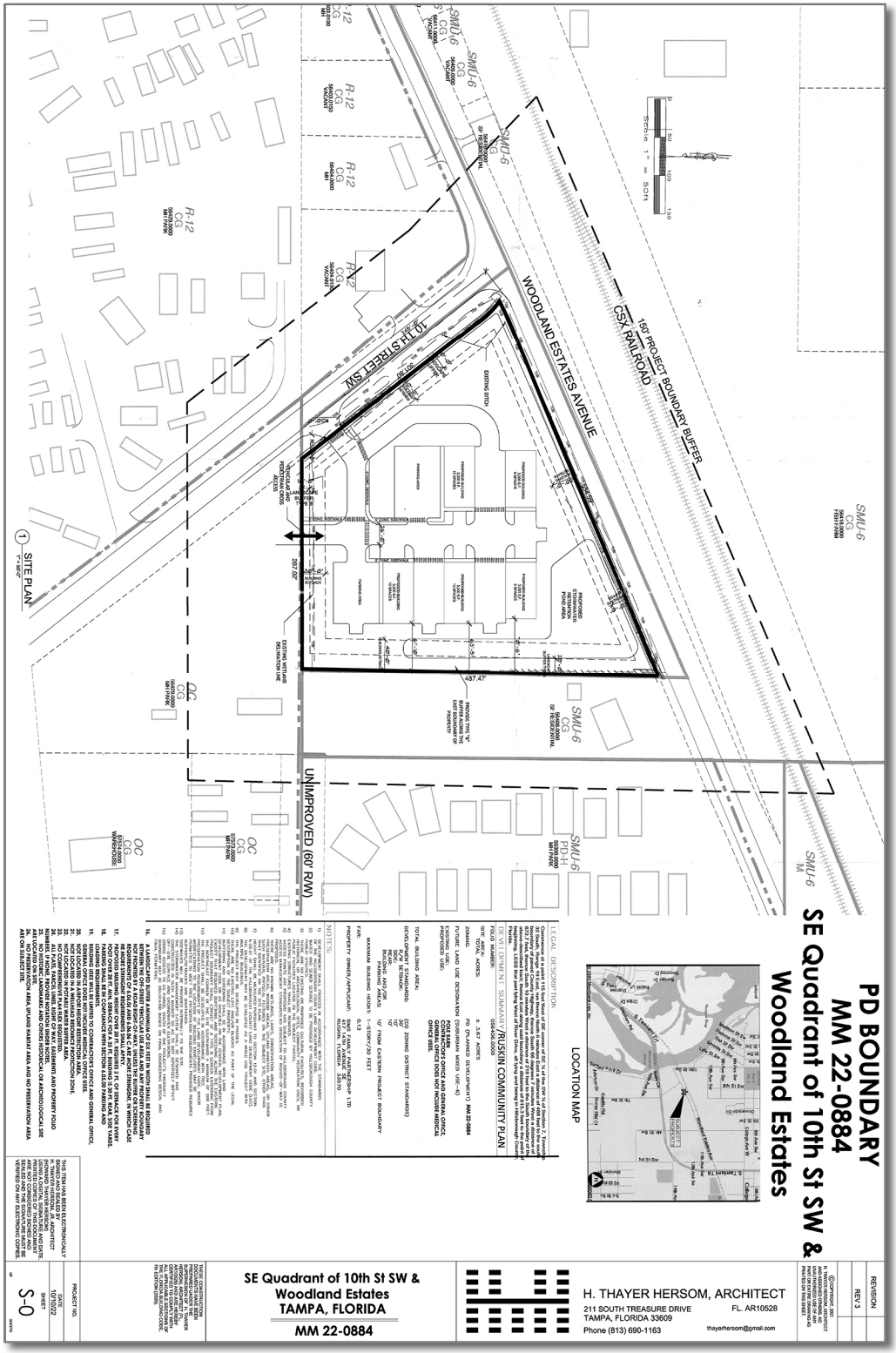
ATTACHMENT B

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Project Site Concept Plan



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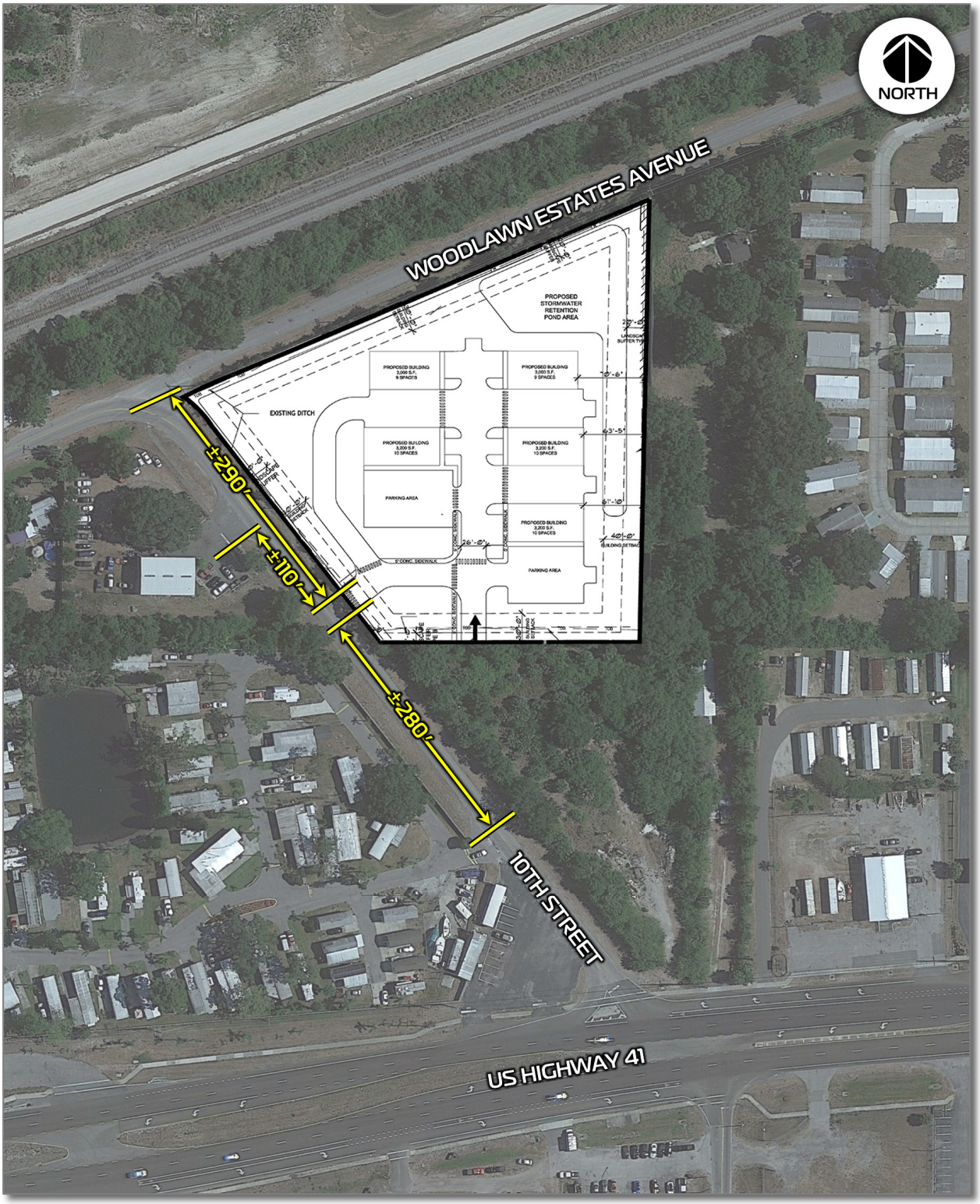
ATTACHMENT C

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Connection Spacing Diagram



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ATTACHMENT D

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK

Trip Generation Estimate

Trip Gen Scenario	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Trip Rate/ Equation	Trips	Trip Rate/ Equation	Trips	Enter	Exit	Trip Rate/ Equation	Trips	Enter	Exit
A	180	Specialty Contractor	17,600 sf	9.82	174	1.66	29	21	8	1.93	34	11	23
B	710	General Office	17,600 sf	Ln(T)=0.87* Ln(X)+3.05	256	Ln(T)=0.86* Ln(X)+1.16	38	33	5	Ln(T)=0.83* Ln(X)+1.29	39	7	32
C	710	General Office	17,600 sf	10.84	192	1.52	27	24	3	1.44	25	4	21
WORST-CASE				--	**256**	--	**38**	**33**	**5**	--	**39**	**7**	**32**

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ATTACHMENT E

RAYSOR Transportation Consulting

WBW CONTRACTORS OFFICE PARK
Trip Generation Estimate (Folio #056404-0100)

TRIP GENERATION ESTIMATE FOR CAUSEWAY AUTO REPAIR *(FOLIO #056404-0100)*

ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Trip Rate/ Equation	Trips	Trip Rate/ Equation	Trips	Enter	Exit	Trip Rate/ Equation	Trips	Enter	Exit
942	Auto Care Center	2,400 sf	NOTE 1	200	2.25	5	3	2	T=2.41(X) +11.83	18	9	9

NOTE 1: CALCULATED USING K-FACTOR APPLIED TO PM PEAK HOUR TRIP GENERATION AS ITE DOES NOT HAVE DAILY TRIP RATE FOR LUC 942.

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**
10th Street	County Collector - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Woodland Estates Ave.	County Local - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request			
	Average Annual Daily Trips	**A.M. Peak Hour Trips**	**P.M. Peak Hour Trips**
Existing	3,809	276	312
Proposed	178	29	34
Difference (+/-)	-3,631	-247	-278

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

Connectivity and Cross Access ☐ Not applicable for this request				
Project Boundary	**Primary Access**	**Additional Connectivity/Access**	**Cross Access**	**Finding**
North		None	None	Meets LDC
South		None	Vehicular & Pedestrian	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request		
Road Name/Nature of Request	**Type**	**Finding**
10th St./Substandard Roadway	Design Exception Requested	Approvable
10th St./Minimum Connection Spacing	Administrative Variance Requested	Approvable
Notes: Proposing to construct +/-850 feet of 10-ft wide multi-modal path.		

4.0 Additional Site Information & Agency Comments Summary			
Transportation	**Objections**	**Conditions Requested**	**Additional Information/Comments**
☒ Design Exception/Adm. Variance Requested ☒ Off-Site Improvements Provided	☐ Yes ☐ N/A ☒ No	☒ Yes ☐ No	See report.

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Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning	
Hearing Date: February 20, 2023 **Report Prepared:** February 8, 2023	**Petition: MM 22-0884** ***1306 Southwest 10th Street*** *South of Woodland Estates Avenue, east of 10th Street Southwest and north of U.S. Highway 41*
Summary Data:	
Comprehensive Plan Finding	**CONSISTENT**
Adopted Future Land Use	**Suburban Mixed-Use-6 (6 du/ga; 0.25 FAR)**
Service Area	**Urban**
Community Plan	Ruskin and SouthShore Areawide Systems
Request	Major Modification to a Planned Development (PD) 06-0421 to allow for 17,400 sq. ft. contractor office and general office use
Parcel Size	± 3.67 acres
Street Functional Classification	Woodland Estates Avenue - **Local** 10th Street Southwest - **County Collector** U.S. Highway 41 - **State Principal Arterial**
Locational Criteria	Does not Meet; Waiver requested
Evacuation Zone	B

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

Context

- The subject property is 3.67± acres located at 1306 Southwest 10th Street, south of Woodland Estates Avenue, east of 10th Street Southwest and north of U.S. Highway 41.

- The property is located within the Urban Service Area (USA) and is located within the limits of the Ruskin Community Plan and the SouthShore Areawide Systems.

- The subject site has a Future Land Use category of Suburban Mixed- Use-6 (SMU-6) which is intended to designate areas that are suitable for urban/suburban in intensity and density of uses, with development occurring as the provision and timing of transportation and public facility services necessary to support these intensities and densities are made available. Typical uses in the SMU-6 Future Land Use category are residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Neighborhood Commercial uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element. The SMU-6 Future land Use category allows for a maximum density of 6 dwelling units an acre and up to 0.25 FAR.

- To the north, northeast and northwest is SMU-6 Future Land Use category which is developed with a light industrial use. To the south and southeast is Office Commercial-20 (OC-20) Future Land Use category developed with a mobile home park. To the east is the Light Industrial (LI) Future Land Use Category which is developed with a mobile home park. To the west and southwest is Residential-12 (RES-12) Future Land Use category which is developed with a mobile home park, single-family homes and an auto mechanic shop.

- The subject site has Planned Development (PD) zoning and is surrounded by Commercial General (CG) zoning on all sides except to the south which is designated as Commercial Intensive (CI) zoning.

- The applicant is requesting a Major Modification to Planned Development (PD) 06-0421 to allow for 17,400 sq. ft. contractor office and general office use.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Urban Service Area (USA)

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

Policy 1.4: *Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements*

affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

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

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

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

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

a) the creation of like uses; or
b) creation of complementary uses; or
c) mitigation of adverse impacts; and

transportation/pedestrian connections

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

Objective 17: Neighborhood and Community Serving Uses: *Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed*

within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

Policy 17.1: *Residential support uses (child care centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:*

The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning;

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

Commercial-Locational Criteria

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

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

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

Policy 22.8: *The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.*

Discouraging Strip Commercial Development

Objective 23: *To maintain the vehicular capacity of public roads, the County discourages linear ("strip") non-residential development patterns and the multiple access points which accompany such linear neighborhood serving commercial development.*

Policy 23.2: *Scattered, unplanned retail commercial development shall be discouraged, and commercial/office concentration shall be encouraged.*

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

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

LIVABLE COMMUNITIES ELEMENT

Ruskin Community Plan

Goal 2. *Economic Development – Provide opportunities for business growth and jobs in the Ruskin community.*

Strategies:

- *Ensure that there are appropriate land areas zoned for office and light industrial development.*

LIVABLE COMMUNITIES ELEMENT

Southshore Areawide Systems Community Plan

Economic Development Objective

The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life. The community desires to pursue economic development activities in the following areas:

1. *Land Use/ Transportation*

a. *Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*

Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.

Staff Analysis of Goals, Objectives and Policies:

The subject property is 3.67 ± acres located at 1306 Southwest 10th Street, south of Woodland Estates Avenue, east of 10th Street Southwest and north of U.S. Highway 41. The property is located within the Urban Service Area (USA) and is located within the limits of the Ruskin Community Plan and the South Shore Areawide Systems Plan. The applicant is requesting a Major Modification to Planned Development (PD) 06-0421 to allow for 17,400 sq. ft. contractor office and general office use.

The Future Land Use Category of the subject site is Suburban Mixed-Use-6 (SMU-6). According to Appendix A of the Future Land Use Element of the Comprehensive Plan, the SMU-6 category is intended to be urban/suburban in intensity and density of uses. The SMU-6 Future land Use category allows for a maximum density of 6 dwelling units per gross acre and up to 0.25 FAR. The property would allow for a maximum of 22 dwelling units and 39,966 sq ft of non-residential use. The proposed office use is to be developed at an FAR of 0.13 which is consistent with and below the maximum FAR of SMU-6 for non-residential at 0.25. To the north, northeast and northwest is SMU-6 Future Land Use category which is developed with light industrial use. To the south and southeast is Office Commercial-20 (OC-20) Future Land Use category developed with a mobile home park. To the east is Light Industrial (LI) Future Land Use Category which is developed with a mobile home park. To the west, and southwest is Residential-12 (RES-12) Future Land Use category, which is developed with a mobile home park, single-family homes, and an auto mechanic shop.

The subject site is located in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "*Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development."* The subject site is proposing five one-story office buildings between 3,000- 5,000 sq. ft. each. The proposed site plan is compatible with the scale of existing development in the area which is primarily low intensity non-residential. As previously mentioned, to the east of the site is an existing mobile home park, and the site plan reflects a stormwater retention pond and a 40-foot setback to the east between the mobile home park and the proposed buildings to help mitigate between dissimilar uses.

The proposed rezoning meets the intent of the Neighborhood Protection Policies of Objective 16 and Policies 16.1, 16.2, and 16.3. Office use provides an appropriate transition of uses as per Policy 16.2 from the auto mechanic shop to the west and to the mobile home park to the east.

The subject site does not meet the Commercial Locational Criteria (CLC) of Objective 22 and Policies 22.1 and 22.8. The site is located west and approximately 3,400 linear feet from the intersection of 14th Avenue Southeast and U.S. Highway 41, the nearest qualifying

intersection. The applicant has requested a waiver to CLC with an accompanying justification. The applicant states that the proposed commercial uses are compatible to the surrounding properties that are CG and CI zoning. Furthermore, the applicant proposes to buffer between the mobile home park to the east and the proposed building placement by adding a 40-foot setback with a stormwater retention pond. Additionally, the proposed list of conditions indicates that no open storage is allowed on the subject site. The proposed list of conditions has been thoroughly reviewed and selected to help compliment the surrounding area, it is not intended to introduce intensive uses but rather encourage transition of uses. Staff recommends approval of the waiver to CLC.

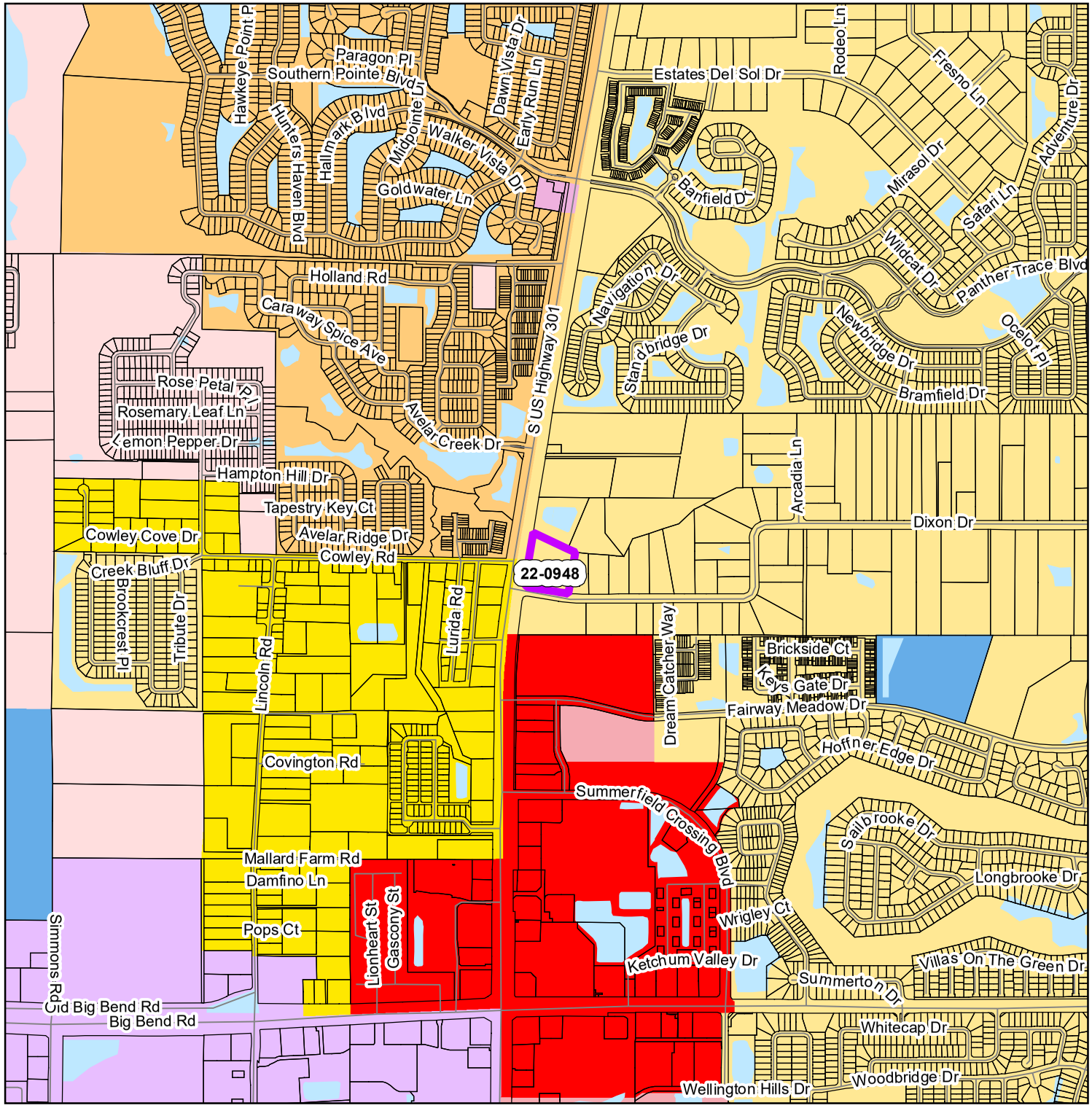
Goal 12 of the Community Design Component requires that development be compatible with the surrounding area. In this case the scale of development is compatible to the adjacent residential areas as the proposed office uses is proposed to be a maximum of one story in height and within the maximum FAR of 0.25 for the SMU-6 Future Land Use Category.

The proposed development also meets the intent of the economic development goal of the Southshore Areawide Systems Community Plan which recognizes the preferred development pattern for each of the communities (and their respective community plans) that make up Southshore and includes Ruskin. Goal 2 of the Ruskin Community Plan seeks to ensure that there are appropriately zoned areas for office and industrial development. More specifically, the proposed rezoning meets the intent of these goals and is compatible with the surrounding CG and CI Zoning districts.

Recommendation

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

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ PD 22-0948



Rezonings

- <all other values>

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.
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ACCURACY: It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate source.

N
W E
S

0 690 1,380 2,070 2,760 Feet

Map Printed from Rezoning System: 5/25/2022

Author: Beverly F. Daniels

File: G:\RezoningSystem\MapProjects\HC\Greg_hcRezoning - Copy.mxd

Hillsborough County City-County Planning Commission