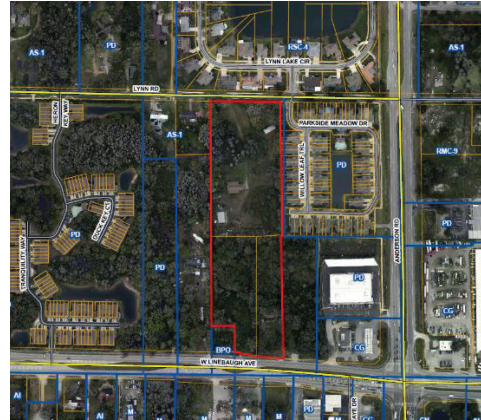


Rezoning Application: PD 23-0622
Zoning Hearing Master Date: January 16, 2024
BOCC Hearing Meeting Date: March 19, 2024

1.0 APPLICATION SUMMARY

Applicant: Lynn and Linebaugh Development LLC
FLU Category: Suburban Mixed Use-6 (SMU-6)
Service Area: Urban
Site Acreage: 8.825 MOL
Community Plan Area: Greater Carrollwood Northdale
Overlay: None



Introduction Summary:

The applicant seeks to rezone a parcel from AS-1 (Agricultural – Single-Family) to PD 23-0622 (Planned Development) to permit the development of 79 townhome units through the utilization of the flex provision and residential density bonus for infill development.

	Existing	Proposed
District(s)	AS-1	PD 23-0622
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Attached Residential Townhomes
Acreage	8.825 MOL	8.825 MOL
Density/Intensity	1 du/ga	8.95 du/ga
Mathematical Maximum*	8 units	79 units

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AS-1	PD 23-0622
Lot Size / Lot Width	43,560 sf / 150'	1,550 sf / 18'
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	20' Front 15' Rear 7.5' Sides
Height	50'	35'

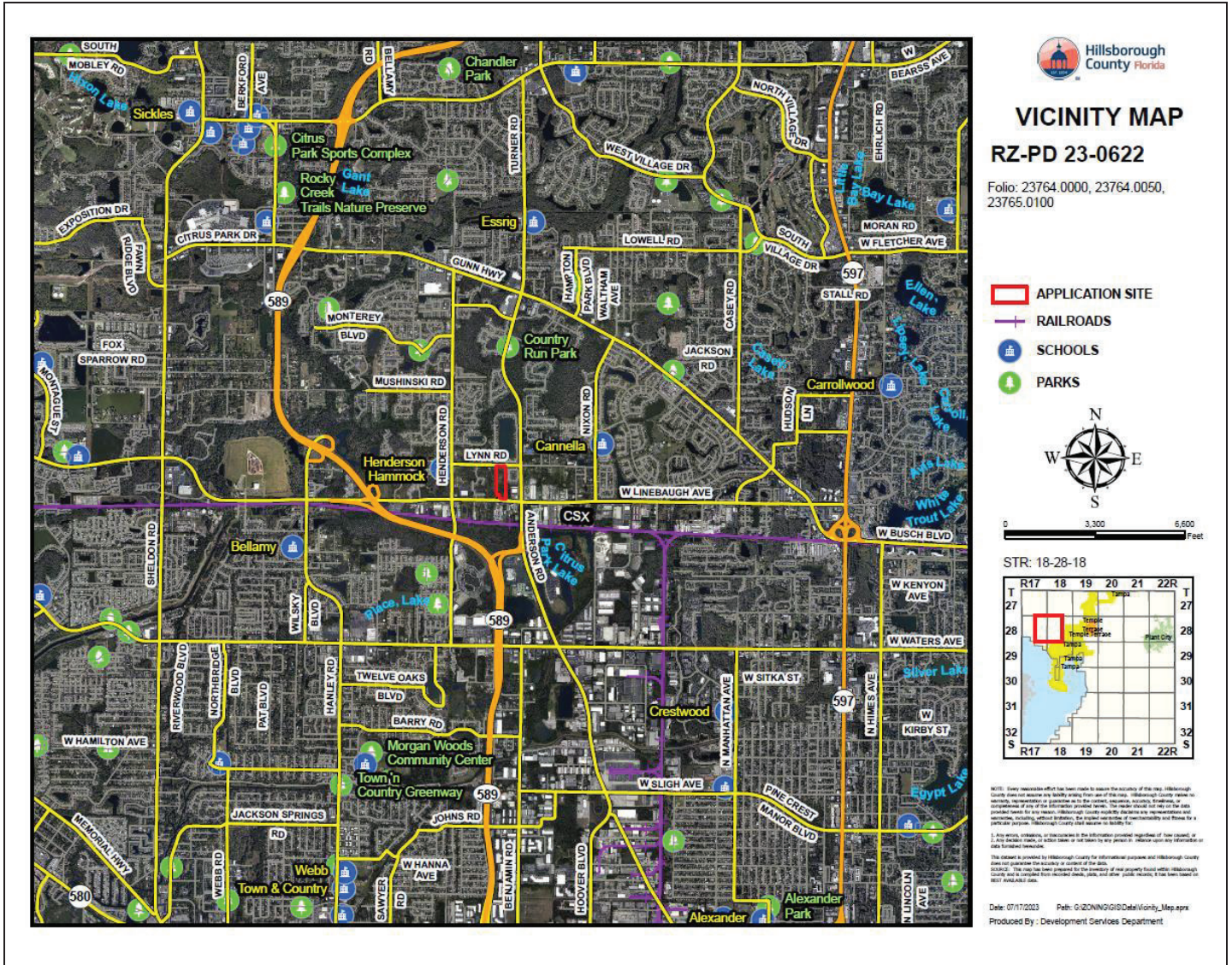
Additional Information:

PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
----------------------------------------------------------	-------------------------------------------------------------------------------------------

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

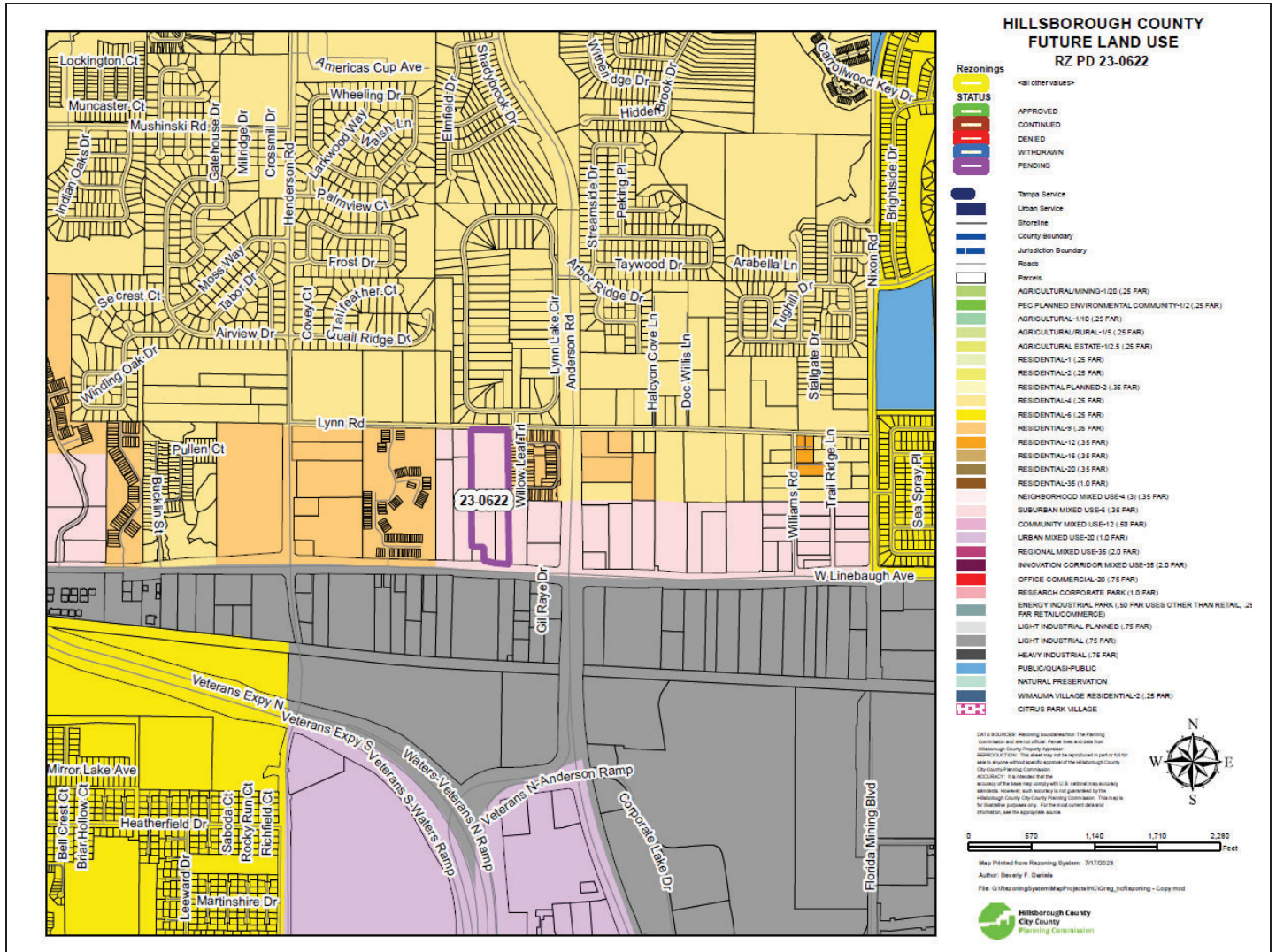


Context of Surrounding Area:

The subject property is generally located 90 feet southwest of the intersection of Lynn Road and Lynn Lake Circle. The area consists of single-family residential and manufacturing. To the north across Lynn Road is single-family residential zoned RSC-4. To the south across West Linebaugh Avenue is a Contractor’s office zoned M. Also, adjacent to the south there is a vacant parcel zoned BPO. To the east the subject property is adjacent to Single-Family Residential zoned PD 04-0711 and a vacant county owned parcel zoned AS-1. To the west the subject parcel is adjacent to a vacant parcel zoned BPO and single-family residential zoned AS-1.

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.:	6.0 dwelling units/gross acre; 0.25 F.A.R.
Typical Uses:	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.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

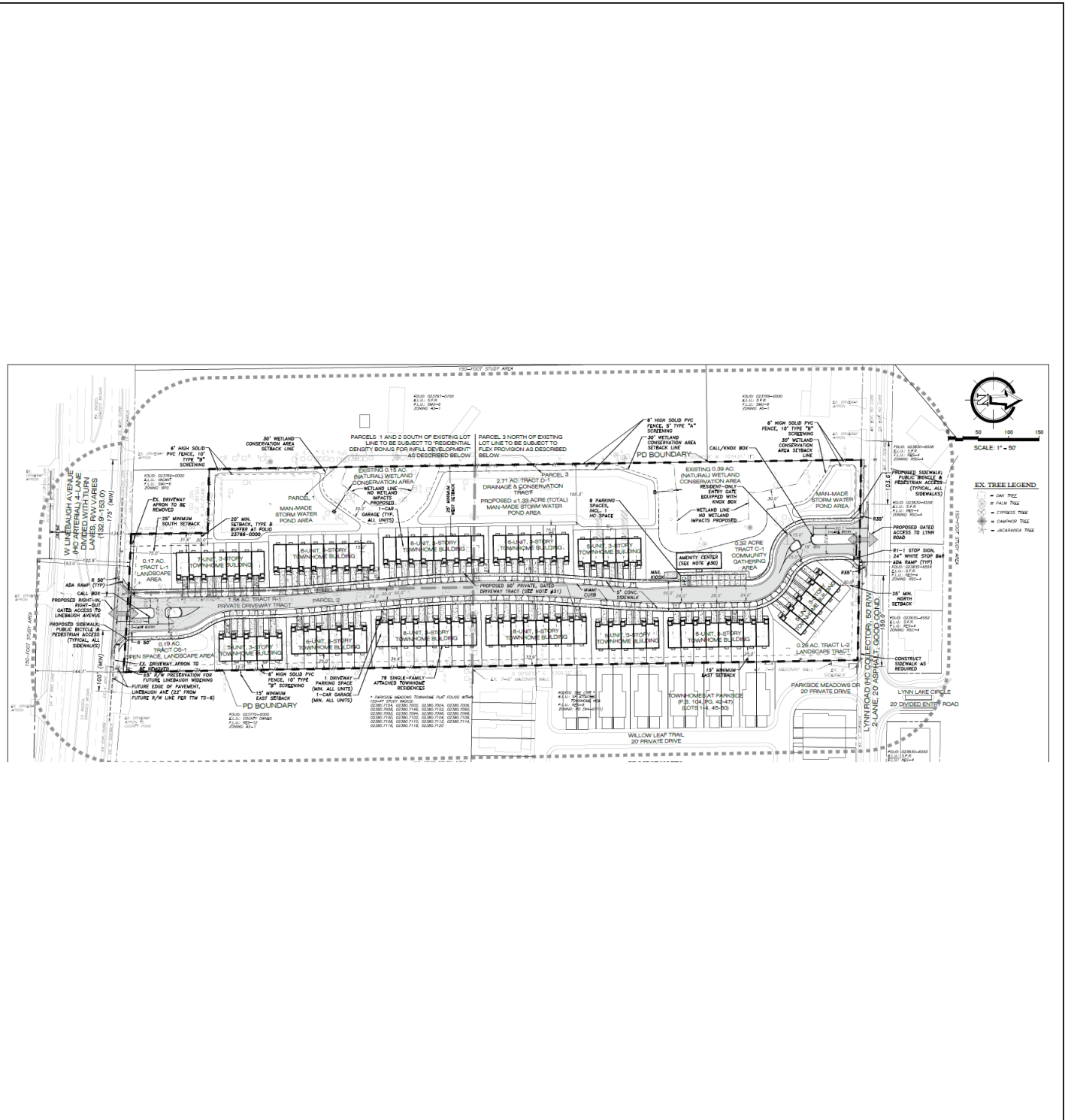


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-4	4 du/ga	Single-Family Residential	Single-Family Residential
South	BPO, M	0.20 F.A.R., 0.75 F.A.R.	Office, Industrial/Manufacturing	Vacant, Contractor
East	PD 04-0711, AS-1	Per PD 04-0711, 1 du/ga	Single-Family Residential	Single-Family Residential, Vacant
West	BPO, AS-1	0.20 F.A.R.,	Office, Single-Family Residential	Vacant, Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 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
Linebaugh Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Lynn Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	98	8	9
Proposed	552	36	44
Difference (+/-)	(+) 454	(+) 28	(+) 35

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Lynn Rd./ Substandard Rd.	Design Exception Requested	Approvable
Lynn Rd./ Access Spacing	Administrative Variance Requested	Approvable
Linebaugh Ave./ Access Spacing	Administrative Variance Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands present
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Aviation Authority	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other _Airport Incompatible Use Area, Airport Height Restriction 180' AMSL_____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$6,661 * 79 = \$526,219 Parks: \$1,957 * 79 = \$154,603 School: \$7,027 * 79 = \$555,133 Fire: \$249 * 79 = \$19,671 Total Townhouse: \$1,255,626				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant proposes 79 townhome units through the utilization of the flex provision of the SMU-6 Future Land Use (FLU) category and a residential density bonus for infill development. The resulting density will be approximately 8.95 units per acre. The approximate 8.825-acre vacant property is composed of three parcels zoned AS-1 (Agricultural – Single-Family Conventional), folios#: 23764.0000 and 23764.0050 are both vacant, while folio#: 23765.0100 contains single-family residential. The subject property is generally located 90 feet southwest of the intersection of Lynn Road and Lynn Lake Circle. The area consists of single-family residential and manufacturing. To the north across Lynn Road is single-family residential zoned RSC-4. To the south across West Linebaugh Avenue is a Contractor’s office zoned M. Also, adjacent to the south there is a vacant parcel zoned BPO. To the east the subject property is adjacent to Single-Family Residential zoned PD 04-0711 and a vacant county owned parcel zoned AS-1. To the west the subject parcel is adjacent to a vacant parcel zoned BPO and single-family residential zoned AS-1.

The subject property is designated Suburban Mixed Use-6 (SMU-6) on the Future Land Use map. The Planning Commission finds the proposed use consistent with the Comprehensive Plan.

The surrounding uses are similar to the request, single-family residential. Therefore, the rezoning of the subject parcel from AS-1 to PD with 79 single-family residential attached dwelling units would be consistent with the existing zoning pattern of the area.

Based on the above considerations staff finds the requested PD zoning district compatible with the existing zoning and development pattern in the area.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the revised general site plan submitted November 14, 2023.

- 1. Development of the project shall be limited to a maximum of 79 single-family attached residential units (townhomes).
- 2. The single-family attached residential units (townhomes) shall be developed according to the following development standards

Minimum lot area (per townhome unit):	1550 square feet
Minimum lot width (per townhome unit):	18 feet
Minimum front yard setback:	20 feet
Minimum side yard setback:	7.5 feet
Minimum rear yard setback:	15 feet
Minimum setback from public rights-of-way	25 feet
Maximum building height:	35 feet

- 3. Landscape buffering and screening shall be in accordance with descriptions as labelled on the site plan.
- 4. Parking shall be in accordance with Land Development Code Section 6.05.02.
- 5. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 6. The project shall be served by (and in the case of vehicular access limited to) one (1) pedestrian and full vehicular access connection to Lynn Rd. and one (1) pedestrian and right-in/right-out vehicular access connection to Linebaugh Ave. Vehicular connections shall be gated, and notwithstanding anything shown on the PD site plan to the contrary, all connections shall comply with Typical Detail – 9 (TD-9) within the Transportation Technical Manual. Pedestrian connections may be gated; however, all such connections shall be available for the daily use of project residents.
- 7. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
- 8. The developer shall extend the existing westbound left turn lane on Linebaugh Ave. which serves the median opening just west of the project entrance, such that the turn lane meets minimum design standards for queue length, deceleration length and other applicable standards as found in the Transportation Technical Manual. The above site access improvement shall be constructed together within the initial increment of development.

9. If PD 23-0622 is approved, the County Engineer will approve a Design Exception request (dated November 13, 2023) which was found approvable by the County Engineer (on January 5, 2024) for the Lynn Rd. substandard road improvements. As Lynn Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Lynn Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct (in addition to the sidewalk required along its Lynn Rd. frontage pursuant to the Hillsborough County Land Development) +/- 350 feet of sidewalk along the south side of Lynn Rd. (between the western project boundary and the existing sidewalk stubout located west of the site).
10. If PD 23-0622 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated November 13, 2023) from the LDC Section 6.04.07 access spacing requirements for Linebaugh Ave., which has been found approvable by the County Engineer (on January 5, 2024). Approval of this Administrative Variance will permit the reduction of the minimum access spacing between the project's Linebaugh Ave. driveway and the next closest connections as follows:
 - a. A variance of +/- 155 feet from the closest driveway to the east on the same (north) side of the roadway, resulting in an access spacing of +/- 90 ft.;
 - b. A variance of +/- 15 feet from the closest driveway to the west on the same (north) side of the roadway, resulting in an access spacing of +/- 230 ft.; and,
 - c. A variance of +/- 60 feet from the closest driveway (and median opening) to the west on the opposite (south) side of the roadway, resulting in an access spacing of +/- 185 ft.
11. If PD 23-0622 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated November 13, 2023) from the LDC Section 6.04.07 access spacing requirements for Lynn Rd., which has been found approvable by the County Engineer (on January 5, 2024). Approval of this Administrative Variance will permit the reduction of the minimum access spacing between the project's Lynn Rd. driveway and the next closest connections as follows:
 - a. A variance of +/- 35 feet from the closest driveway to the east on the same (south) side of the roadway, resulting in an access spacing of +/- 210 ft.;
 - b. A variance of +/- 115 feet from the closest driveway to the west on the same (south) side of the roadway, resulting in an access spacing of +/- 130 ft.; and,
 - c. A variance of +/- 25 feet from the closest driveway to the east on the opposite (north) side of the roadway, resulting in an access spacing of +/- 220 ft.

12. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks permits to develop.
13. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. The setback from the boundaries of the Wetland Conservation Area must be a minimum of 30 feet. No filling, excavating or construction of permanent structures or other impervious surface may occur within the setback except as specified in Section 4.01.07.B.4 of the Hillsborough County Land Development Code. A minimum setback must be maintained around those areas which shall be designated an all-future plan submittals.
14. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities, or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
15. The construction and location of any proposed environmental impacts are not approved by this rezoning action but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
16. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary of for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested environmental approvals.
17. The construction and location of any proposed wetland impacts are not approved by this rezoning action 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.
18. 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).
19. Final design of buildings, stormwater retention area, 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.
20. If the notes and/or graphics on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulations 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.

- 21. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Development Plan, the land use conditions contained herein, and all applicable rules, and ordinances of Hillsborough County.
- 22. The proposed site falls within Zone "C1" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 180 feet Above Mean Sea Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.

Zoning Administrator Sign Off:

J. Brian Grady

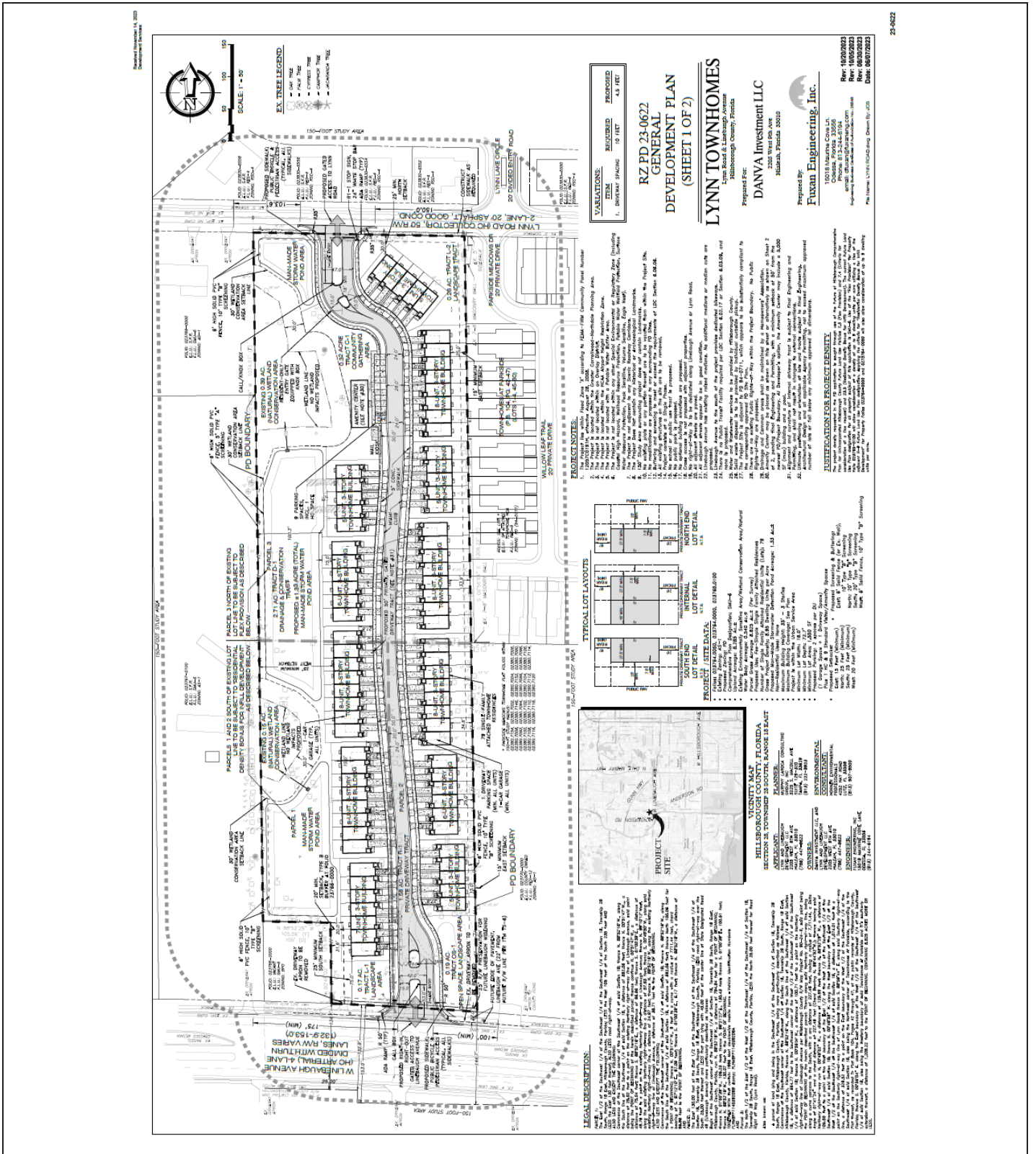
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

None.

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 1/06/2024

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: GCN/Northwest

PETITION NO: RZ 23-0622

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

CONDITIONS OF APPROVAL

1. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. The project shall be served by (and in the case of vehicular access limited to) one (1) pedestrian and full vehicular access connection to Lynn Rd. and one (1) pedestrian and right-in/right-out vehicular access connection to Linebaugh Ave. Vehicular connections shall be gated, and notwithstanding anything shown on the PD site plan to the contrary, all connections shall comply with Typical Detail – 9 (TD-9) within the Transportation Technical Manual. Pedestrian connections may be gated; however, all such connections shall be available for the daily use of project residents.
3. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
4. The developer shall extend the existing westbound left turn lane on Linebaugh Ave. which serves the median opening just west of the project entrance, such that the turn lane meets minimum design standards for queue length, deceleration length and other applicable standards as found in the Transportation Technical Manual. The above site access improvement shall be constructed together within the initial increment of development.
5. If PD 23-0622 is approved, the County Engineer will approve a Design Exception request (dated November 13, 2023) which was found approvable by the County Engineer (on January 5, 2024) for the Lynn Rd. substandard road improvements. As Lynn Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Lynn Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct (in addition to the sidewalk required along its Lynn Rd. frontage pursuant to the Hillsborough County Land Development) +/- 350 feet of sidewalk along the south side of Lynn Rd. (between the western project boundary and the existing sidewalk stubout located west of the site).
6. If PD 23-0622 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated November 13, 2023) from the LDC Section 6.04.07 access spacing requirements for Linebaugh Ave., which has been found approvable by the County Engineer (on January 5, 2024). Approval of this Administrative Variance will permit the reduction of the minimum

access spacing between the project's Linebaugh Ave. driveway and the next closest connections as follows:

- a. A variance of +/- 155 feet from the closest driveway to the east on the same (north) side of the roadway, resulting in an access spacing of +/- 90 ft.;
- b. A variance of +/- 15 feet from the closest driveway to the west on the same (north) side of the roadway, resulting in an access spacing of +/- 230 ft.; and,
- c. A variance of +/- 60 feet from the closest driveway (and median opening) to the west on the opposite (south) side of the roadway, resulting in an access spacing of +/- 185 ft.

7. If PD 23-0622 is approved, the County Engineer will approve a Sec. 6.04.02 B Administrative Variance (dated November 13, 2023) from the LDC Section 6.04.07 access spacing requirements for Lynn Rd., which has been found approvable by the County Engineer (on January 5, 2024). Approval of this Administrative Variance will permit the reduction of the minimum access spacing between the project's Lynn Rd. driveway and the next closest connections as follows:

- a. A variance of +/- 35 feet from the closest driveway to the east on the same (south) side of the roadway, resulting in an access spacing of +/- 210 ft.;
- b. A variance of +/- 115 feet from the closest driveway to the west on the same (south) side of the roadway, resulting in an access spacing of +/- 130 ft.; and,
- c. A variance of +/- 25 feet from the closest driveway to the east on the opposite (north) side of the roadway, resulting in an access spacing of +/- 220 ft.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone multiple parcels, totaling +/- 8.825 ac., from Agriculture Single-Family – 1 (AS-1) to Planned Development (PD). The applicant is proposing to construct up to 79 single-family attached townhome units.

Consistent with the Development Review Procedures Manual (DRPM), the applicant was not required to submit a trip generation and site access analysis for the proposed project, since the project generates fewer than 50 peak hour trips. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1, 8 Single-Family Detached Dwelling Units (ITE LUC 210)	98	8	9

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 79 Single-Family Attached Townhome Units (ITE LUC 215)	552	36	44

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM

Difference	(+ 454	(+ 28	(+ 35
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TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Linebaugh Ave. is a 4-lane, divided, publicly maintained, arterial roadway. The roadway is characterized by +/- 12-foot travel lanes in average condition. Along the project’s frontage, the roadway lies within a variable width right-of-way (between +/- 133 and 153 feet in width). There are +/- 5-foot-wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot-wide bicycle facilities present along both sides of the roadway in the vicinity of the proposed project.

In the vicinity of the proposed project, Linebaugh Ave. is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane facility. The needed right-of-way for a 6-lane section is arrived at by taking the minimum right-of-way width of 110-feet for a 4-lane roadway (per TS-6 in the Transportation Technical Manual) and then adding an additional 22 feet for 2-additional lanes. As such, the minimum right-of-way needed to accommodate future widening is 132 feet. Given that there is 133 feet in the vicinity of the project, it is not anticipated that additional right-of-way will be required to accommodate the future widening.

Lynn Rd. is a 2-lane, undivided, publicly maintained, substandard, collector roadway. The roadway is characterized by +/- 10-foot-wide travel lanes in average condition. Along the project’s frontage, the roadway lies within a +/- 50-foot-wide right-of-way. There are +/- 5-foot-wide sidewalks along portions of both sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities present along the roadway in the vicinity of the proposed project.

SITE ACCESS

The project is proposing one (1) full vehicular access to Lynn Rd. and one (1) right-in/right-out access to Linebaugh Ave. No turn lanes are required pursuant to Sec. 6.04.04.D of the LDC; however, traffic leaving the site on Linebaugh Ave. and wishing to travel east will be required to utilize the existing substandard westbound left turn lane located at the median opening of located just west of the project access. As such, the developer is required to lengthen the turn lane to the minimum standards together with the initial increment of development. Staff has included such condition hereinabove.

REQUESTED DESIGN EXCEPTION – LYNN RD. SUBSTANDARD RD.

As Lynn Rd. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated November 13, 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 request approvable (on January 5, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-lane Rural Local and Collector Roadways) include:

1. The roadway will be permitted to remain in a 50-foot-wide right-of-way in lieu of the 96 feet required pursuant to TS-7;
2. The developer will be permitted to maintain the existing 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes required by TS-7; and,
3. The developer will be permitted to leave the existing unpaved and (presumably) unstabilized shoulders in their current condition, in lieu of the minimum 8-foot-wide stabilized shoulders of which 5-feet are required to be paved (and serve as bicycle facilities) pursuant to TS-7.

As stated in the request, the developer is proposing to construct +/- 350 feet of additional sidewalk on the south side of Lynn Rd. (between the western project boundary and an existing sidewalk stubout located +/- 350 feet west of the project).

If PD 23-0622 is approved, the County Engineer will approve the Design Exception request.

REQUESTED ADMINISTRATIVE VARIANCE #1 – LINEBAUGH AVE. ACCESS SPACING

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance request (dated November 13, 2023) from the Section 6.04.07 LDC requirements governing access spacing on Linebaugh Ave.

The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 5 roadway with a posted speed of 45 miles per hour or less. The subject roadway has a posted speed of 45 mph. The applicant is seeking the following variances relative to its proposed project access:

1. A variance of +/- 155 feet from the closest driveway to the east on the same (north) side of the roadway. If approved, this would result in an access spacing of +/- 90 ft.
2. A variance of +/- 15 feet from the closest driveway to the west on the same (north) side of the roadway. If approved, this would result in an access spacing of +/- 230 ft.
3. A variance of +/- 60 feet from the closest driveway (and median opening) to the west on the opposite (south) side of the roadway. If approved, this would result in an access spacing of +/- 185 ft.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on (January 5, 2024). If the BOCC approves 23-0622, the County Engineer will approve the Administrative Variance.

REQUESTED ADMINISTRATIVE VARIANCE #2 – LYNN RD. ACCESS SPACING

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance request (dated November 13, 2023) from the Section 6.04.07 LDC requirements governing access spacing on Lynn Rd.

The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 6 roadway with a posted speed of 45 miles per hour or less. The subject roadway has a posted speed of 35 mph. The applicant is seeking the following variances relative to its proposed project access:

1. A variance of +/- 35 feet from the closest driveway to the east on the same (south) side of the roadway. If approved, this would result in an access spacing of +/- 210 ft.
2. A variance of +/- 115 feet from the closest driveway to the west on the same (south) side of the roadway. If approved, this would result in an access spacing of +/- 130 ft.
3. A variance of +/- 25 feet from the closest driveway to the east on the opposite (north) side of the roadway. If approved, this would result in an access spacing of +/- 220 ft.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on (January 5, 2024). If the BOCC approves 23-0622, the County Engineer will approve the Administrative Variance.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below. No information is available in the LOS Report for the adjacent section of Lynn Rd.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Linebaugh Ave.	Veterans Expy.	Gunn Hwy.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Friday, January 5, 2024 3:47 PM
To: Michael D. Raysor (mdr@raysor-transportation.com)
Cc: Tirado, Sheida; De Leon, Eleonor; PW-CEIntake; dfuxan@fuxaneng.com; john.larocca@murphylarocca.com; Ratliff, James; Grandlienard, Christopher
Subject: FW: PD 23-0622 - Design Exception and Administrative Variance Review
Attachments: 23-0622 DEAdd 11-14-23.pdf; 23-0622 AVAdd 11-14-23_1.pdf; 23-0622 AVAdd 11-14-23_2.pdf
Importance: High

Mike,

I have found the attached Section 6.04.02.B. Administrative Variances (AV) and Design Exception (DE) for PD 23-0622 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org or 813-307-1707) 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: Friday, January 5, 2024 10:08 AM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: De Leon, Eleonor <DeLeonE@hillsboroughcounty.org>
Subject: PD 23-0622 - Design Exception and Administrative Variance Review
Importance: High

Hello Mike,

The attached DE and AV's are approvable to me, please include the following people:

mdr@raysor-transportation.com
dfuxan@fuxaneng.com
john.larocca@murphylarocca.com
ratliffja@hillsboroughcounty.org
grandlienardc@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

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

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

Contact: grandlienardc@hillsboroughcounty.org

Have a good one,

Ashley Rome
Planning & Zoning Technician
Development Services Dept.

P: (813) 272-5595
E: romea@hillsboroughcounty.org
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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



November 13, 2023 (Revision No. 2)

Michael J. Williams, P.E.
County Engineer/Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

SUBJECT: LYNN TOWNHOMES (PD 23-0622)
EXISTING FACILITIES DESIGN EXCEPTION
FOLIO No's. 023764.0050 | 023764.0000 | 023765.0100

Dear Mr. Williams,

This letter documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 23-0622 for the LYNN TOWNHOMES project.

INTRODUCTION

The subject project site is located between Lynn Road and Linebaugh Avenue, west of Anderson Road, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project site is proposed for development consisting of 79 townhomes, with access to the site planned to be provided via one full access driveway connection to Lynn Road and one restricted access driveway connection to Linebaugh Avenue; as shown in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L, the following is applicable to Lynn Road 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.

Per Local Functional Classification Map, Lynn Road is a collector roadway. A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Lynn Road to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

LYNN ROAD | ROADWAY CHARACTERISTICS

Lynn Road is a two-lane undivided County collector roadway with a rural cross section, which is approximately ½ mile in length between its intersection with Henderson Road and its intersection with Anderson Road. The following summarizes the characteristics of Lynn Road, with supporting photographs provided in **ATTACHMENT D**.



MICHAEL J. WILLIAMS, P.E.
LYNN TOWNHOMES (PD 23-0622)
EXISTING FACILITIES DESIGN EXCEPTION
FOLIO NO'S. 023764.0050 | 023764.0000 | 023765.0100
NOVEMBER 13, 2023 (REVISION NO. 2)
PAGE 2 OF 3

RIGHT-OF-WAY WIDTH: Lynn Road was found to have a right-of-way width of 50 feet between Henderson Road and Anderson Road. These findings indicate that the subject roadway segment does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet (plus 10 foot utility easements on each side). It is noted that the reported right-of-way width is approximate, as measured from the *Hillsborough County Property Appraiser* website.

PAVEMENT CONDITION: The referenced segment of Lynn Road was found to have good pavement conditions, without cracking or rutting that would be indicative of structural failure. It is noted that pavement condition is not included as part of the TS-7 typical section.

LANE WIDTH: The referenced segment of Lynn Road was found to have a lane width of 10 feet; where this finding indicates that the subject roadway segment does not meet the standard lane way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet

SHOULDERS: The referenced segment of Lynn Road was found to have unpaved shoulders, where it is unknown whether the referenced shoulders are stabilized; however, it is noted that off-tracking was not observed along Lynn Road, which would be indicative of the need for shoulder improvements. These findings indicate that Lynn Road has substandard shoulder conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved. It is noted that AASHTO design standards do not require paved shoulders.

SIDEWALK: The referenced segment of Lynn Road has intermittent (non-continuous) sidewalks on both its north and south sides. These findings indicate that the subject segment of Lynn Road has substandard sidewalk conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, continuous sidewalks are required on both sides of the road. On the north side of Lynn Road, between the logical endpoints of Henderson Road and Anderson Road, there is $\pm 1,350$ linear feet of sidewalk in place, leaving $\pm 1,100$ feet without sidewalk (55% coverage). On the south side of Lynn Road, between the logical endpoints of Henderson Road and Anderson Road, there is $\pm 1,100$ linear feet of sidewalk in place, leaving $\pm 1,350$ feet without sidewalk (45% coverage).

SWALE: The referenced segment of Lynn Road has well defined drainage, consisting of roadside swales, side slopes, and cross drains, that appears to meet the intent of the drainage requirements of the TS-7 typical section.

SPEED LIMIT: The referenced segment of Lynn Road was identified to have a posted speed limit of 35 mph.

LYNN ROAD | CRASH HISTORY

A crash data evaluation has been prepared for Lynn Road between Henderson Road and Anderson Road, excluding the endpoint intersections, as documented in **ATTACHMENT E**. The crash data evaluation indicates 2 crashes within the prior five years within the referenced limits on Lynn Road. Both of the referenced crashes were a result of driver behavior that was not related to substandard roadway conditions. In consideration of the foregoing, it is concluded from the crash data evaluation that substandard roadway conditions have not historically contributed to a safety deficiency, nor does the crash history for the subject segment of Lynn Road exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project attributable to substandard roadway conditions.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
LYNN TOWNHOMES (PD 23-0622)
EXISTING FACILITIES DESIGN EXCEPTION
FOLIO NO'S. 023764.0050 | 023764.0000 | 023765.0100
NOVEMBER 13, 2023 (REVISION NO. 2)
PAGE 3 OF 3

LYNN ROAD | TRAFFIC VOLUMES

Traffic volumes on Lynn Road were identified from the traffic study prepared for the subject project site, dated April 7, 2022; which identifies AM and PM peak hour volumes of approximately 300 vph; as documented in **ATTACHMENT F**.

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 G**; which identified 552 daily trips with 35 trips during the AM peak hour and 43 trips during the PM peak hour.

ALTERNATIVE IMPROVEMENTS

To address the subject project's impact to substandard road conditions, the applicant proposes to construct approximately 350 feet of off-site sidewalk on the south side of Lynn Road from the western project site boundary to the existing sidewalk that is currently stubbed out at approximately 350 feet west of the project site. In addition, the project will construct approximately 300 feet of sidewalk within its frontage. Cumulatively these sidewalk improvements will result in approximately 1,800 feet of continuous sidewalk on the south side of Lynn Road, from Anderson Road westerly; thereby increasing the sidewalk coverage on the south side of Lynn Road from 45% (existing) to 75% (proposed). Refer to **ATTACHMENT H** for a conceptual graphic depicting the limits of the referenced off-site sidewalk improvements.

CONCLUSION

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 23-0622 for the LYNN TOWNHOMES project, and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



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

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

APPROVED

APPROVED WITH CONDITIONS

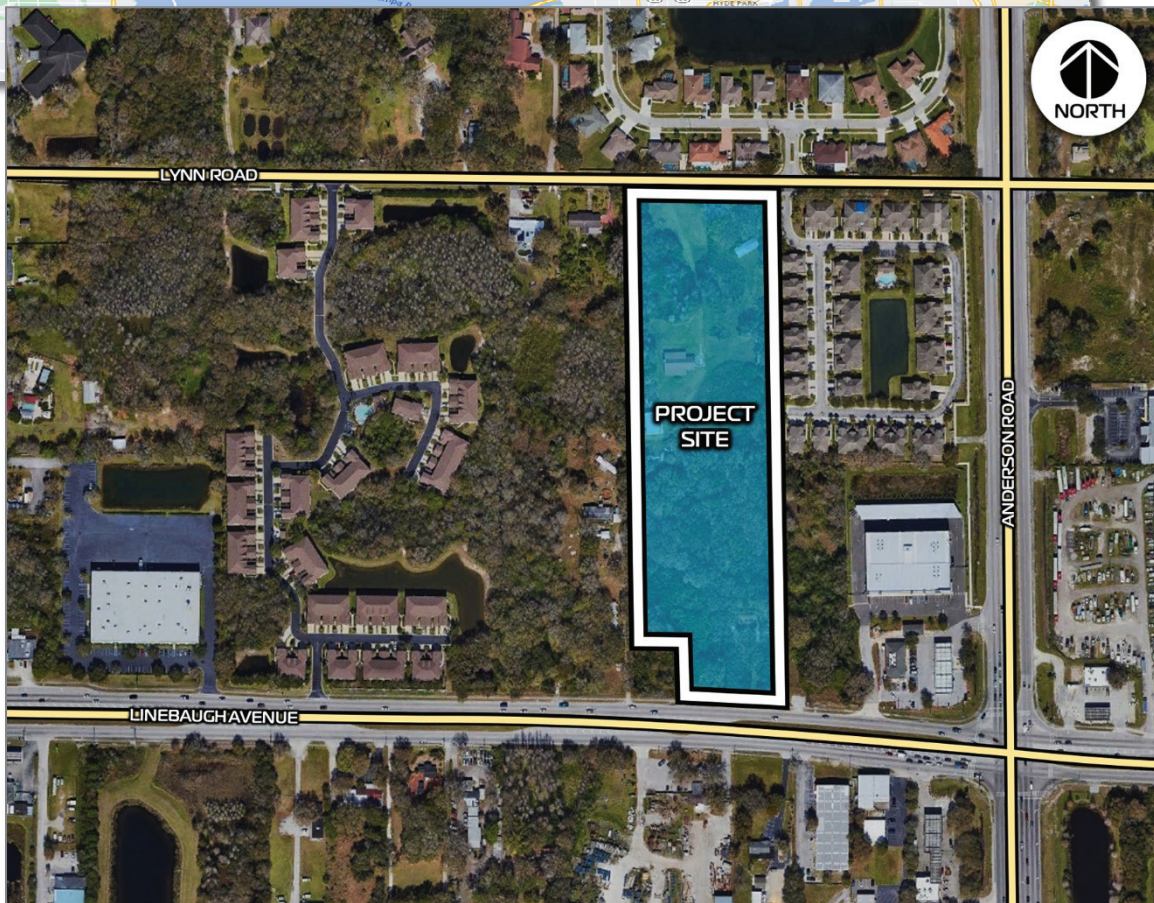
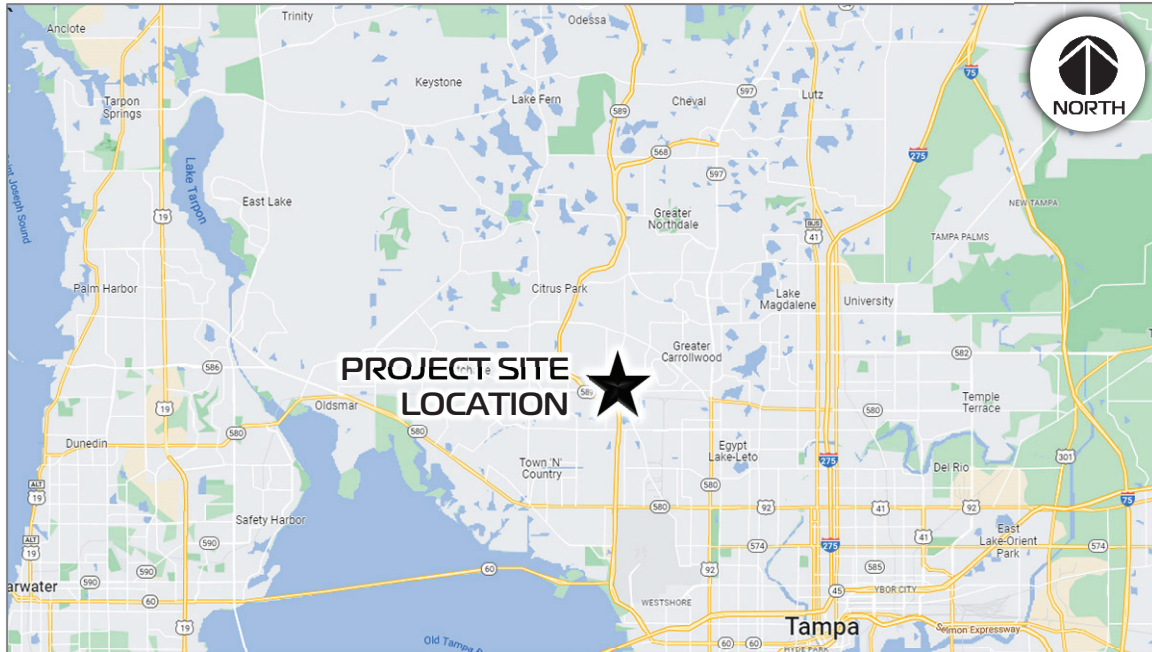
DENIED

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

ATTACHMENT "A"



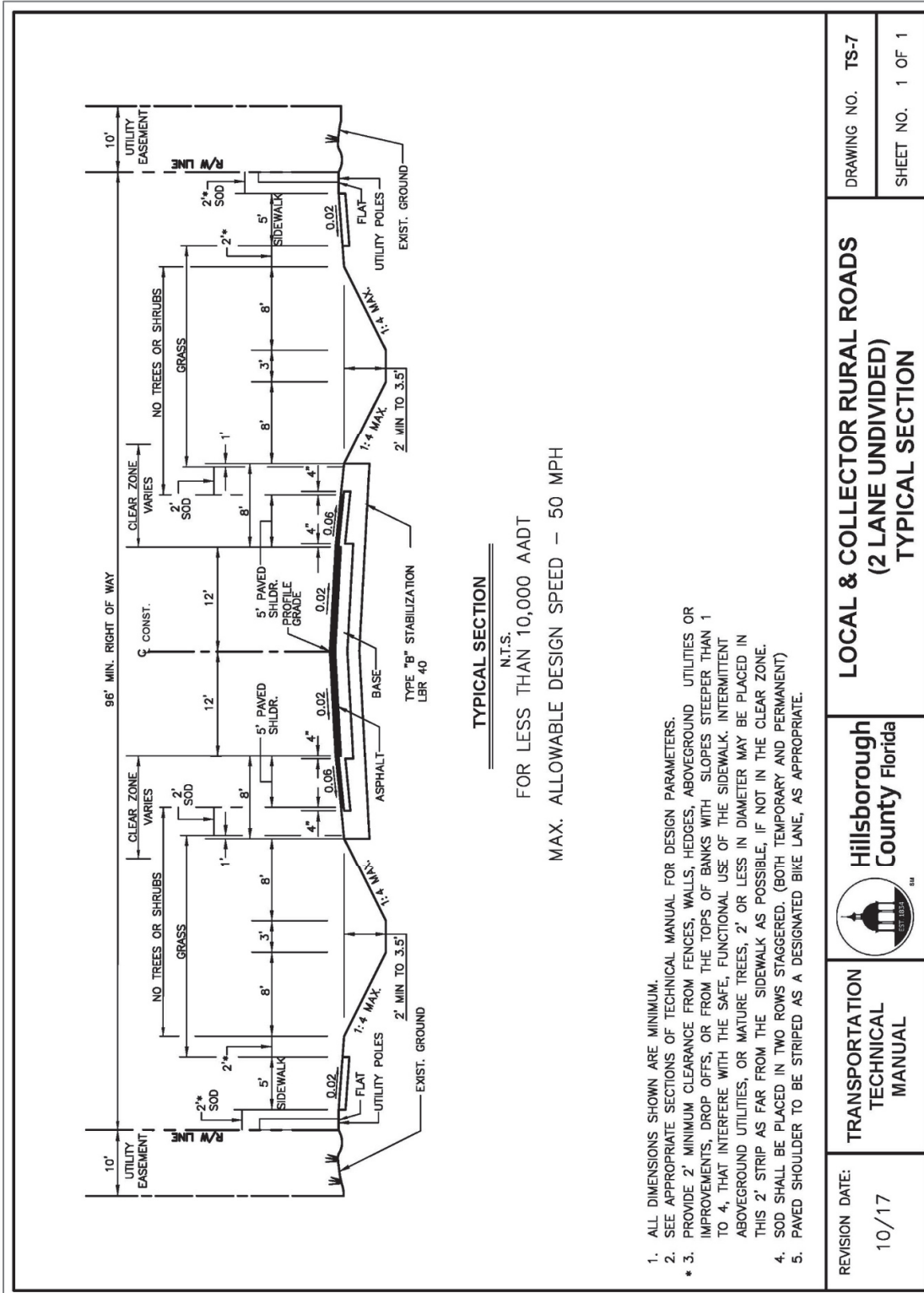
LYNN TOWNHOMES
Project Site Location Map



ATTACHMENT "C"



LYNN TOWNHOMES
TS-7 Typical Section



1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE: 10/17	Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7 SHEET NO. 1 OF 1
-------------------------	--------------------------------	-------------------------------------------------------------------------------------	--------------------------------------

ATTACHMENT "D"



LYNN TOWNHOMES
Lynn Road Photographs



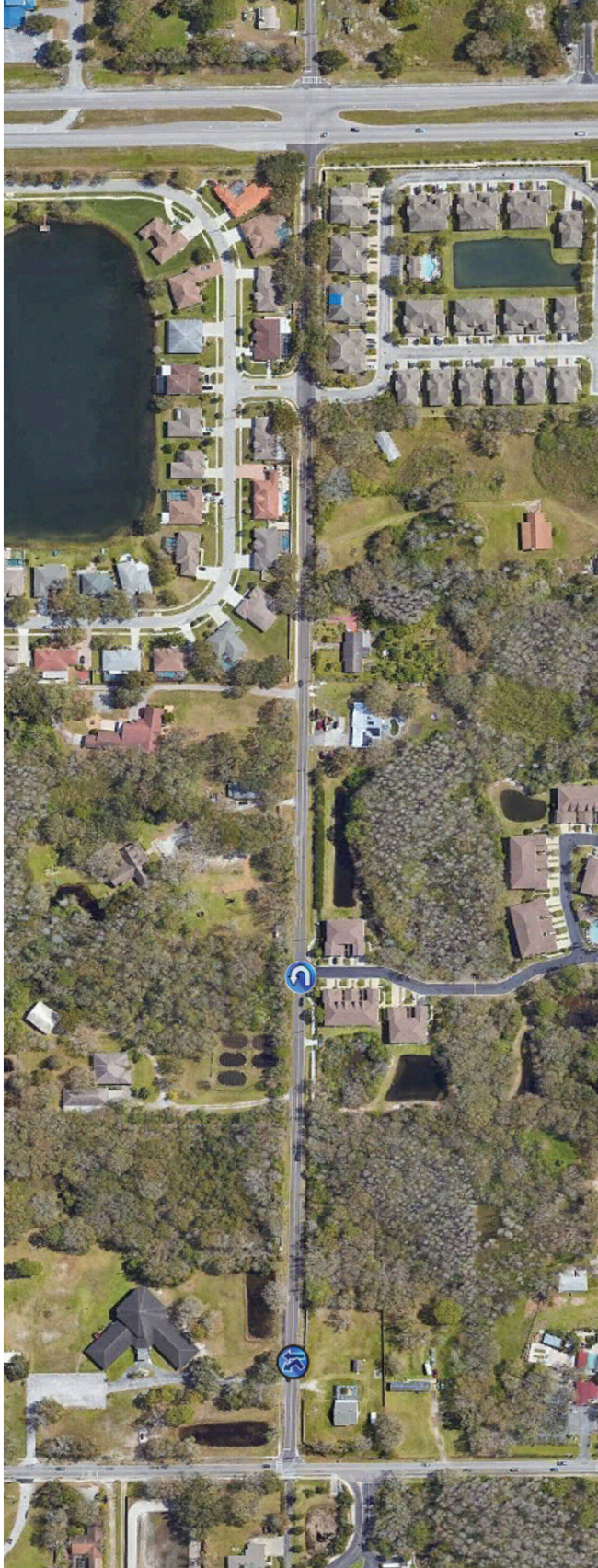
ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Report Memo:

Lynn Road: Henderson Road to Anderson Road (excluding endpoint intersections)



Selections used to generate this report:

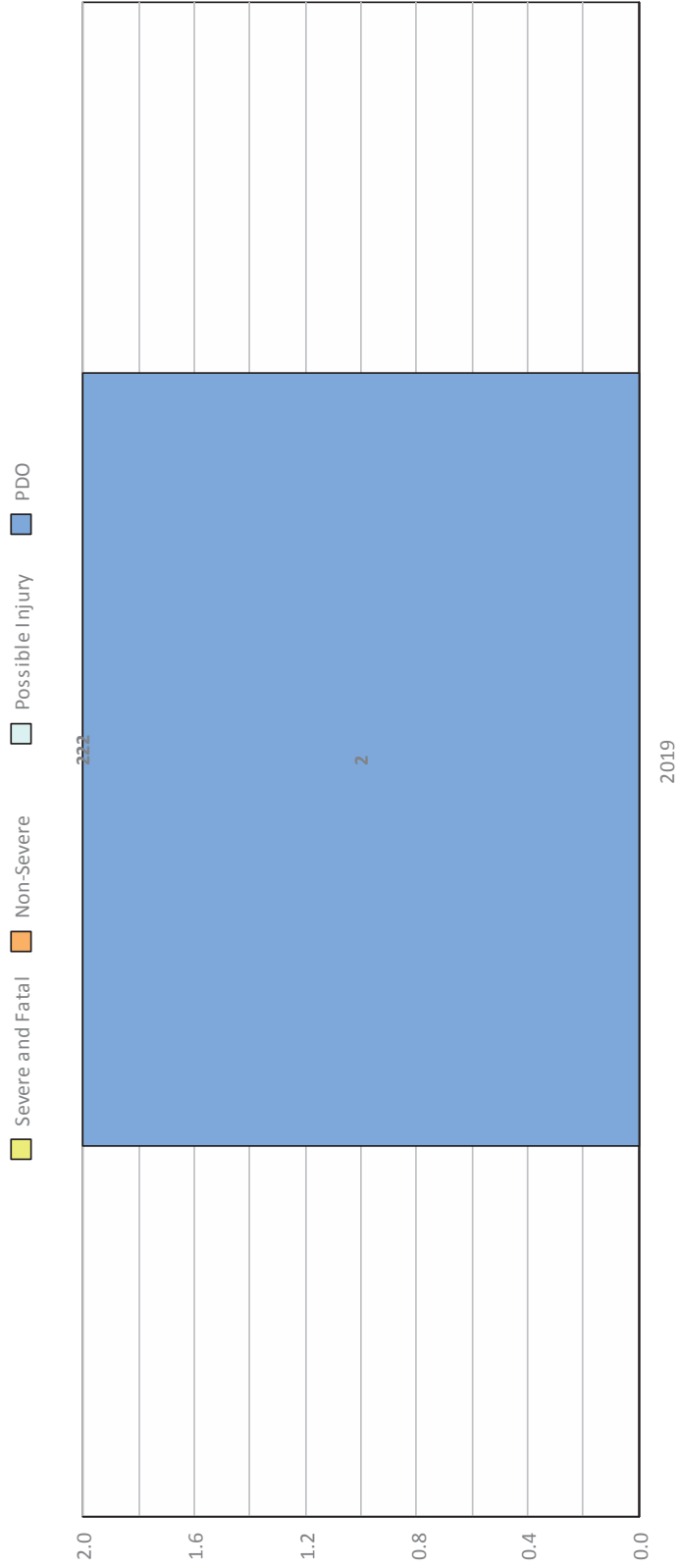
Date Range: 5/1/2018 - 4/30/2023
Saved Area 1: Extent(-82.54965509261952,28.049631114829186,-82.542209280394,28.044331830505612)

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Year



	2019	TOTAL
PDO	2	2
Possible Injury	0	0
Non-Severe Injury	0	0
Severe Injury	0	0
Fatal	0	0
TOTAL	2	2

* PDO = Property Damage Only

Wednesday, June 7, 2023

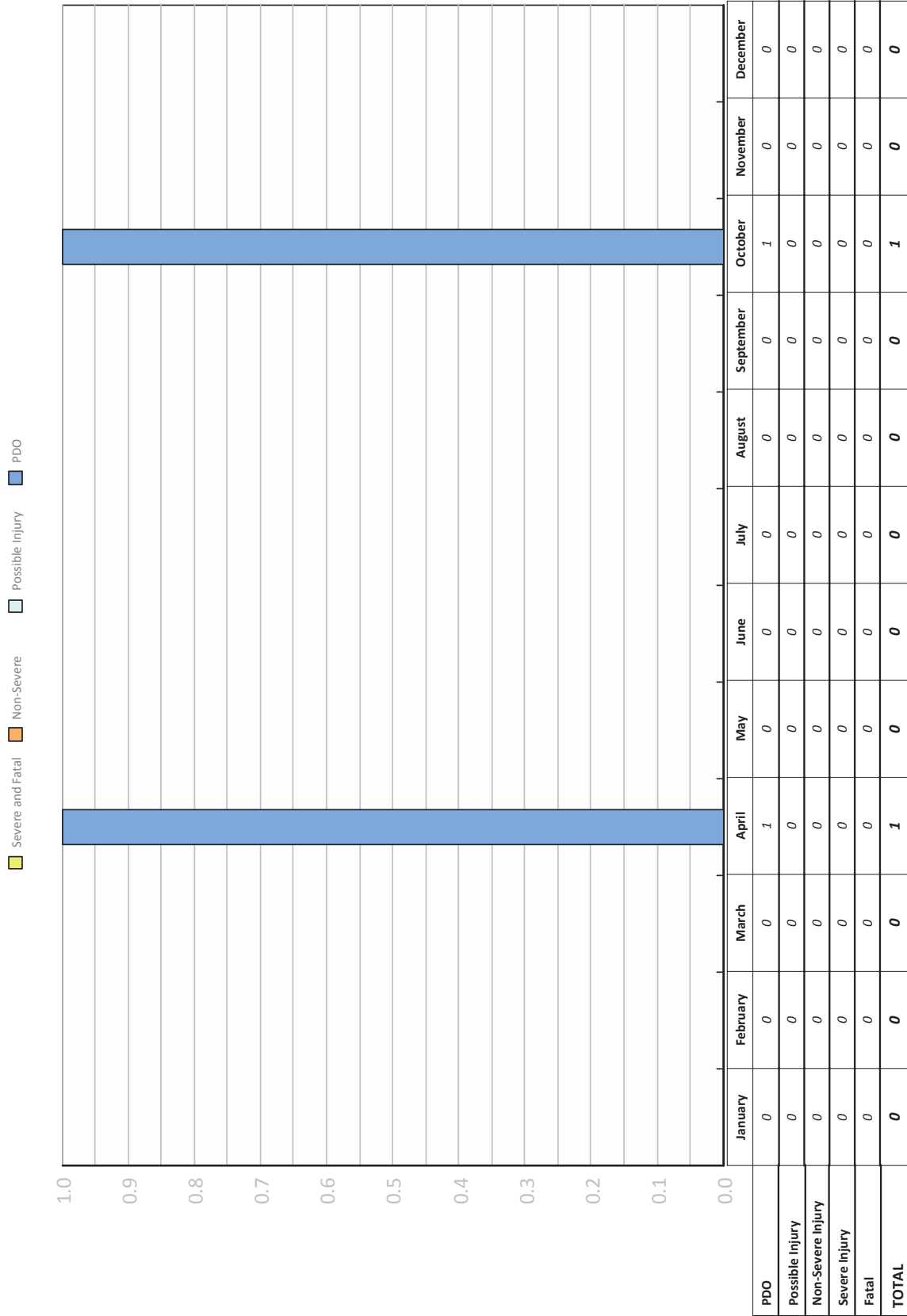
Page 3 of 22

ATTACHMENT "E"

5 Year Crash Report

Crashes by Month

CDMS - Crash Data Management System



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

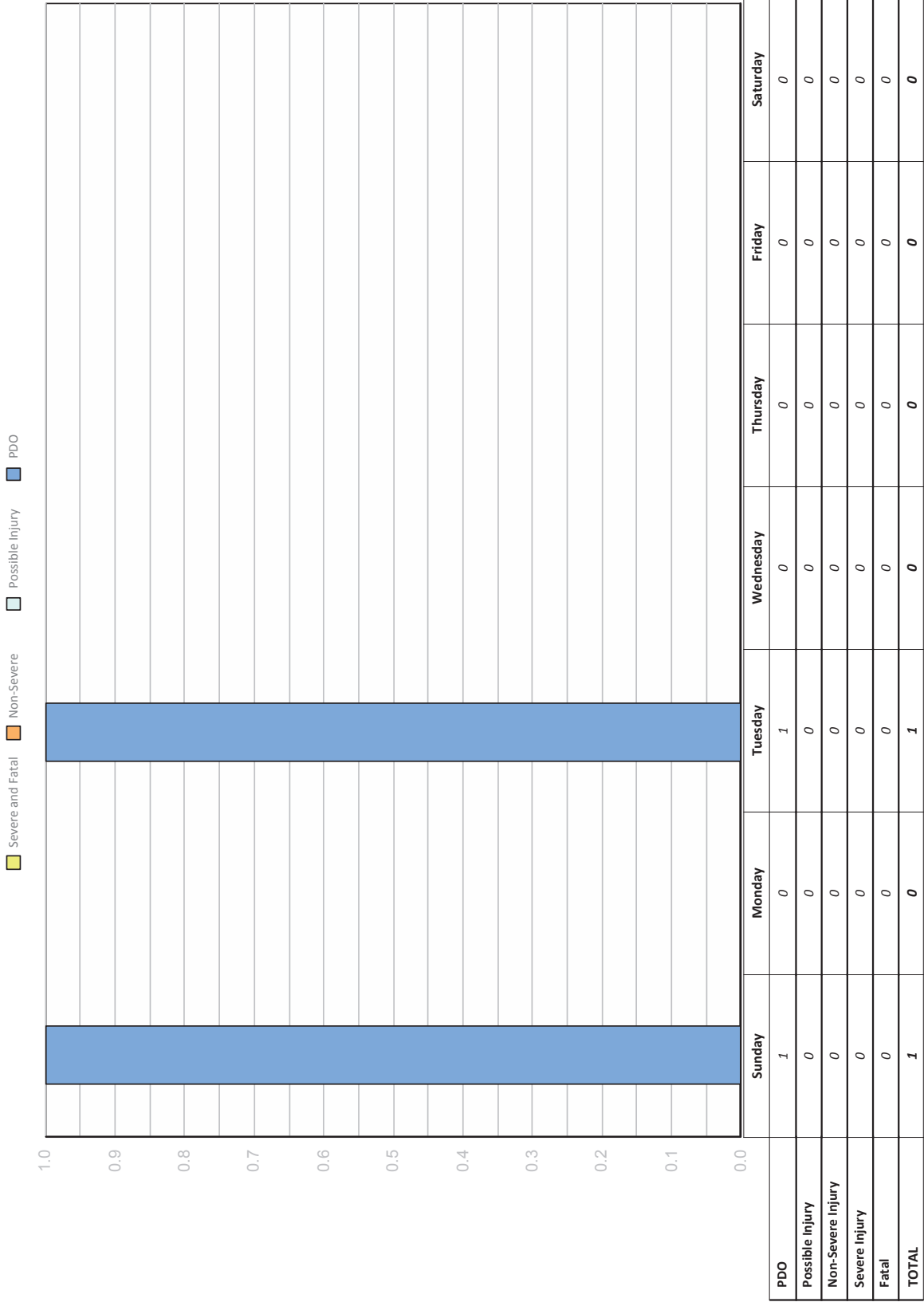
Crashes by Month/Year

2019	January	February	March	April	May	June	July	August	September	October	November	December
PDO	0	0	0	1	0	0	0	0	0	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

5 Year Crash Report

Crashes by Day of Week



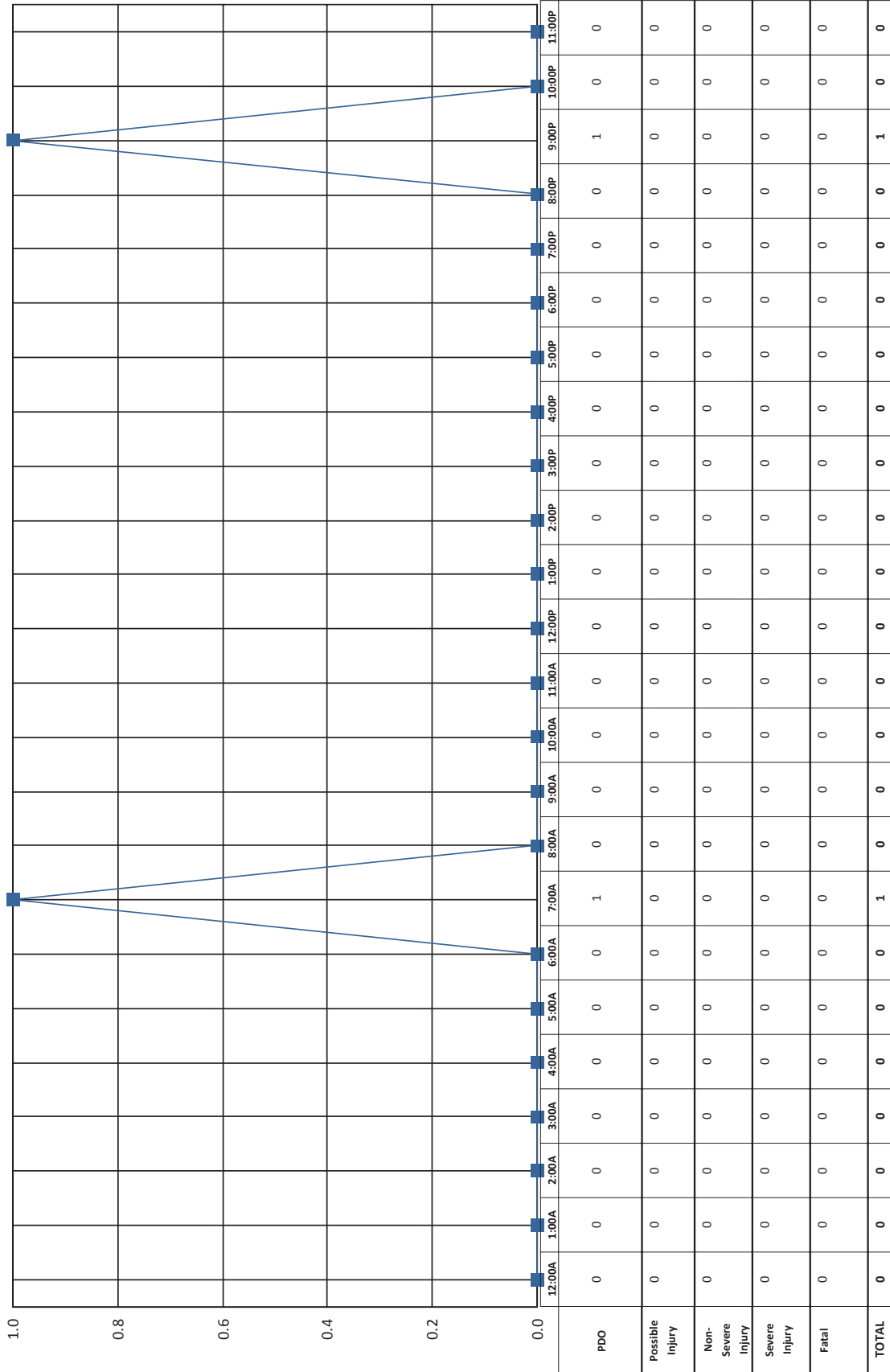
* PDO = Property Damage Only

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Time of Day



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Crash Type

	2019	Total
Sideswipe		
PDO	1	1
Possible Inj	0	0
Non Severe	0	0
Severe	0	0
Fatal	0	0
Total	1	1
U-Turn		
PDO	1	1
Possible Inj	0	0
Non Severe	0	0
Severe	0	0
Fatal	0	0
Total	1	1

Wednesday, June 7, 2023

Page 9 of 22

ATTACHMENT "E"

CDMS - Crash Data Management System

Page 10 of 22

5 Year Crash Report

Crashes by Crash Type

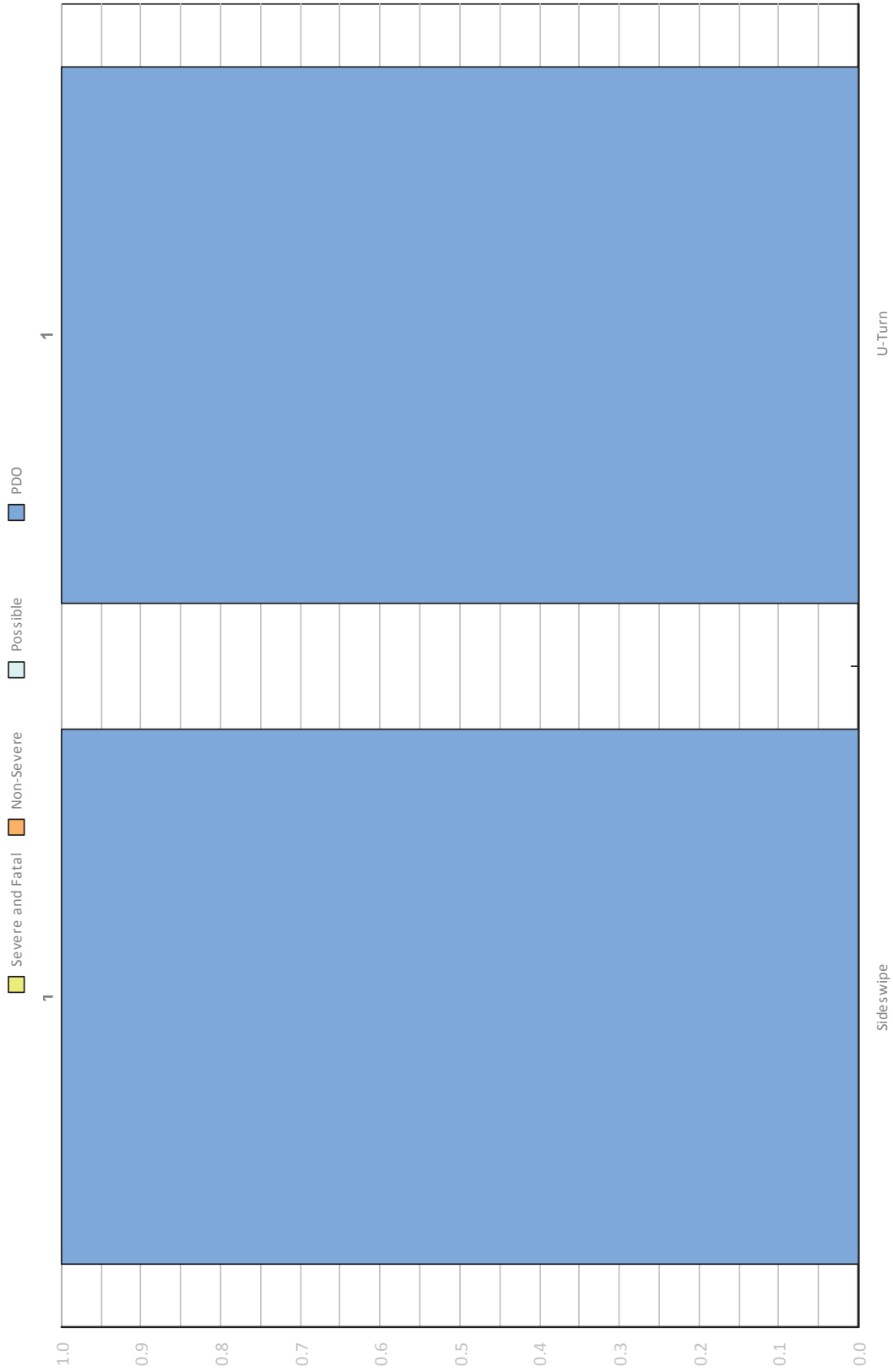
Wednesday, June 7, 2023

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Crash Type



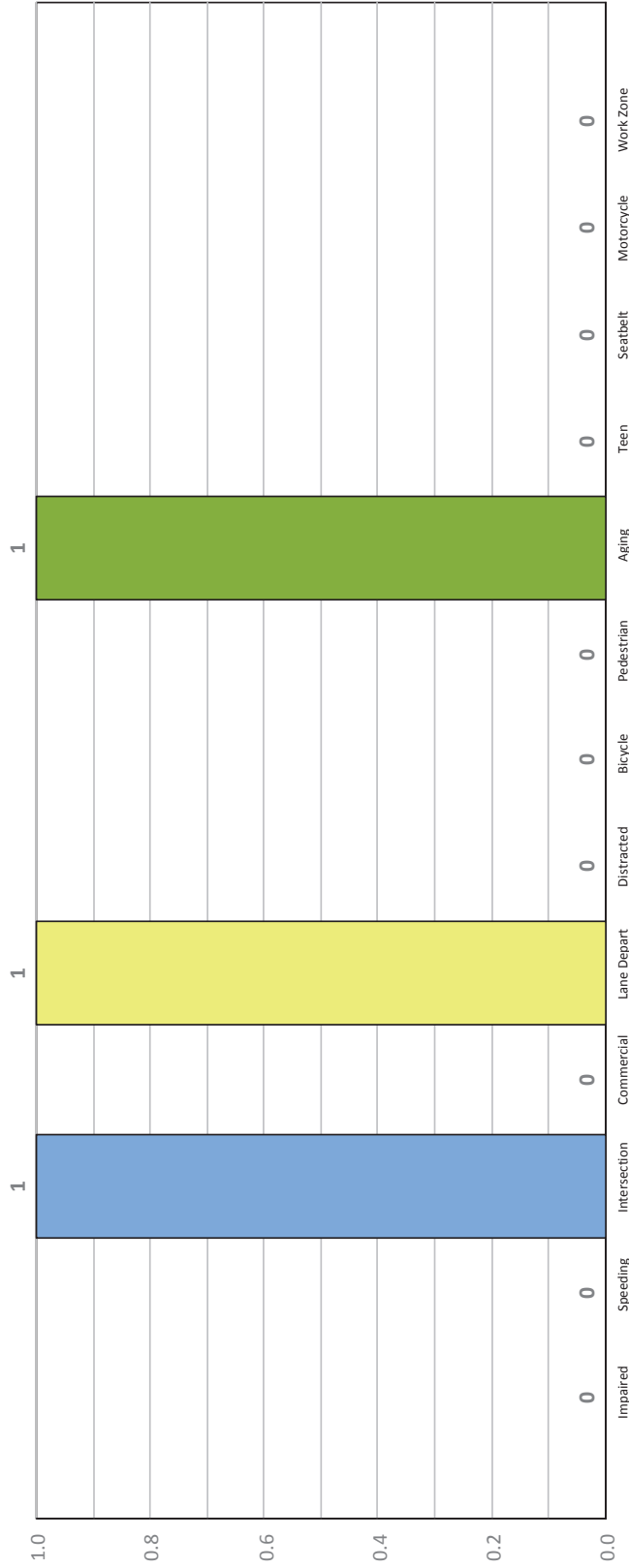
Wednesday, June 7, 2023

Page 11 of 22

ATTACHMENT "E"

Crashes by Strategic Highway Safety Plan Category

[More Information](#)

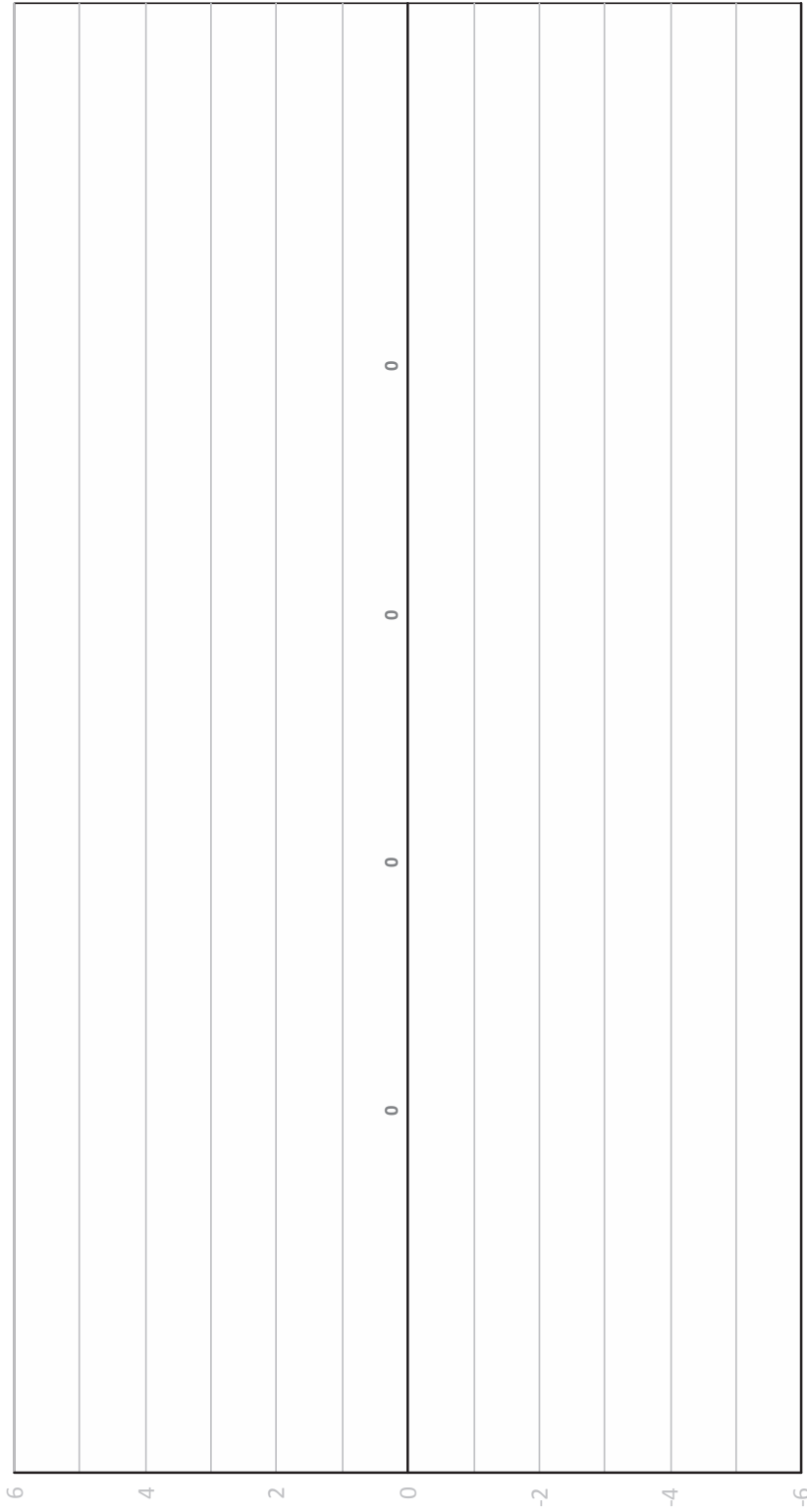


	2019				Total		
	Crashes	Severe	Fatal	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	0	0	0	0
Speeding and Aggressive	0	0	0	0	0	0	0
Intersection	1	0	0	1	0	0	0
Commercial	0	0	0	0	0	0	0
Lane Departure	1	0	0	1	0	0	0
Distracted	0	0	0	0	0	0	0
Bicycle Involved	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0
Aging Road User	1	0	0	1	0	0	0
Teen Driver	0	0	0	0	0	0	0
Seatbelt	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0
Work Zone	0	0	0	0	0	0	0

ATTACHMENT "E"

5 Year Crash Report
CDMS - Crash Data Management System

Injuries per Year

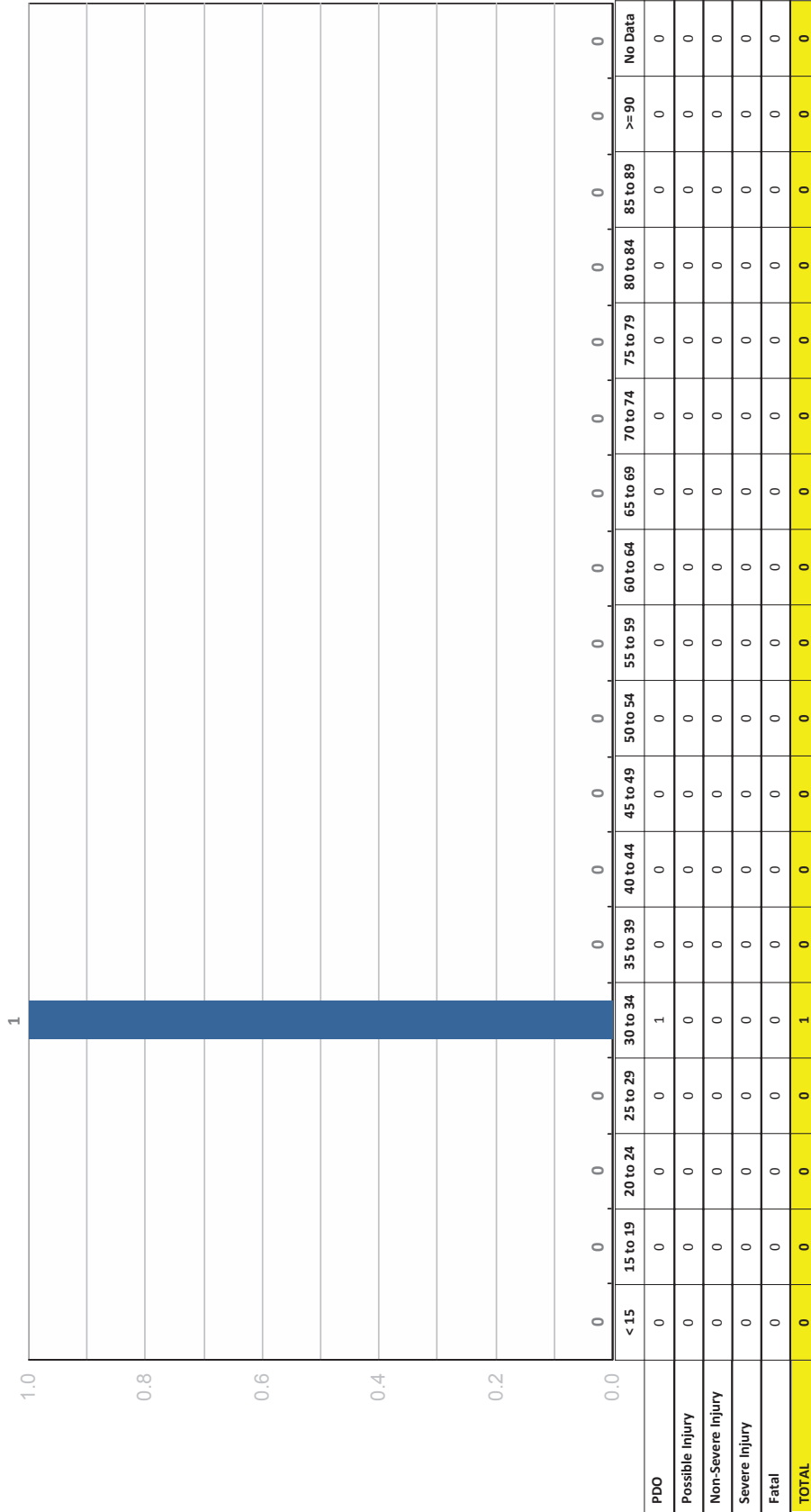


	2019	Total
Possible Injuries	0	0
Non-Severe Injuries	0	0
Severe Injuries	0	0
Fatalities	0	0

ATTACHMENT "E"

5 Year Crash Report
Crashes by Driver 1 Age

CDMS - Crash Data Management System



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

Crashes by Driver 1 Age / Gender



	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
PDO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

* PDO = Property Damage Only

ATTACHMENT "E"

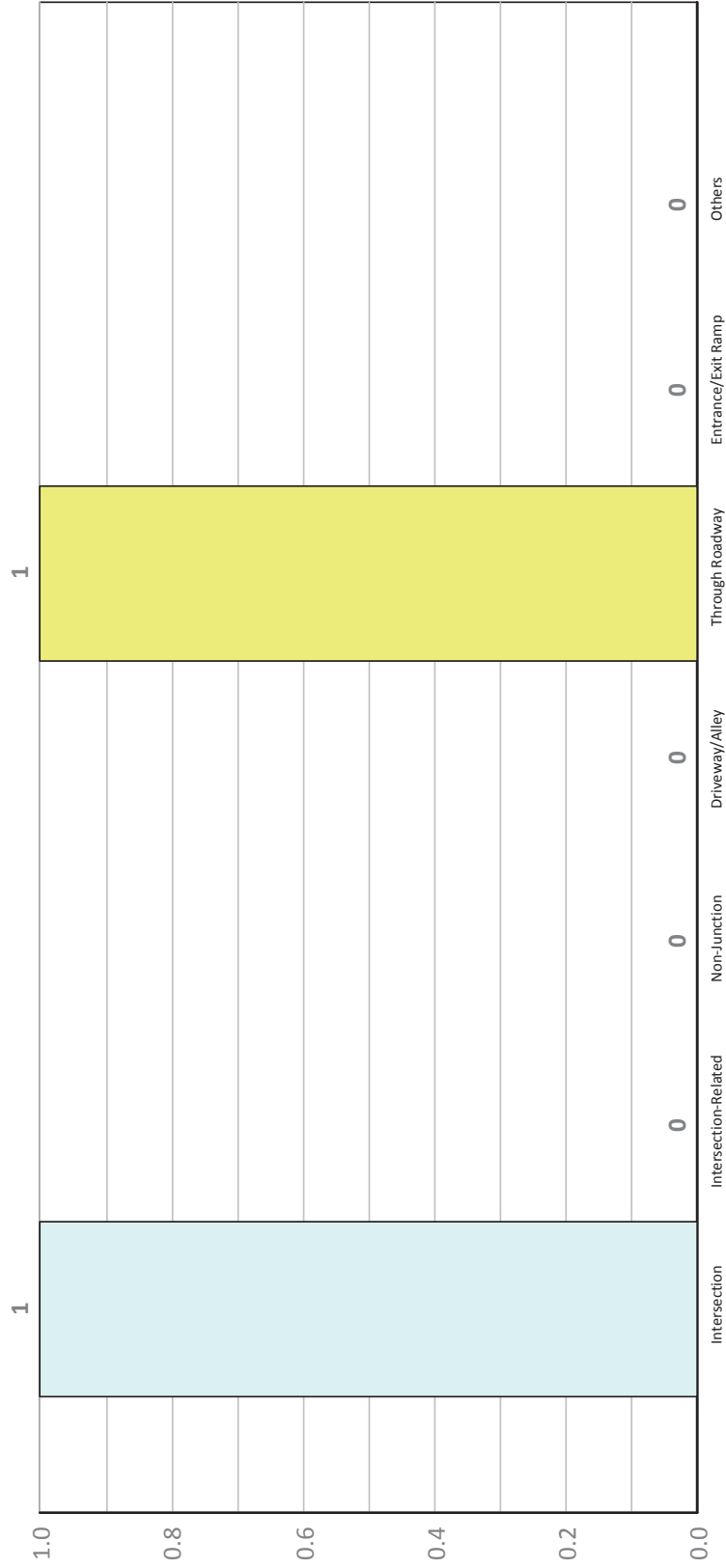
CDMS - Crash Data Management System

5 Year Crash Report

Driver Contributing Cause (Driver 1)	2019	Total
Improper Turn	1	1
Crashes	0	0
Severe	0	0
Fatal	0	0

ATTACHMENT "E"

Relation to Intersection



	2019			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Intersection	1	0	0	1	0	0
Intersection-Relate	0	0	0	0	0	0
Non-Junction	0	0	0	0	0	0
Driveway/Alley	0	0	0	0	0	0
Through Roadway	1	0	0	1	0	0
Entrance/Exit Ramp	0	0	0	0	0	0
Others	0	0	0	0	0	0

ATTACHMENT "E"

Location on Roadway



	2019			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal
On Roadway	2	0	0	2	0	0
Off Roadway	0	0	0	0	0	0
Median	0	0	0	0	0	0
Shoulder	0	0	0	0	0	0
Parking Lane	0	0	0	0	0	0
Other	0	0	0	0	0	0

ATTACHMENT "E"

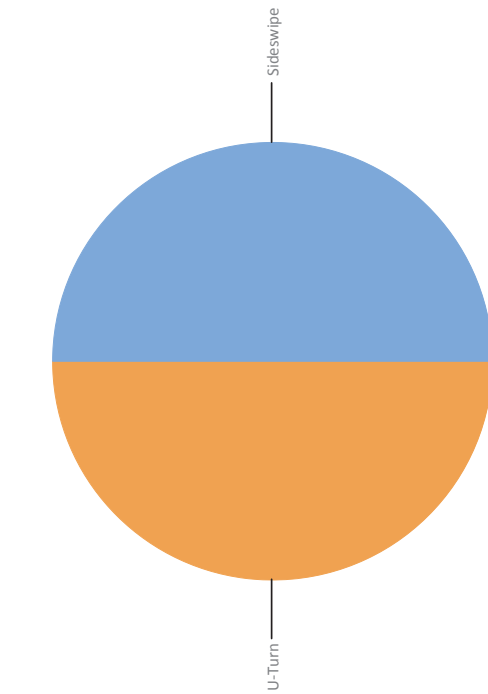
5 Year Crash Report

CDMS - Crash Data Management System

Wet Crashes by Crash Type

No wet crashes were found for this query.

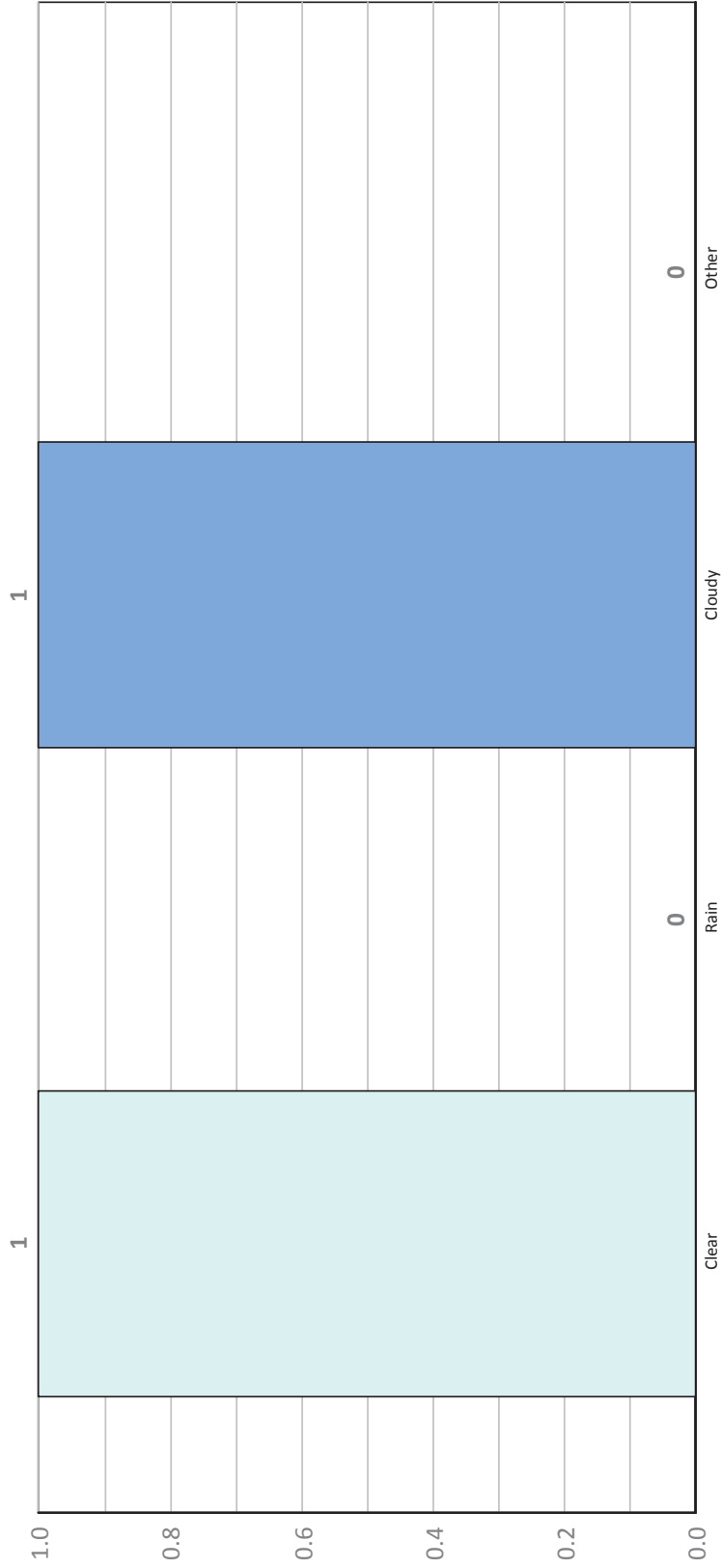
Dry Crashes by Crash Type



	Dry Crashes	Severe	Fatal
Sideswipe	1	0	0
U-Turn	1	0	0
Total	2	0	0

ATTACHMENT "E"

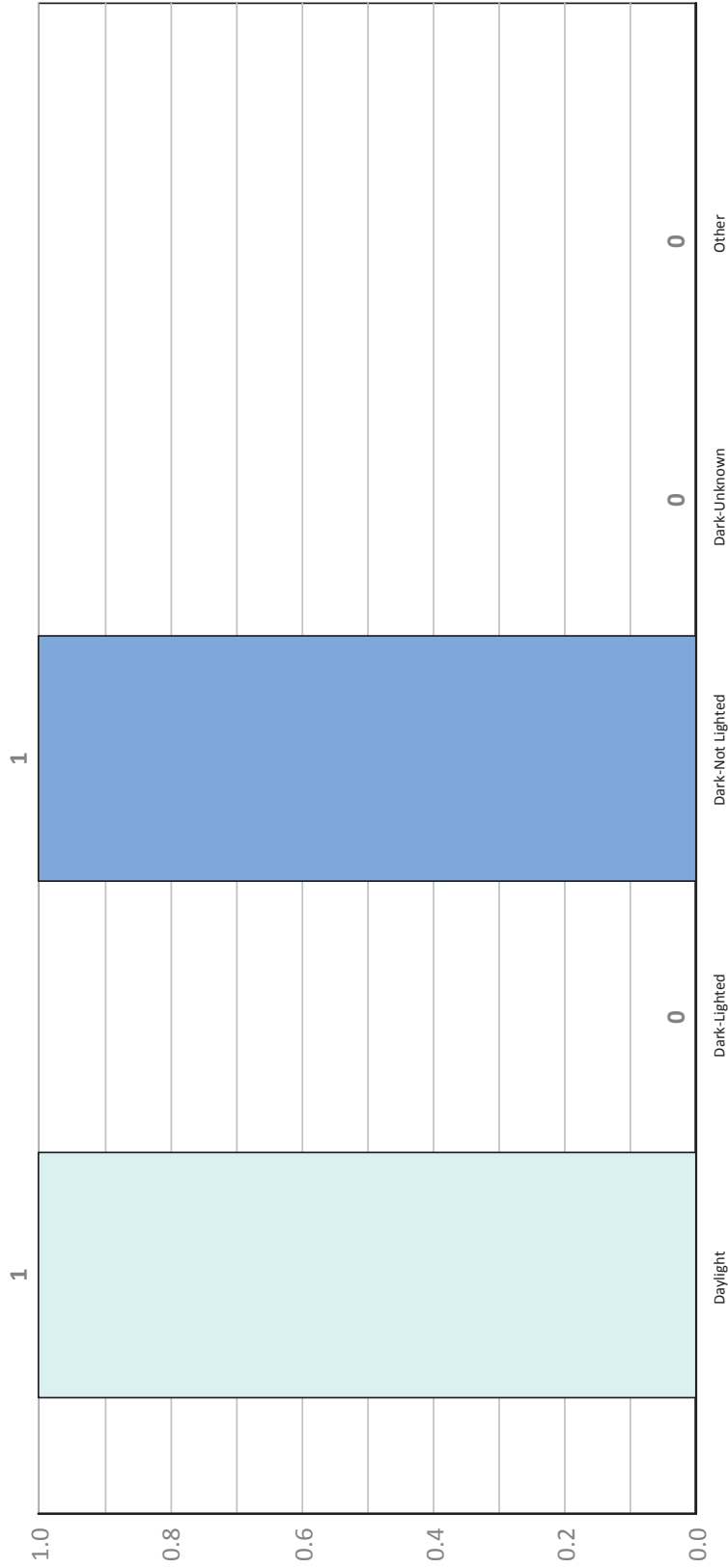
Weather Condition



	2019			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Clear	1	0	0	1	0	0
Rain	0	0	0	0	0	0
Cloudy	1	0	0	1	0	0
Other	0	0	0	0	0	0

ATTACHMENT "E"

Lighting Condition



	2019			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	1	0	0	1	0	0
Dark-Lighted	0	0	0	0	0	0
Dark-Not Lighted	1	0	0	1	0	0
Dark-Unknown	0	0	0	0	0	0
Other	0	0	0	0	0	0

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Located Crashes

Area	Crashes	Fatalities	Severe Injuries
CARROLLWOOD	2	0	0
Totals:	2	0	0

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Severe Injuries
UNKNOWN			
Totals:			

ATTACHMENT "F"



LYNN TOWNHOMES
Lynn Road Traffic Volumes

RAYSOR Transportation Consulting
TECHNICAL MEMORANDUM

TO: DANVA INVESTMENT, LLC
2205 WEST 9TH AVENUE
HALEAL, FLORIDA 33010

FROM: MICHAEL D. MATSON, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

SUBJECT: LYNN-LINEBAUGH PROPERTIES
SITE ACCESS TRAFFIC STUDY

DATE: APRIL 7, 2022

This document has been digitally signed and sealed by Michael David Matson, P.E., on the date indicated in the "Printed" section of this document. It is the responsibility of the user to verify the signature and seal of the signatory. This document must be verified on any electronic copy.

1.0 | INTRODUCTION
This technical memorandum documents a SITE ACCESS TRAFFIC STUDY... permitting for the LYNN-LINEBAUGH PROPERTIES project, located at the intersection of Lynn Road and Anderson Road, in Hillsborough County, Florida, as shown in Figure 1.0. The project development consists of 78 townhome units, as shown in Figure 2.0.

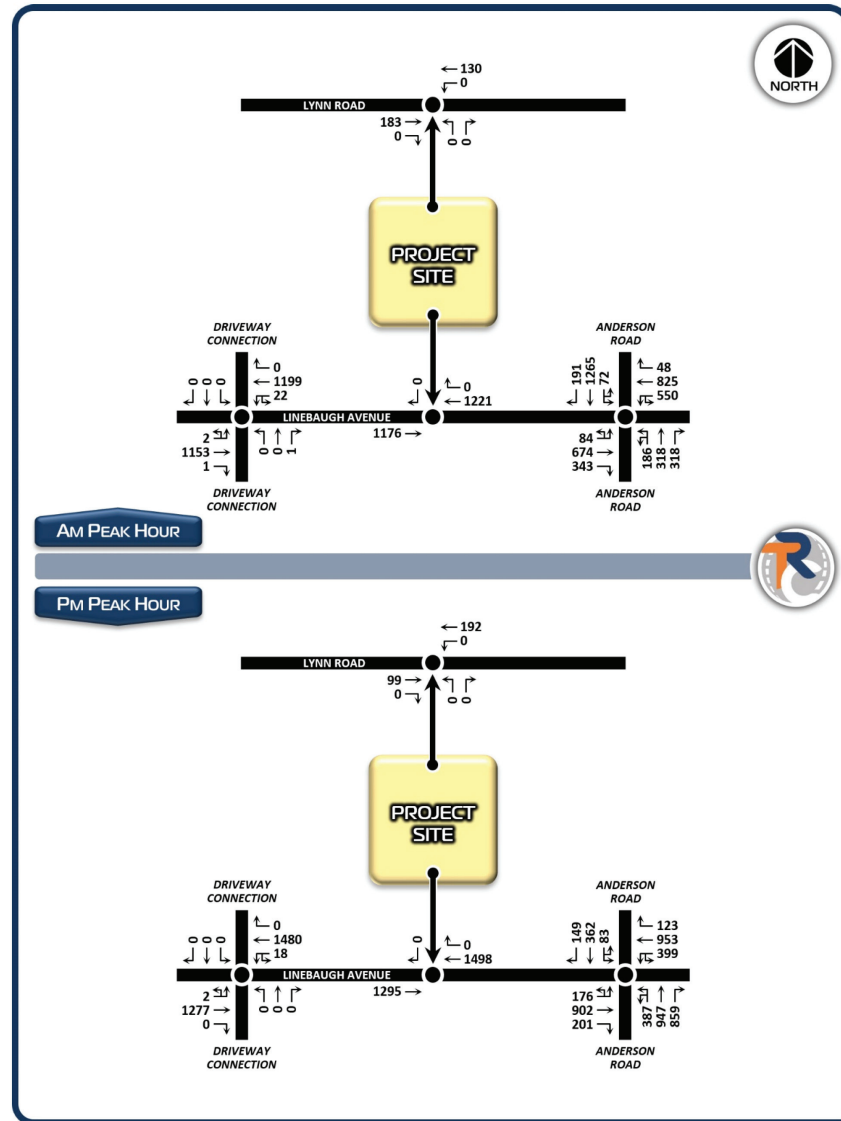
2.0 | PROJECT SITE TRIP GENERATION
The daily and peak hour trip generation for the subject project was identified in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, Table 2.0. The distribution of project generated traffic was estimated based on the project site characteristics, as shown in Figure 3.0.

TABLE 2.0 | PROJECT SITE TRIP GENERATION ESTIMATE

ITE LUC	Land Use Description	Site Area (sq ft)	Formula	Trips	Formula
220	Multifamily Residential	78 units	1.4 (X) 0.21	576	1.4 (X) 0.21 (X) 228

3.0 | STUDY AREA & ANALYSIS SCENARIOS
The study area for this analysis was determined to consist of the project site, the intersections of Lynn Road and Anderson Road, and the intersections of Linebaugh Avenue and Anderson Road. This analysis was conducted in the AM and PM peak hour post-development traffic conditions.

FIGURE 4.0 | CURRENT PEAK HOUR TRAFFIC VOLUMES



ATTACHMENT "G"



LYNN TOWNHOMES
Trip Generation Estimate



ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Formula	Trips	Formula	Trips	Enter	Exit	Formula	Trips	Enter	Exit
215	Single Family Attached Residential	79 units	$T=7.62(X) - 50.48$	552	$T=0.52(X) - 5.70$	35	9	26	$T=0.60(X) - 3.93$	43	25	18

ATTACHMENT "H"



LYNN TOWNHOMES Sidewalk Improvement Concept





November 13, 2023 (Revision No. 3)

Michael J. Williams, P.E.
County Engineer/Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

SUBJECT: LYNN TOWNHOMES (PD 23-0622)
ADMINISTRATIVE VARIANCE FOR ACCESS SPACING – LINEBAUGH AVENUE
FOLIO No's. 023764.0050 | 023764.0000 | 023765.0100

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 23-0622 for the **LYNN TOWNHOMES** project.

The subject project site is located between Lynn Road and Linebaugh Avenue, west of Anderson Road, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project site is proposed for development consisting of 79 townhomes, with access to the site planned to be provided via one full access driveway connection to Lynn Road and one restricted access driveway connection to Linebaugh Avenue; as shown in **ATTACHMENT B**.

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

The applicable connection spacing criteria for the adjacent segment of Linebaugh Avenue is identified as 245 feet pursuant to §6.04.07. (Minimum Spacing), for an Access Class 5 facility with a posted speed limit of less than or equal to 45 mph (the posted speed limit is 45 mph).

On Linebaugh Avenue, within 245 feet from the location of the planned site access driveway connection there are multiple existing connections; with 4 connections located to the west and 4 connections located to the east, as summarized below and shown in **ATTACHMENT C**; noting that 2 of the referenced connections will be removed upon site development.

- **WEST-1:** SOUTH SIDE OF LINEBAUGH AVENUE AT ± 0' FROM PLANNED CONNECTION [COMMERCIAL DRIVEWAY]
- **WEST-2:** NORTH SIDE OF LINEBAUGH AVENUE AT ± 80' FROM PLANNED CONNECTION [APRON ONLY – TO BE REMOVED]
- **WEST-3:** SOUTH SIDE OF LINEBAUGH AVENUE AT ± 185' FROM PLANNED CONNECTION [COMMERCIAL DRIVEWAY]
- **WEST-4:** NORTH SIDE OF LINEBAUGH AVENUE AT ± 230' FROM PLANNED CONNECTION [RESIDENTIAL DRIVEWAY]
- **EAST-1:** NORTH SIDE OF LINEBAUGH AVENUE AT ± 40' FROM PLANNED CONNECTION [APRON ONLY – TO BE REMOVED]
- **EAST-2:** SOUTH SIDE OF LINEBAUGH AVENUE AT ± 70' FROM PLANNED CONNECTION [COMMERCIAL DRIVEWAY]
- **EAST-3:** NORTH SIDE OF LINEBAUGH AVENUE AT ± 90' FROM PLANNED CONNECTION [COUNTY POND DRIVEWAY]
- **EAST-4:** SOUTH SIDE OF LINEBAUGH AVENUE AT ± 100' FROM PLANNED CONNECTION [COMMERCIAL DRIVEWAY]

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.
LYNN TOWNHOMES (PD 23-0622)
ADMINISTRATIVE VARIANCE FOR ACCESS SPACING – LINEBAUGH AVENUE
FOLIO NO'S. 023764.0050 | 023764.0000 | 023765.0100
NOVEMBER 13, 2023 (REVISION NO.3)
PAGE 2 OF 3

In addition, it is noted that Hillsborough County Folio # 23766.0000, which is located immediately west & south of the project site, currently has no driveway connections to the external roadway network. Future access accommodations for the referenced adjacent parcel are unknown and may change from existing conditions; where if access to that parcel is established via a connection to Linebaugh Avenue along that parcel's frontage, it would be non-conforming in regard to the subject project site driveway (refer to **ATTACHMENT C** for details).

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 552 daily trips with 35 trips during the AM peak hour and 43 trips during the PM peak hour.

A crash data evaluation has been prepared for Linebaugh Avenue between Henderson Road and Anderson Road, excluding the endpoint intersections, as documented in **ATTACHMENT E**. The crash evaluation indicates 50 crashes within the prior five years within the referenced limits on Linebaugh Avenue. The majority of these crashes were of the "rear end" type, occurring on the approaches to Henderson Road and Anderson Road. Noting that the planned driveway connection to Linebaugh Avenue will be restricted to right-in/right-out movement, only crashes occurring on westbound Linebaugh Avenue are pertinent to connection spacing. For westbound Linebaugh Avenue, no crashes were found to have occurred within 245' of the planned project site driveway connection. In addition, upon review of the crash reports, none of the reported crashes were caused, or influenced by, non-conforming connection spacing.

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.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the subject project site has limited frontage along Linebaugh Avenue (±230'), and as such, there is no location within the property boundary that the planned site access driveway connections could be constructed that would result in conforming connection spacing. Thus, meeting the 245' connection spacing standard is not feasible. ***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 as it has been demonstrated herein that Linebaugh Avenue in the area of the planned site access driveway connection was found to not exhibit atypical safety deficiencies and did not have crash patterns that would indicate a potential for future safety concerns associated with the approval of the planned non-conforming 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 planned site access driveway connection cannot be constructed in conformance with the applicable connection spacing requirements, and without the driveway connection, the project site would not have reasonable access to the external roadway network. ***Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.***



RAYSOR Transportation Consulting

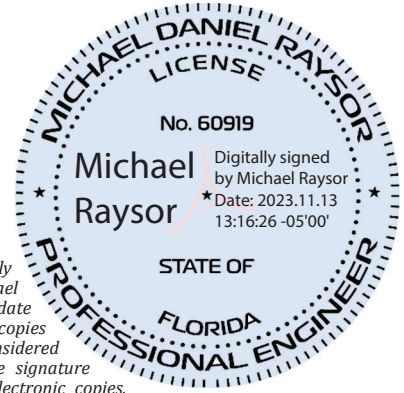
MICHAEL J. WILLIAMS, P.E.
LYNN TOWNHOMES (PD 23-0622)
ADMINISTRATIVE VARIANCE FOR ACCESS SPACING – LINEBAUGH AVENUE
FOLIO NO'S. 023764.0050 | 023764.0000 | 023765.0100
NOVEMBER 13, 2023 (REVISION NO.3)
PAGE 3 OF 3

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 23-0622 for the **LYNN TOWNHOMES** project, to allow for a project site access driveway connection to Linebaugh Avenue with a connection spacing that is 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



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.....

APPROVED WITH CONDITIONS.....

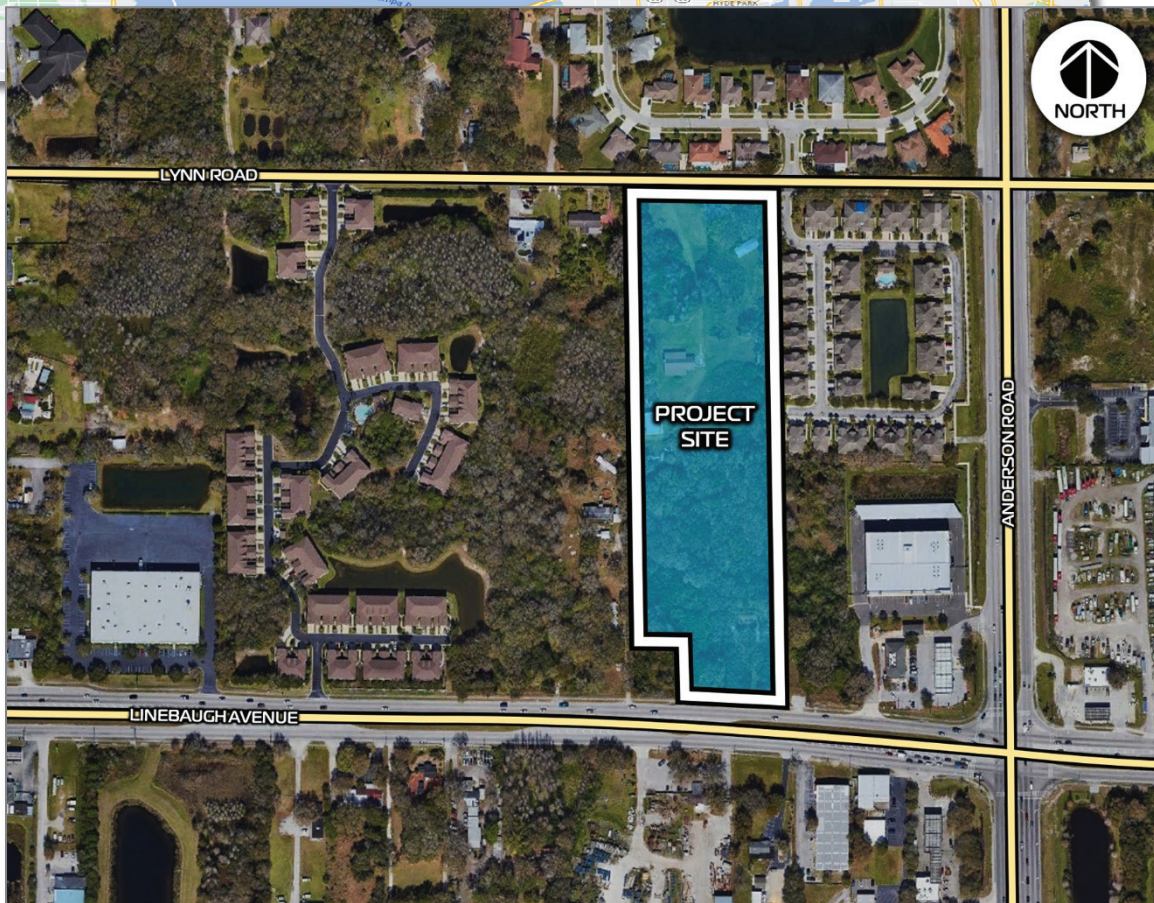
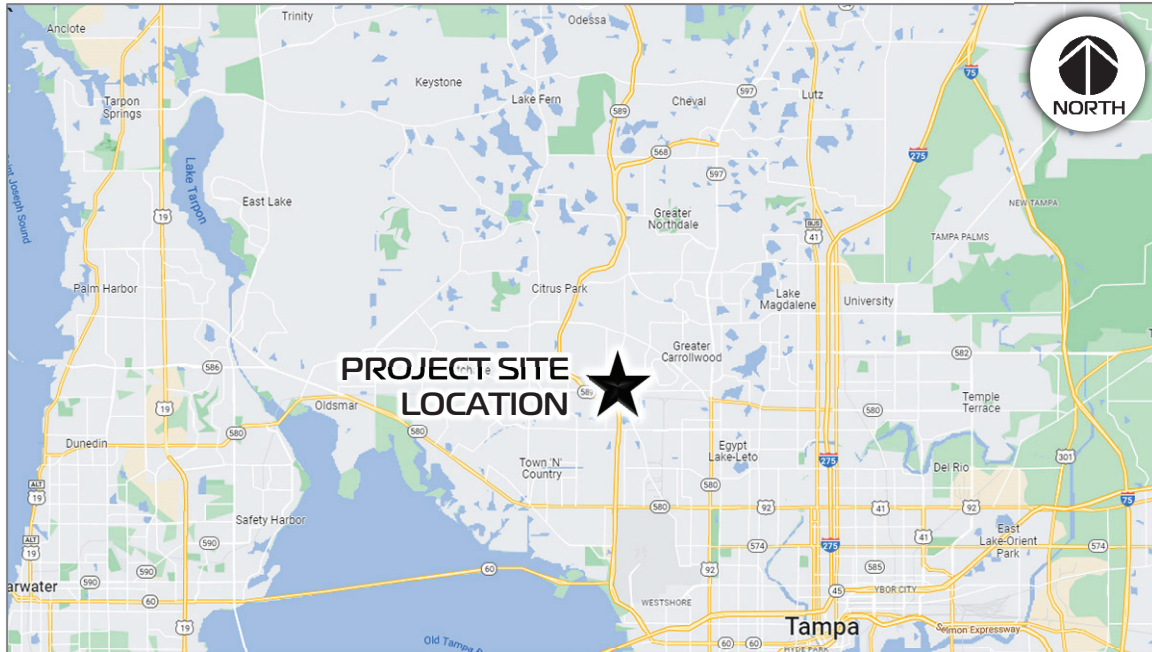
DENIED.....

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

ATTACHMENT "A"



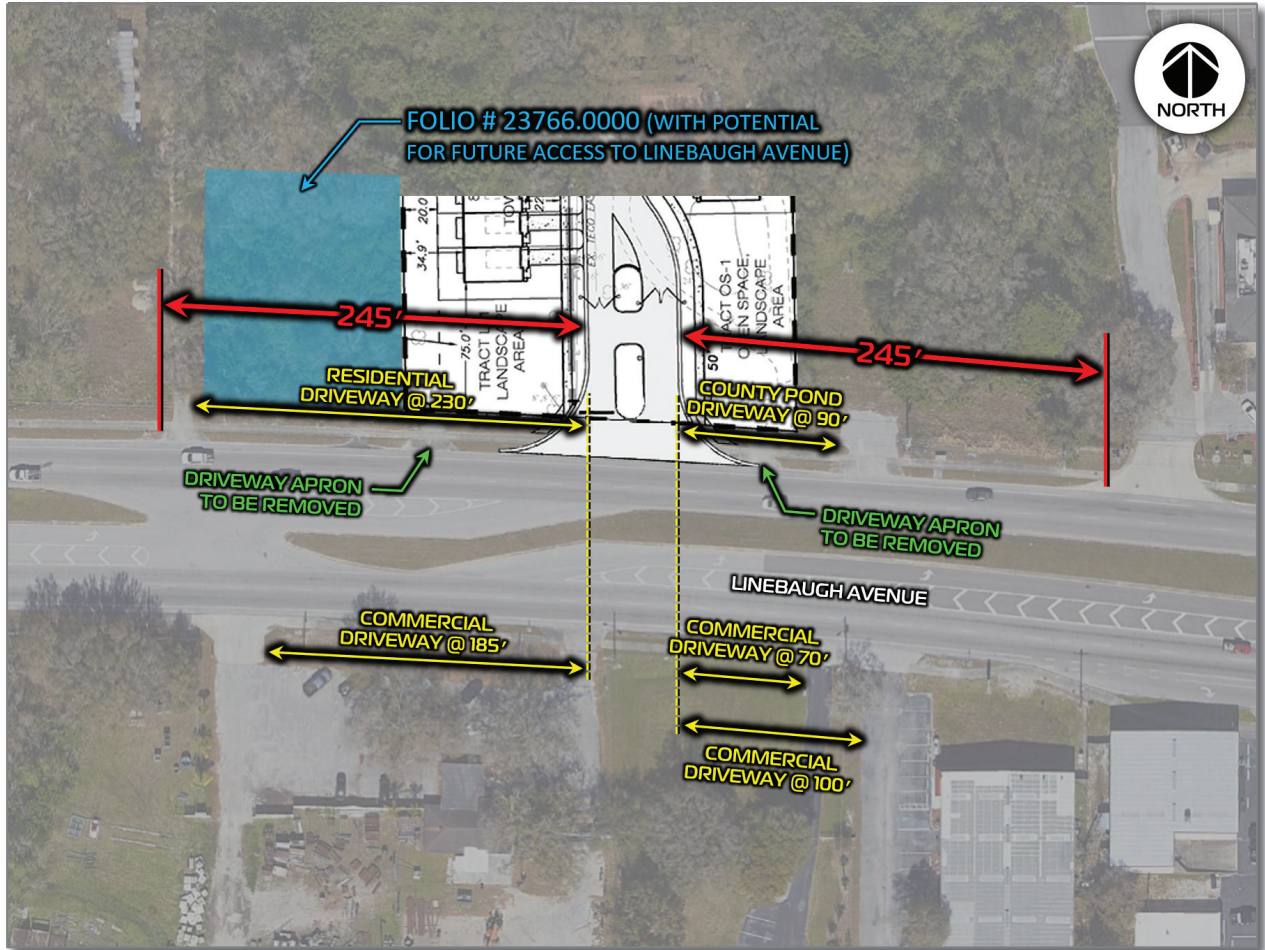
LYNN TOWNHOMES
Project Site Location Map



ATTACHMENT "C"



LYNN TOWNHOMES
Linebaugh Avenue Connection Spacing Diagram



ATTACHMENT "D"



LYNN TOWNHOMES
Trip Generation Estimate



ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Formula	Trips	Formula	Trips	Enter	Exit	Formula	Trips	Enter	Exit
215	Single Family Attached Residential	79 units	$T=7.62(X)$ -50.48	552	$T=0.52(X)$ -5.70	35	9	26	$T=0.60(X)$ -3.93	43	25	18

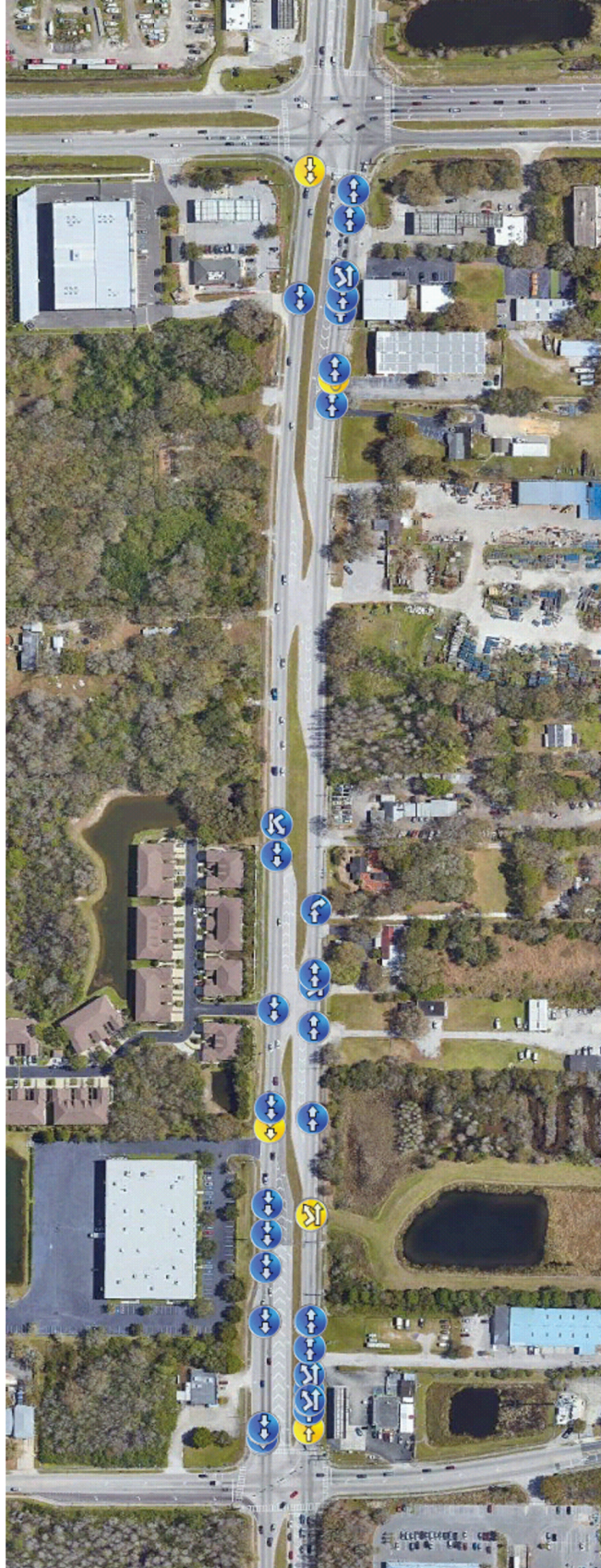
ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Report Memo:

Linebaugh Avenue: Henderson Road to Anderson Road (excluding endpoint intersections).



Selections used to generate this report:

Date Range: 5/1/2018 - 4/30/2023
Saved Area 1: Extent(-82.5495269053794, 28.039844930866372, -82.54218838151445, 28.040867631452343)

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

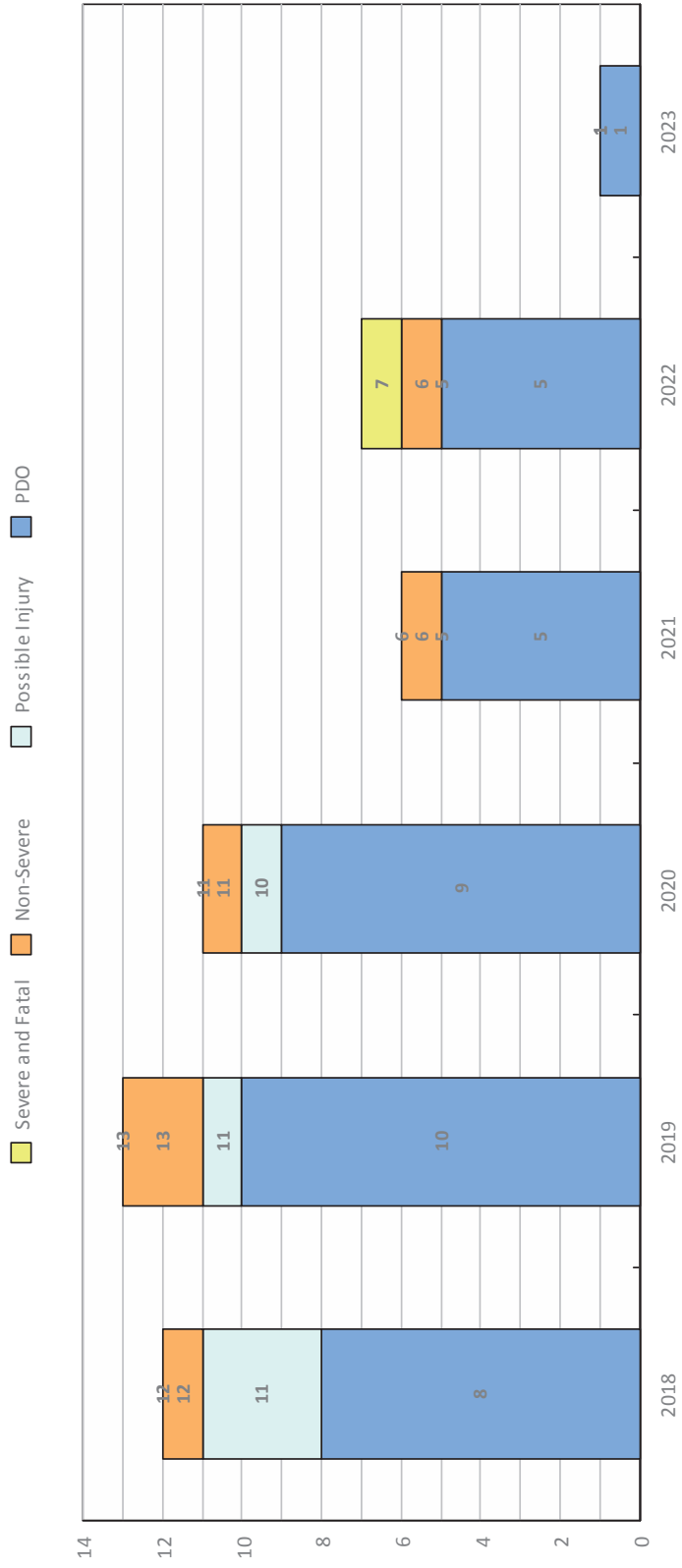
Intersection Summary Top 50 Report	Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity			Ped/Bike			Strategic Highway Safety Plan														
					Fatal Crashes	Incap Injury	Non Incap Injury	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
LINEBAUGH AVE @ HENDERSON RD	28	0	0	5	0	0	4	3	0	0	0	0	0	0	0	1	9	4	2	10	5	5	0	0	1
LINEBAUGH AVE @ ANDERSON RD	14	0	2	4	0	1	2	2	0	1	0	0	0	0	0	0	4	2	4	0	0	2	0	0	0
LINEBAUGH AVE @ TRANQUILITY WAY	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	1	1	0	0	0
LINEBAUGH AVE @ GIL RAYE DR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

* Total Injuries = Total Incapacitating and Total Non-Incapacitating injuries. Possible Injuries are not included in total.
* Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle

ATTACHMENT "E"

5 Year Crash Report
Crashes by Year

CDMS - Crash Data Management System



	2018	2019	2020	2021	2022	2023	TOTAL
PDO	8	10	9	5	5	1	38
Possible Injury	3	1	1	0	0	0	5
Non-Severe Injury	1	2	1	1	1	0	6
Severe Injury	0	0	0	0	1	0	1
Fatal	0	0	0	0	0	0	0
TOTAL	12	13	11	6	7	1	50

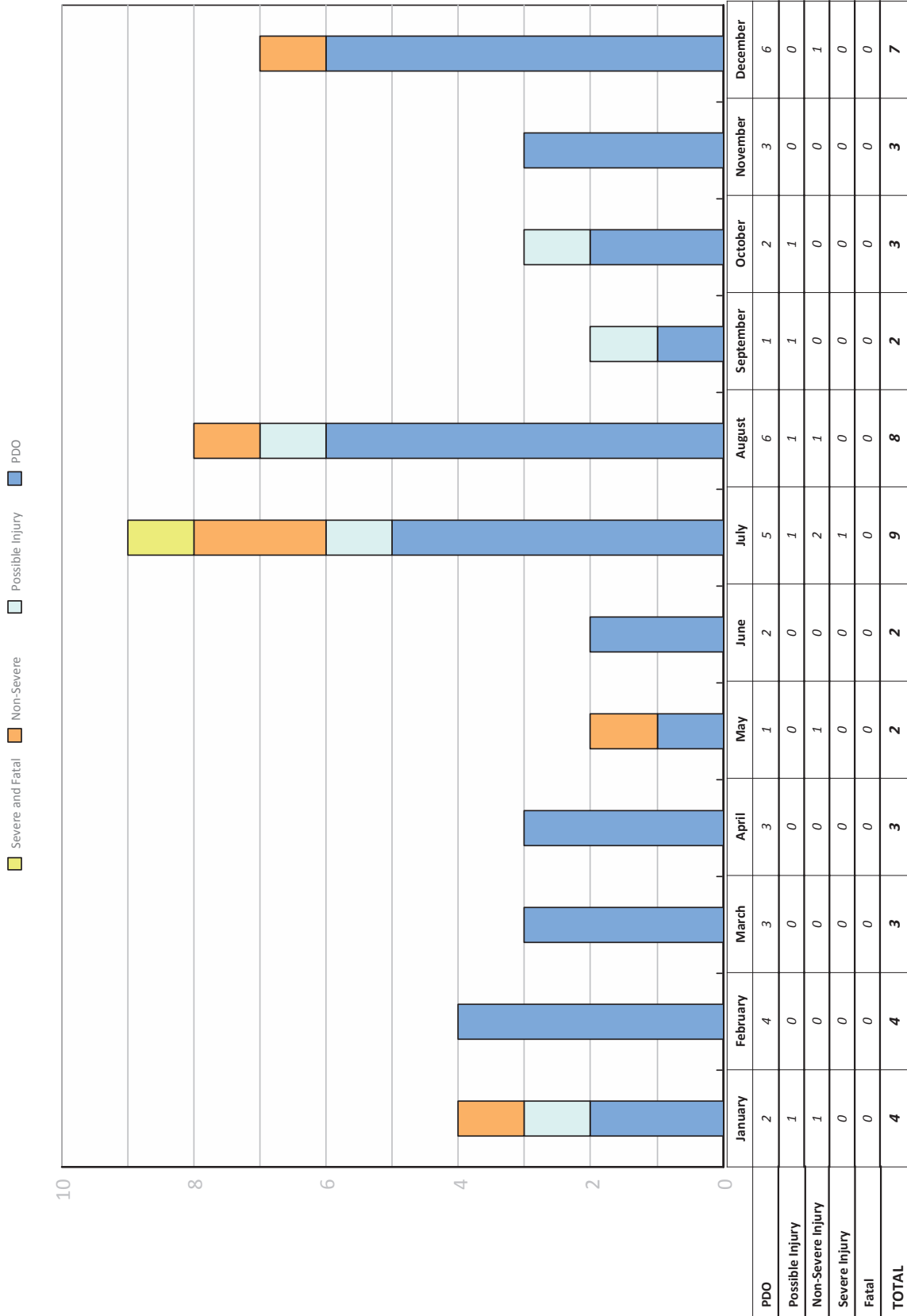
* PDO = Property Damage Only

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Month



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Month/Year

	January	February	March	April	May	June	July	August	September	October	November	December
2018												
PDO	0	0	0	0	0	0	3	3	0	0	0	2
Possible Injury	0	0	0	0	0	0	1	1	0	1	0	0
Non-Severe	0	0	0	0	1	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2019												
PDO	0	1	0	2	1	1	1	3	0	0	0	1
Possible Injury	0	0	0	0	0	0	0	0	1	0	0	0
Non-Severe	0	0	0	0	0	0	1	0	0	0	0	1
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2020												
PDO	2	2	0	1	0	0	0	0	0	2	0	2
Possible Injury	1	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	0	1	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2021												
PDO	0	0	2	0	0	1	0	0	1	0	1	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	1	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2022												
PDO	0	0	1	0	0	0	1	0	0	0	2	1
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	1	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	1	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

CDMS - Crash Data Management System

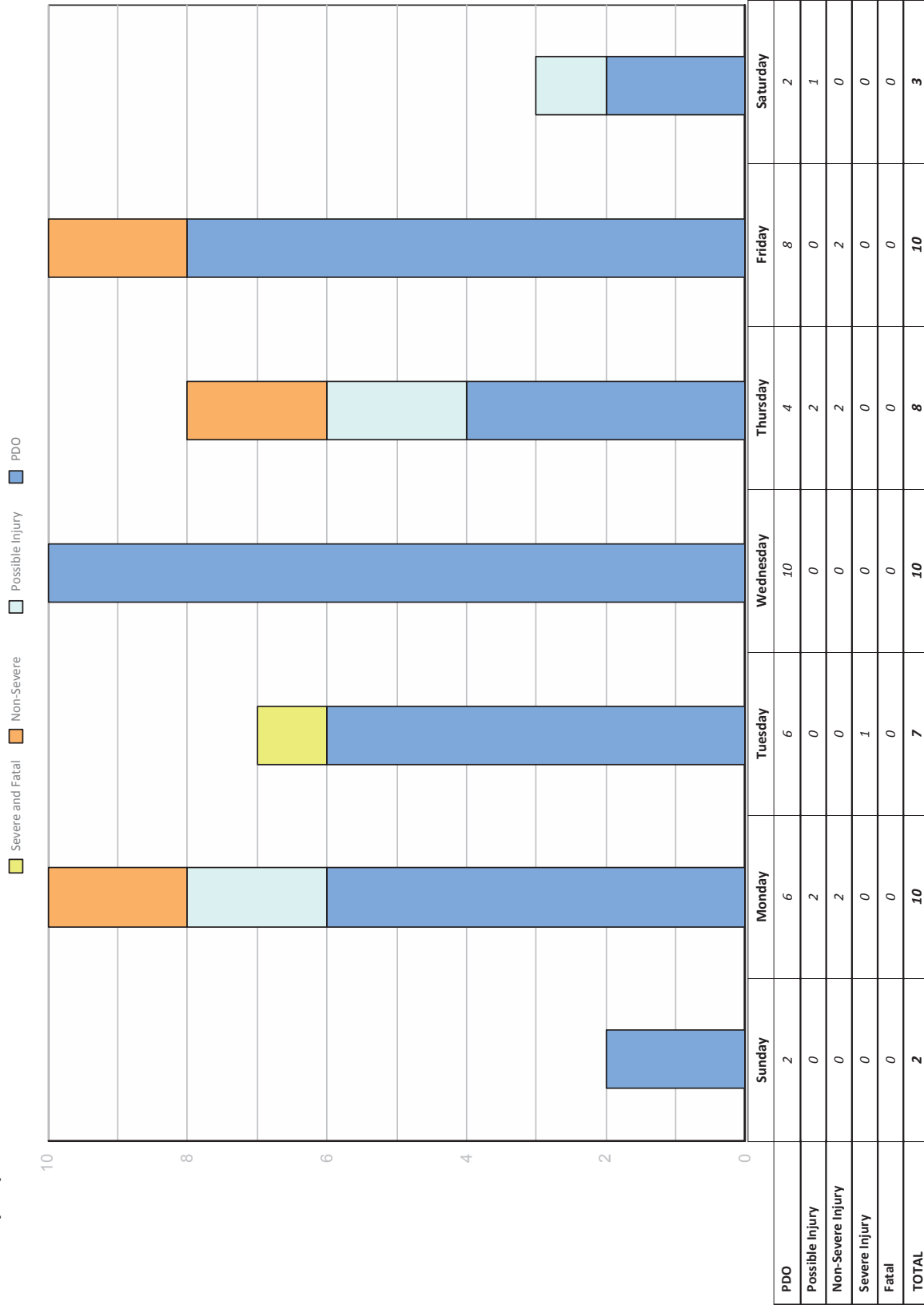
5 Year Crash Report		CDMS - Crash Data Management System														
		January	February	March	April	May	June	July	August	September	October	November	December			
2023	PDO	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Day of Week



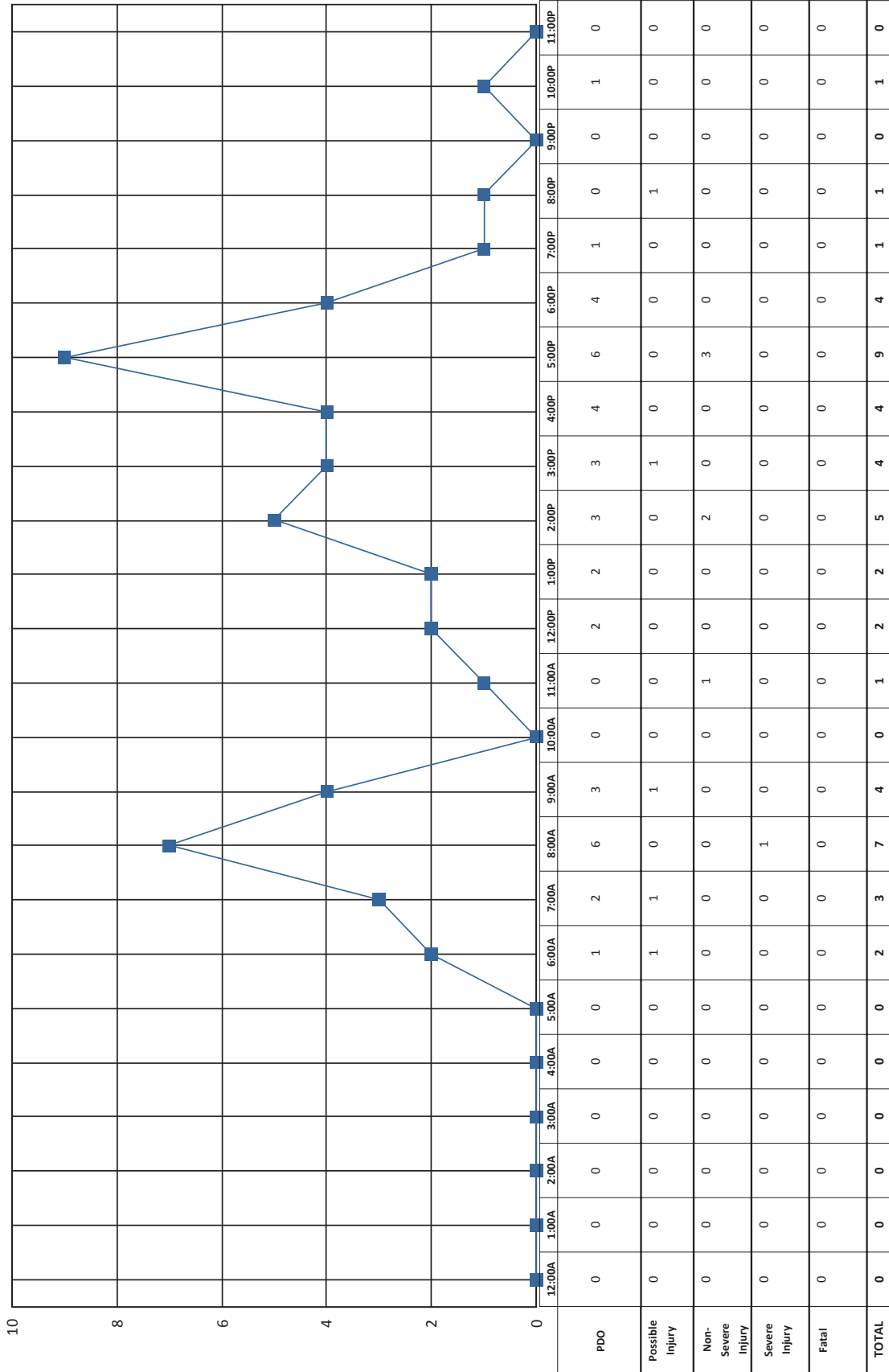
* PDO = Property Damage Only

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Time of Day



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Crash Type

	2018	2019	2020	2021	2022	2023	Total
Rear End	6	6	9	4	4	1	30
PDO	3	1	1	0	0	0	5
Possible Inj	0	1	1	1	1	0	4
Non Severe	0	0	0	0	1	0	1
Severe	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	9	8	11	5	6	1	40
Sideswipe	2	3	0	1	1	0	7
PDO	0	0	0	0	0	0	0
Possible Inj	1	0	0	0	0	0	1
Non Severe	0	0	0	0	0	0	0
Severe	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	3	3	0	1	1	0	8

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Crash Type

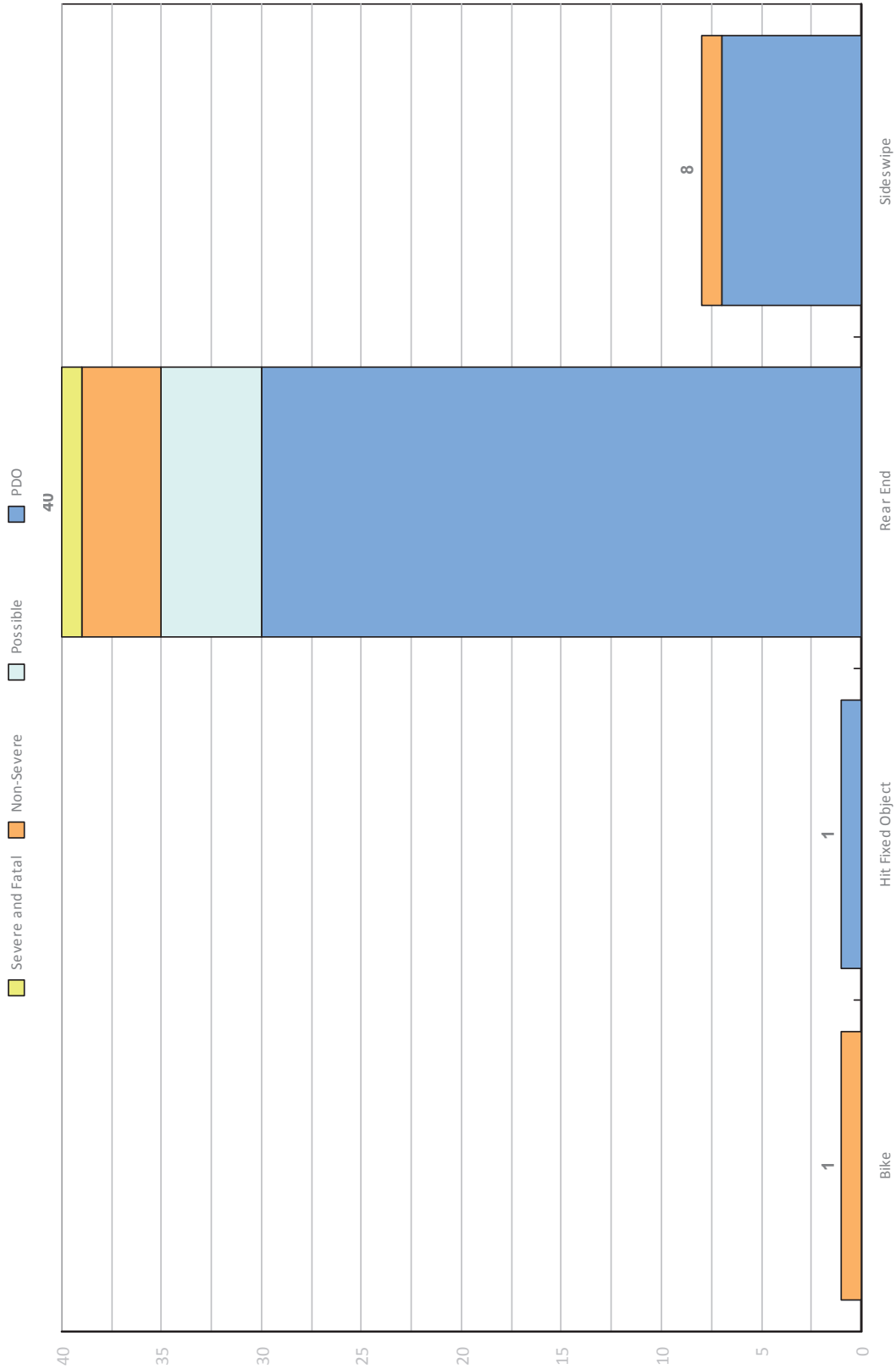
		2019	Total
Hit Fixed Object	PDO	1	1
	Possible Injury	0	0
	Non-Severe	0	0
	Severe	0	0
	Fatal	0	0
	Total	1	1
Bike	PDO	0	0
	Possible Injury	0	0
	Non-Severe	1	1
	Severe	0	0
	Fatal	0	0
	Total	1	1

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

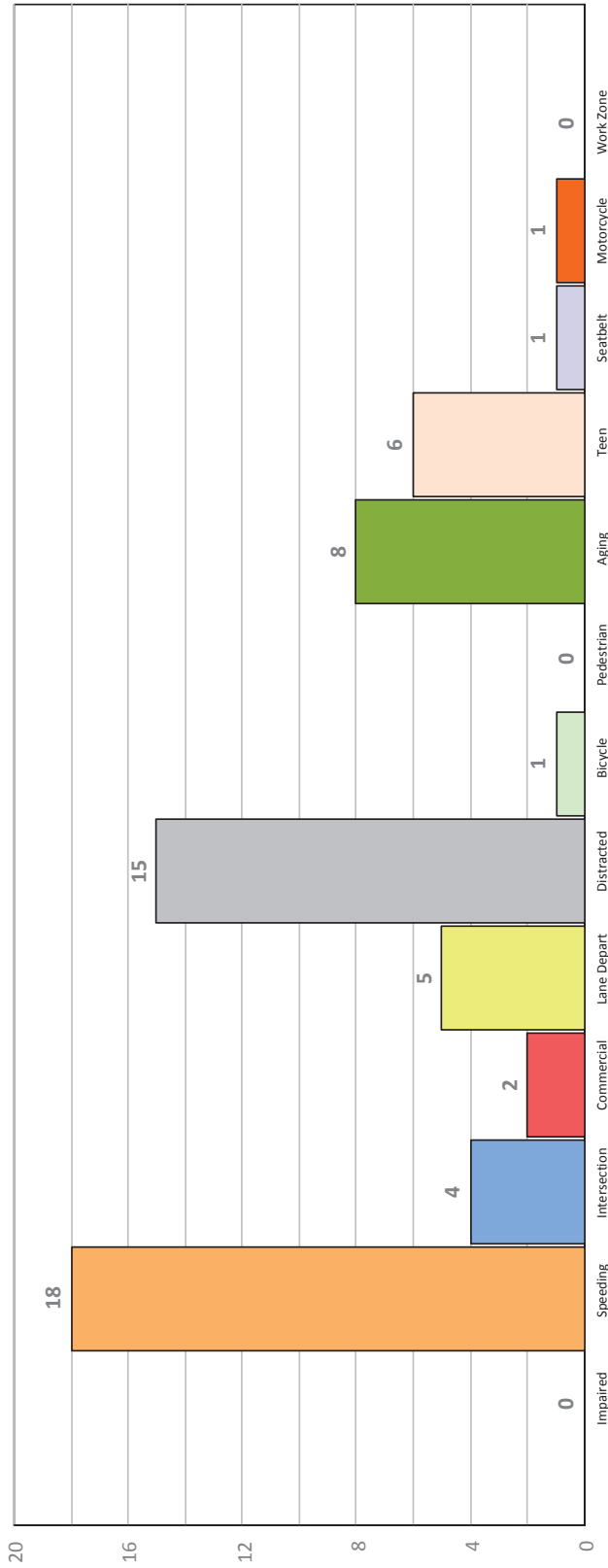
Crashes by Crash Type



ATTACHMENT "E"

Crashes by Strategic Highway Safety Plan Category

[More Information](#)



	2018			2019			2020			2021			2022			2023		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speeding and Aggressive	5	0	0	6	0	0	4	0	0	3	0	0	0	0	0	0	0	0
Intersection	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0
Commercial	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Departure	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0
Distracted	1	0	0	3	0	0	5	0	0	3	0	0	2	1	0	1	0	0
Bicycle Involved	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aging Road User	3	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0
Teen Driver	3	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Seatbelt	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

Crashes by Strategic Highway Safety Plan Category

[More Information](#)



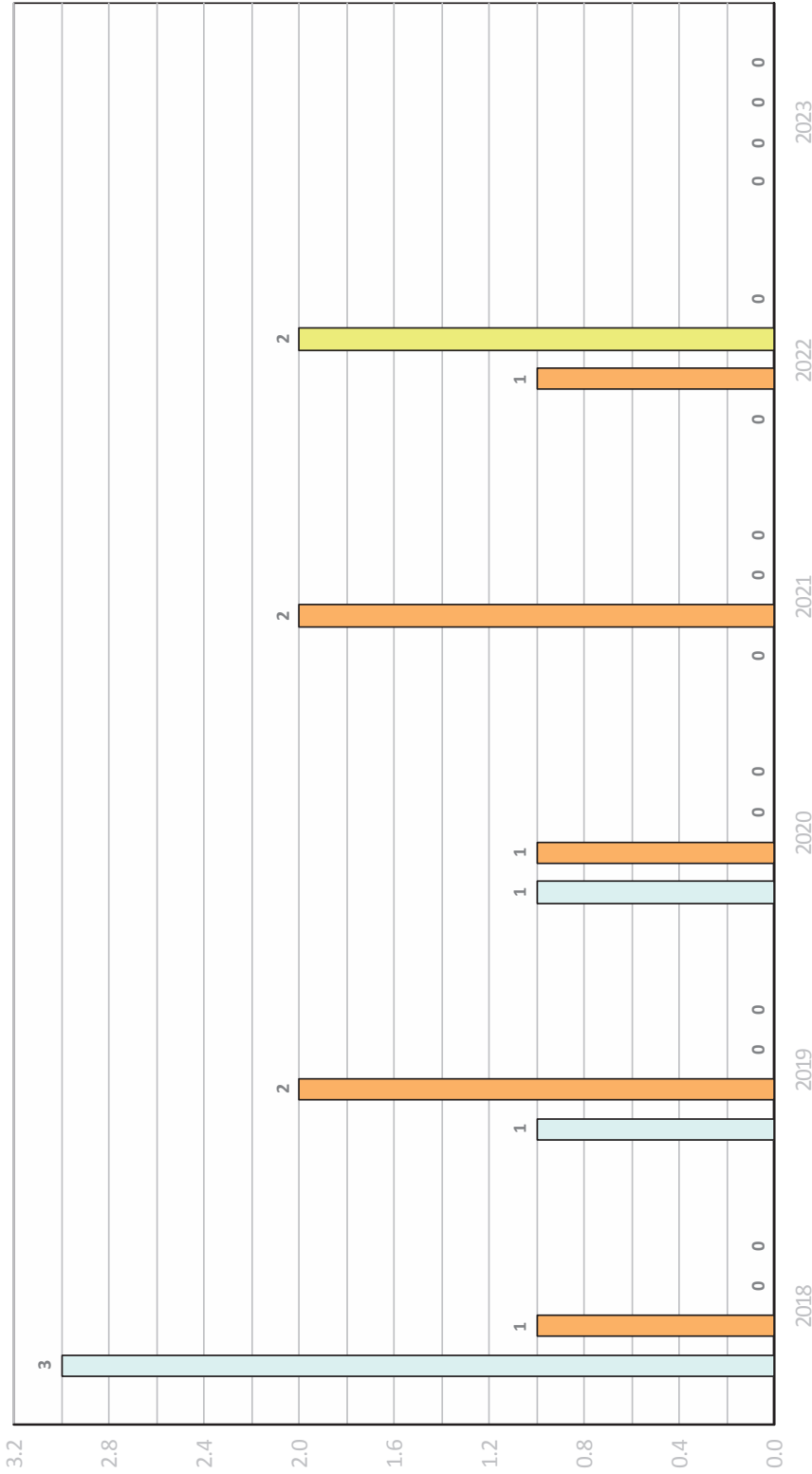
	Total		
	Crashes	Severe	Fatal
Impaired	0	0	0
Speeding and Aggressive	18	0	0
Intersection	4	0	0
Commercial	2	0	0
Lane Departure	5	0	0
Distracted	15	1	0
Bicycle Involved	1	0	0
Pedestrian Involved	0	0	0
Aging Road User	8	0	0
Teen Driver	6	0	0
Seatbelt	1	0	0
Motorcycle	1	0	0
Work Zone	0	0	0

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Injuries per Year

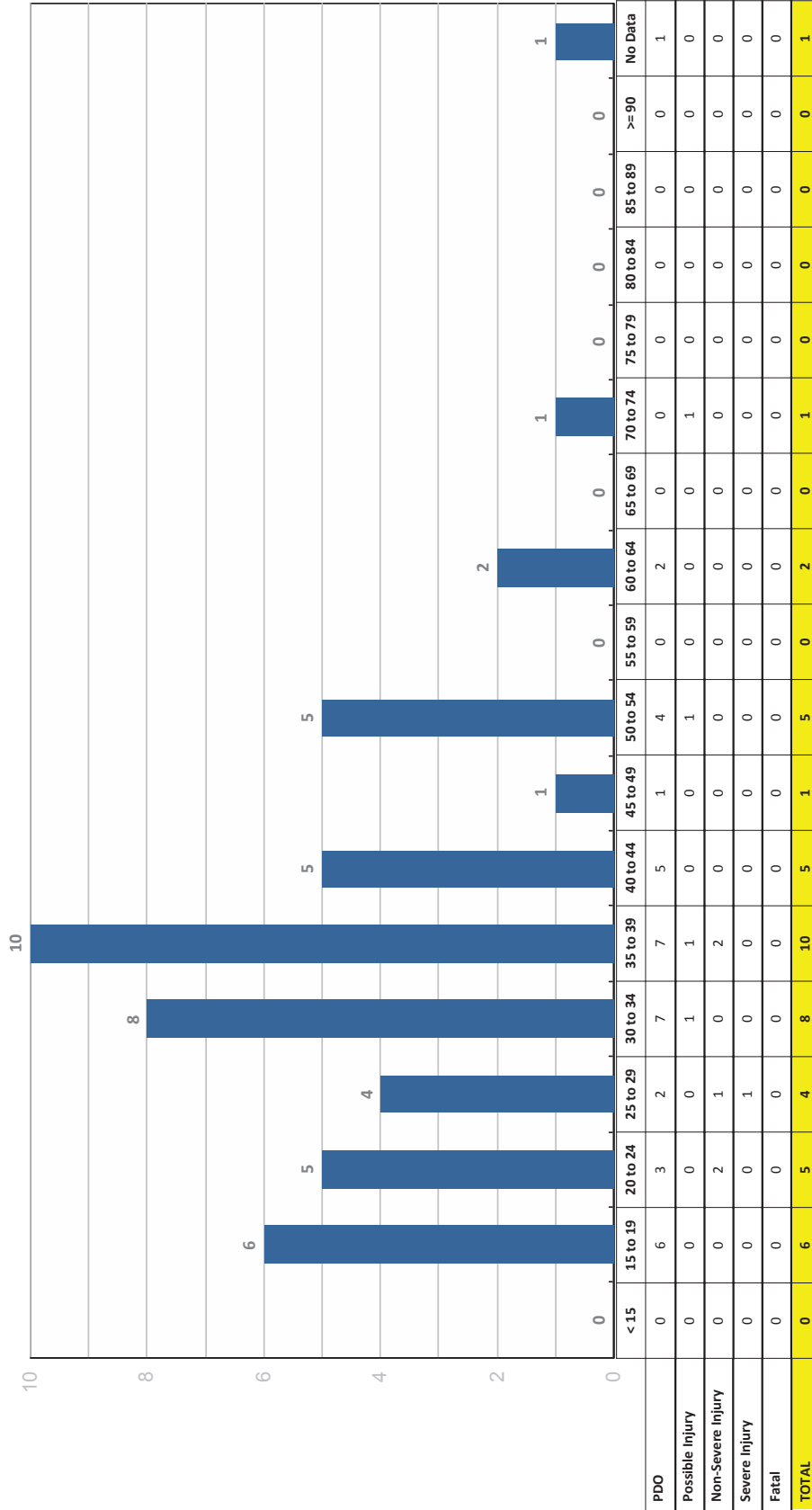


	2018	2019	2020	2021	2022	2023	Total
Possible Injuries	3	1	1	0	0	0	5
Non-Severe Injuries	1	2	1	2	1	0	7
Severe Injuries	0	0	0	0	2	0	2
Fatalities	0	0	0	0	0	0	0

ATTACHMENT "E"

5 Year Crash Report
CDMS - Crash Data Management System

Crashes by Driver 1 Age

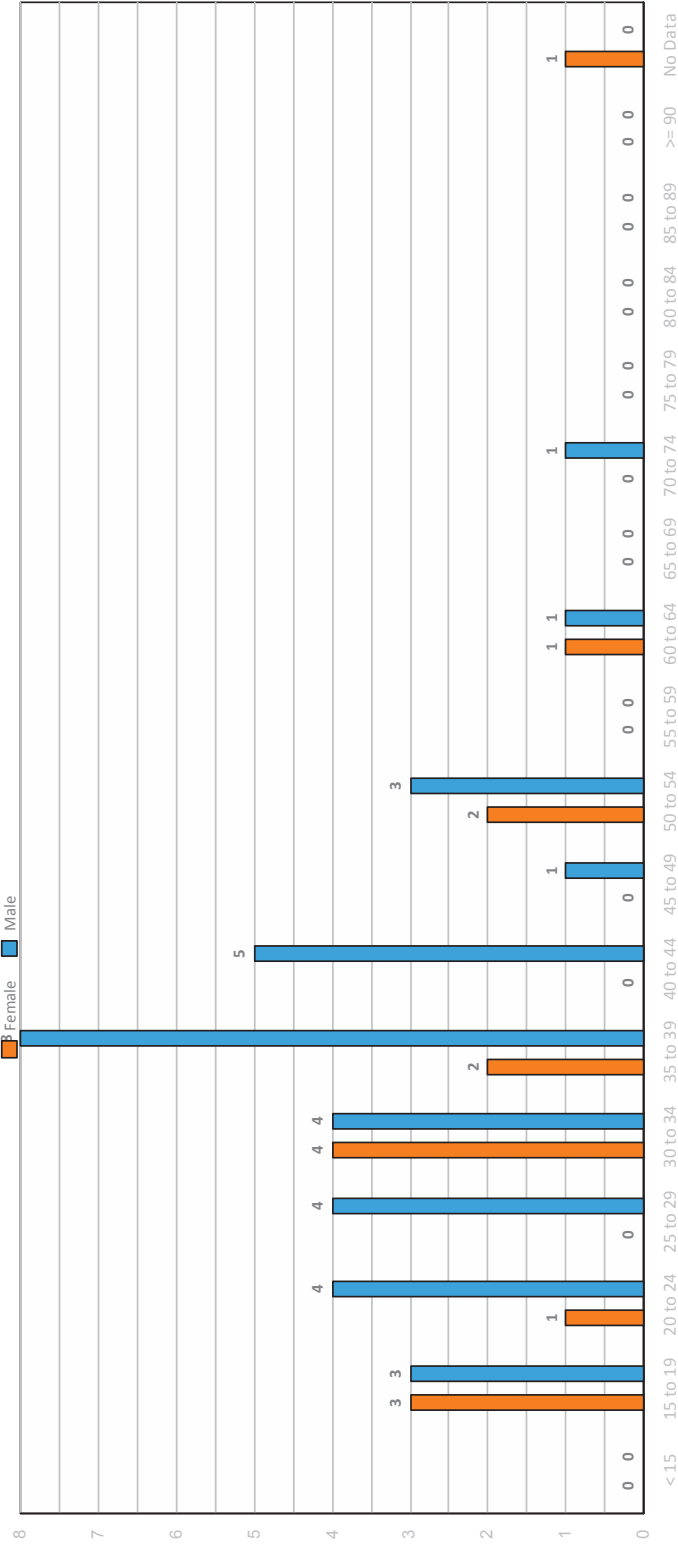


* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

Crashes by Driver 1 Age / Gender



	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	3	3	1	2	0	2	4	3	2	5	0	5	0	1	1	3
Possible Injury	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0
Non-Severe Injury	0	0	0	0	2	2	0	1	0	0	0	2	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	3	3	1	4	0	4	4	4	2	8	0	5	0	1	2	3
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
PDO	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Possible Injury	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0

* PDO = Property Damage Only

ATTACHMENT "E"

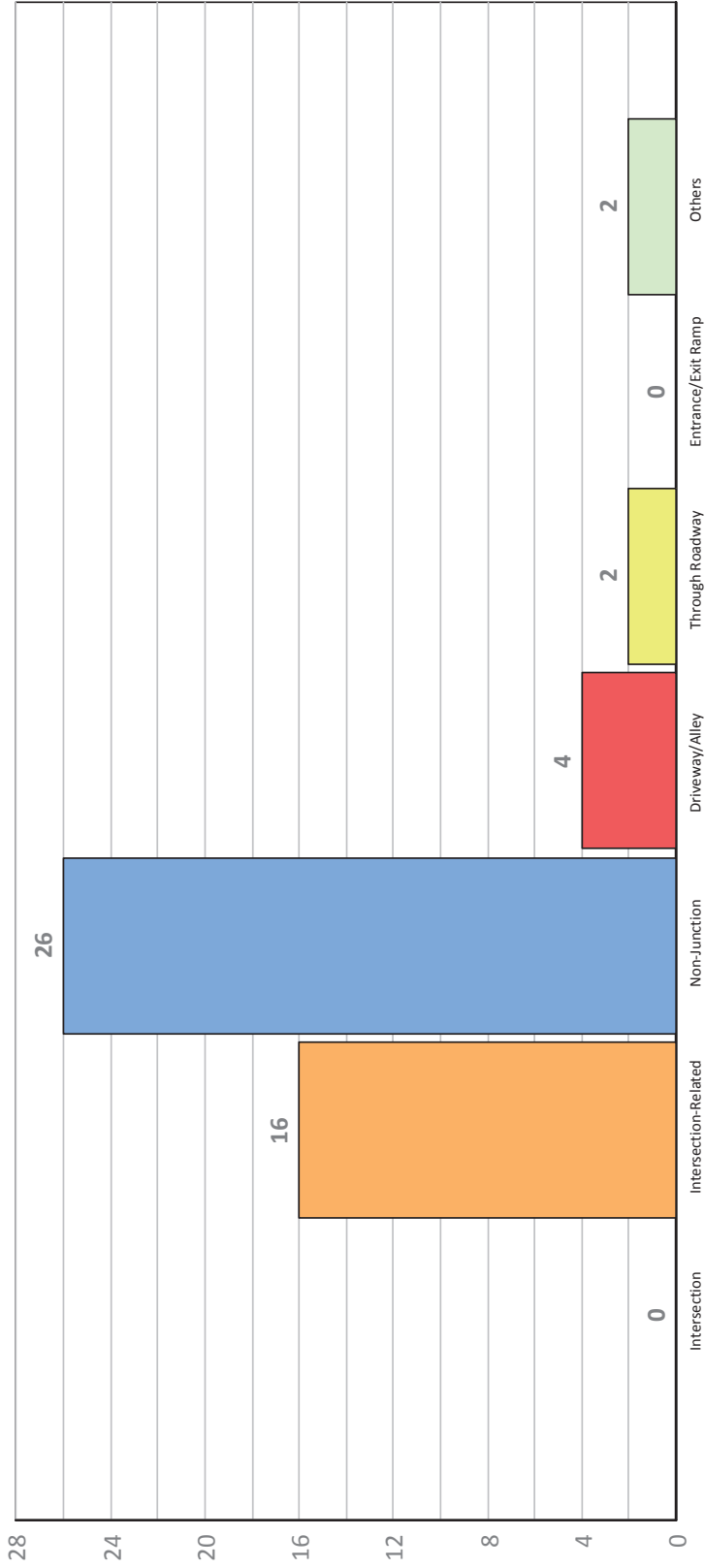
5 Year Crash Report

CDMS - Crash Data Management System

Driver Contributing Cause (Driver 1)	2018	2019	2020	2021	2022	2023	Total
Drove Too Fast for Conditions	Crashes	0	0	1	0	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Failed to Keep in Proper Lane	Crashes	0	2	1	1	0	4
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Failed to Yield Right-of-Way	Crashes	0	1	0	0	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Followed too Closely	Crashes	5	3	3	1	1	13
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Operated MV in Careless or Negligent Manner	Crashes	4	3	6	3	4	21
	Severe	0	0	0	0	1	1
	Fatal	0	0	0	0	0	0
No Contributing Action	Crashes	0	2	1	0	2	5
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Other Contributing Actions	Crashes	1	2	0	0	0	3
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0

ATTACHMENT "E"

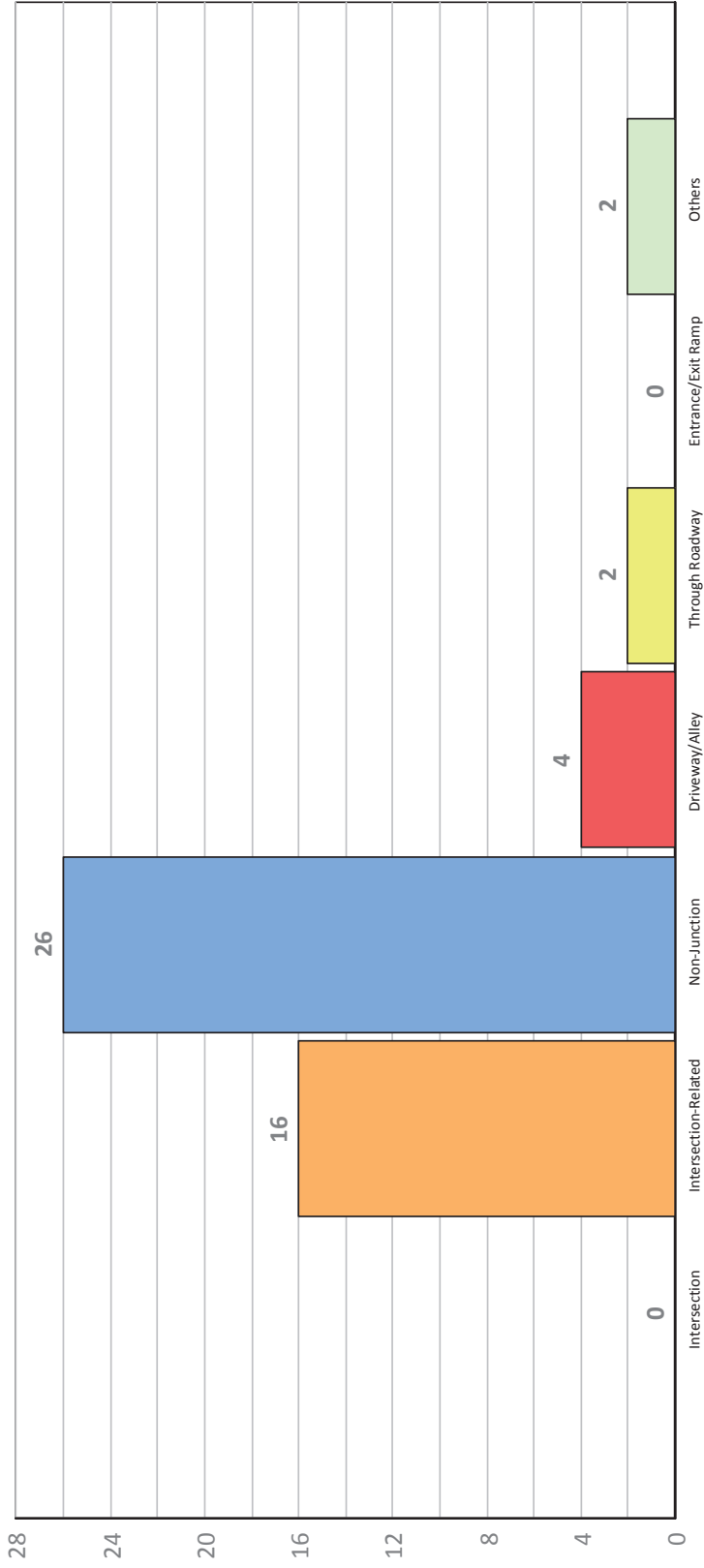
Relation to Intersection



	2018			2019			2020			2021			2022			2023		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection-Relate	4	0	0	2	0	0	4	0	0	2	0	0	3	0	0	1	0	0
Non-Junction	7	0	0	7	0	0	5	0	0	4	0	0	3	1	0	0	0	0
Driveway/Alley	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Through Roadway	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Entrance/Exit Ramp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0

ATTACHMENT "E"

Relation to Intersection



	Total		
	Crashes	Severe	Fatal
Intersection	0	0	0
Intersection-Relate	16	0	0
Non-Junction	26	1	0
Driveway/Alley	4	0	0
Through Roadway	2	0	0
Entrance/Exit Ramp	0	0	0
Others	2	0	0

ATTACHMENT "E"

Location on Roadway



	2018		2019		2020		2021		2022		2023	
	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal
On Roadway	12	0	13	0	11	0	6	0	7	1	1	0
Off Roadway	0	0	0	0	0	0	0	0	0	0	0	0
Median	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder	0	0	0	0	0	0	0	0	0	0	0	0
Parking Lane	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

Location on Roadway



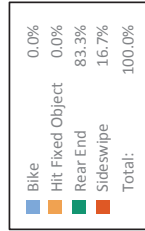
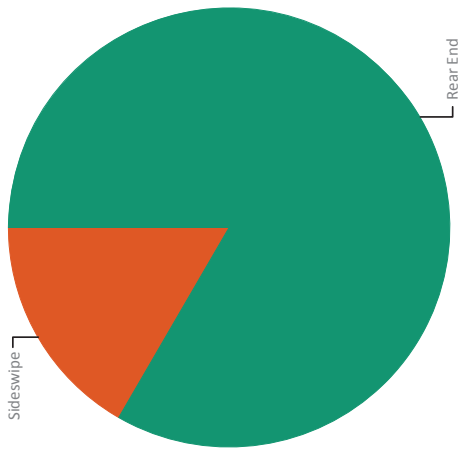
	Crashes	Severe	Fatal
On Roadway	50	1	0
Off Roadway	0	0	0
Median	0	0	0
Shoulder	0	0	0
Parking Lane	0	0	0
Other	0	0	0

ATTACHMENT "E"

5 Year Crash Report

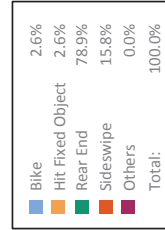
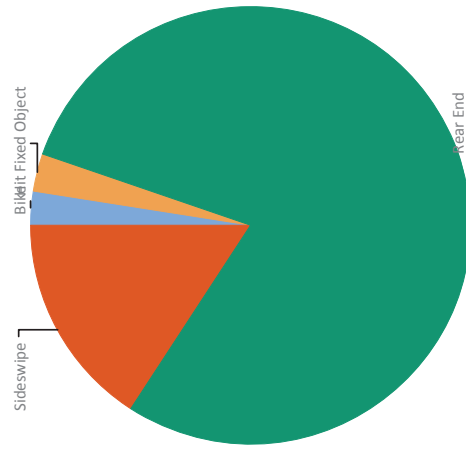
CDMS - Crash Data Management System

Wet Crashes by Crash Type



	Wet Crashes		Severe	Fatal
Bike	0	0	0	0
Hit Fixed Object	0	0	0	0
Rear End	10	0	0	0
Sideswipe	2	0	0	0
Total	12	0	0	0

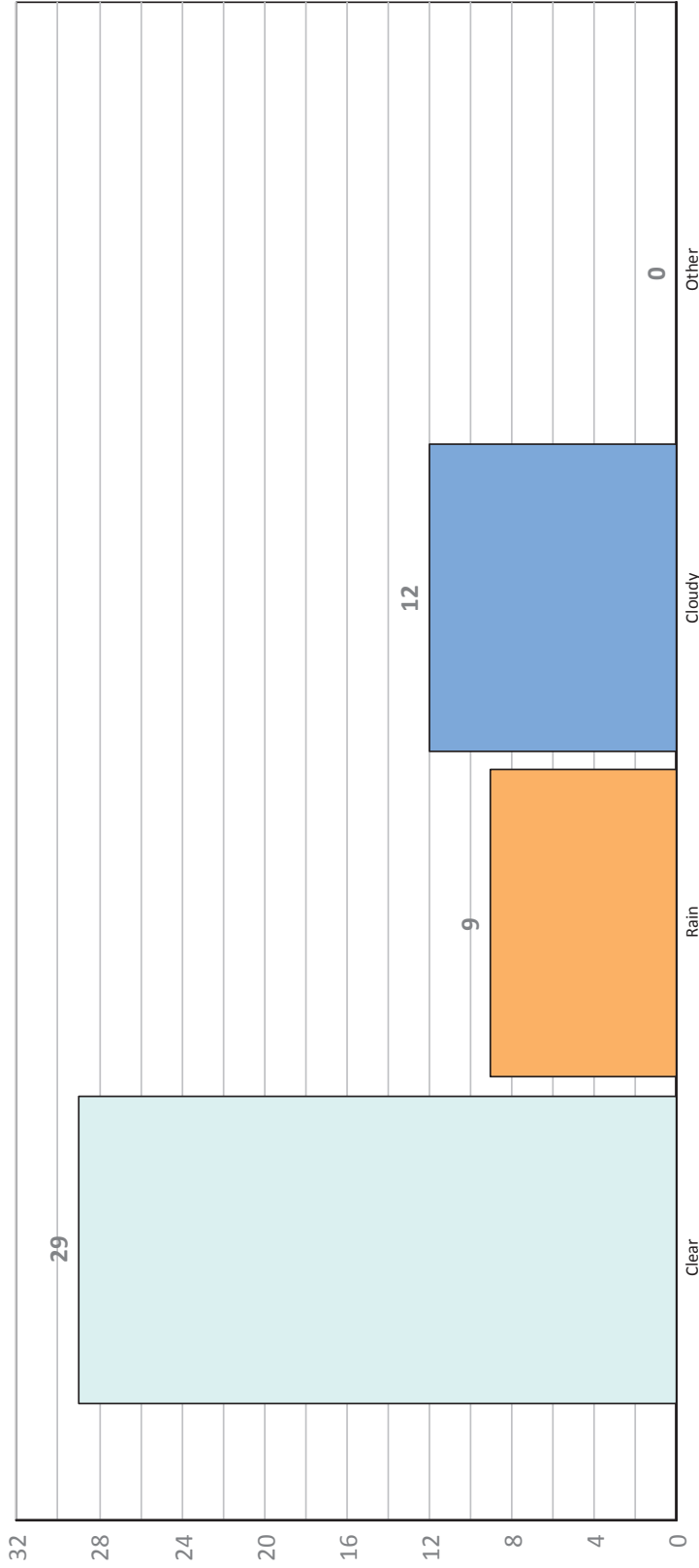
Dry Crashes by Crash Type



	Dry Crashes		Severe	Fatal
Bike	1	0	0	0
Hit Fixed Object	1	0	0	0
Rear End	30	1	0	0
Sideswipe	6	0	0	0
Total	38	1	0	0

ATTACHMENT "E"

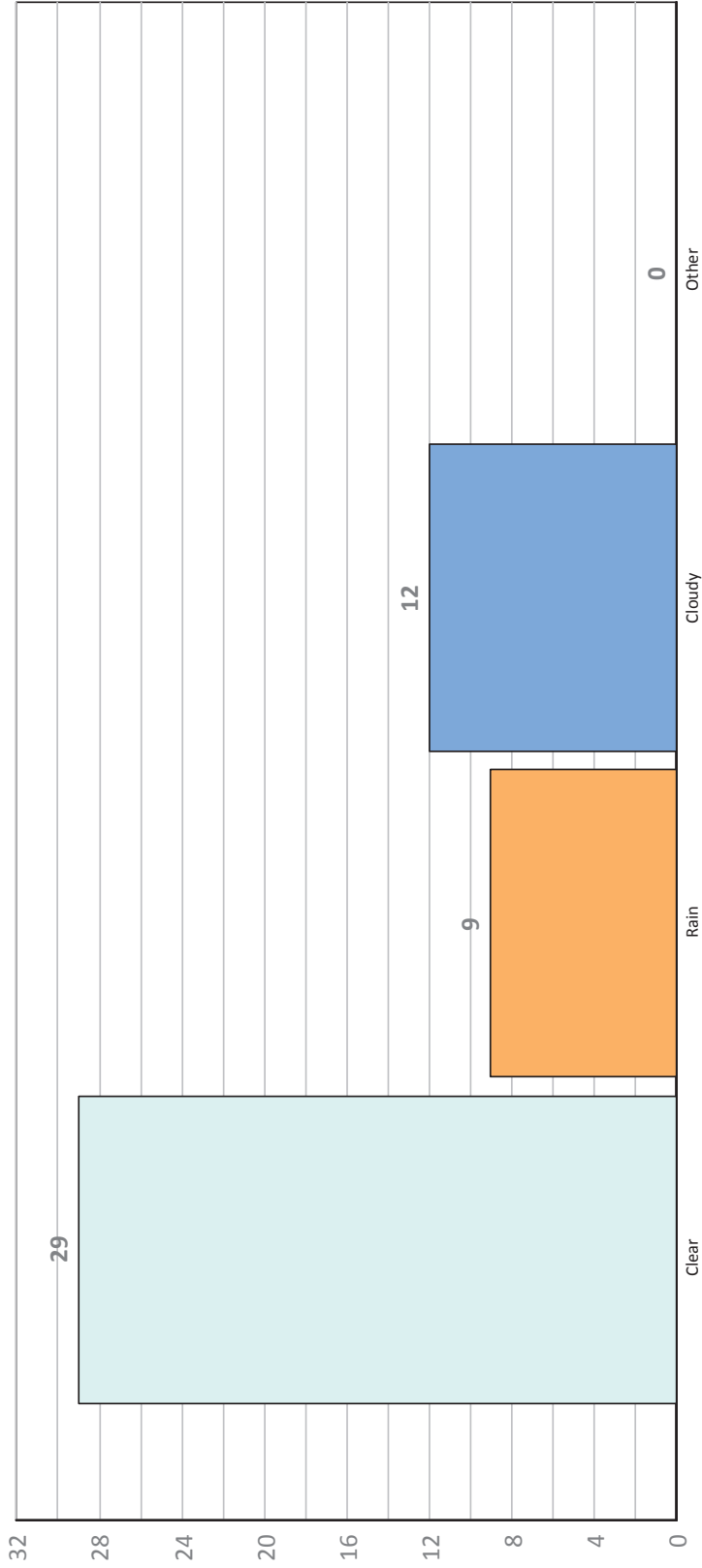
Weather Condition



	2018		2019		2020		2021		2022		2023	
	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal
Clear	4	0	9	0	5	0	4	0	6	1	1	0
Rain	3	0	2	0	3	0	1	0	0	0	0	0
Cloudy	5	0	2	0	3	0	1	0	1	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

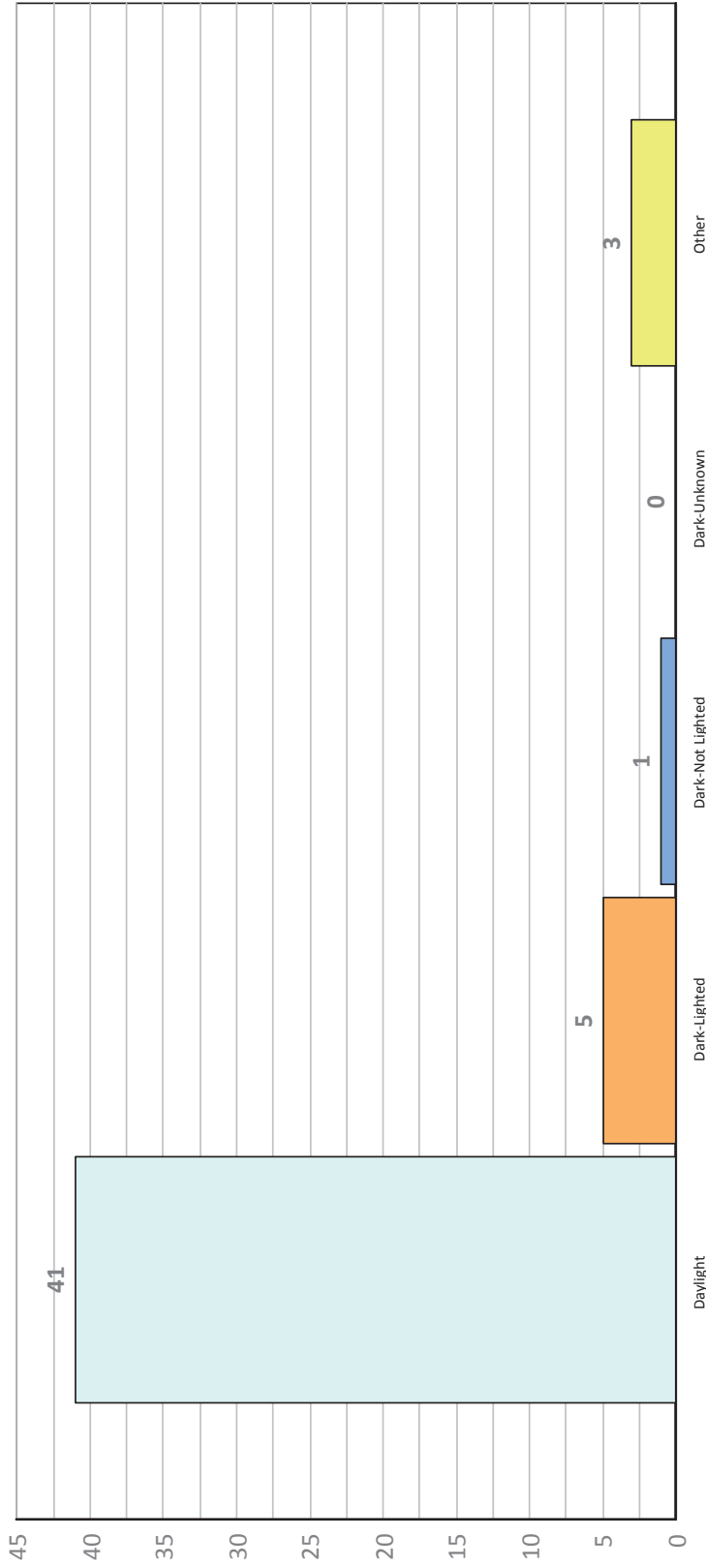
Weather Condition



	Crashes	Severe	Fatal
Clear	29	1	0
Rain	9	0	0
Cloudy	12	0	0
Other	0	0	0

ATTACHMENT "E"

Lighting Condition



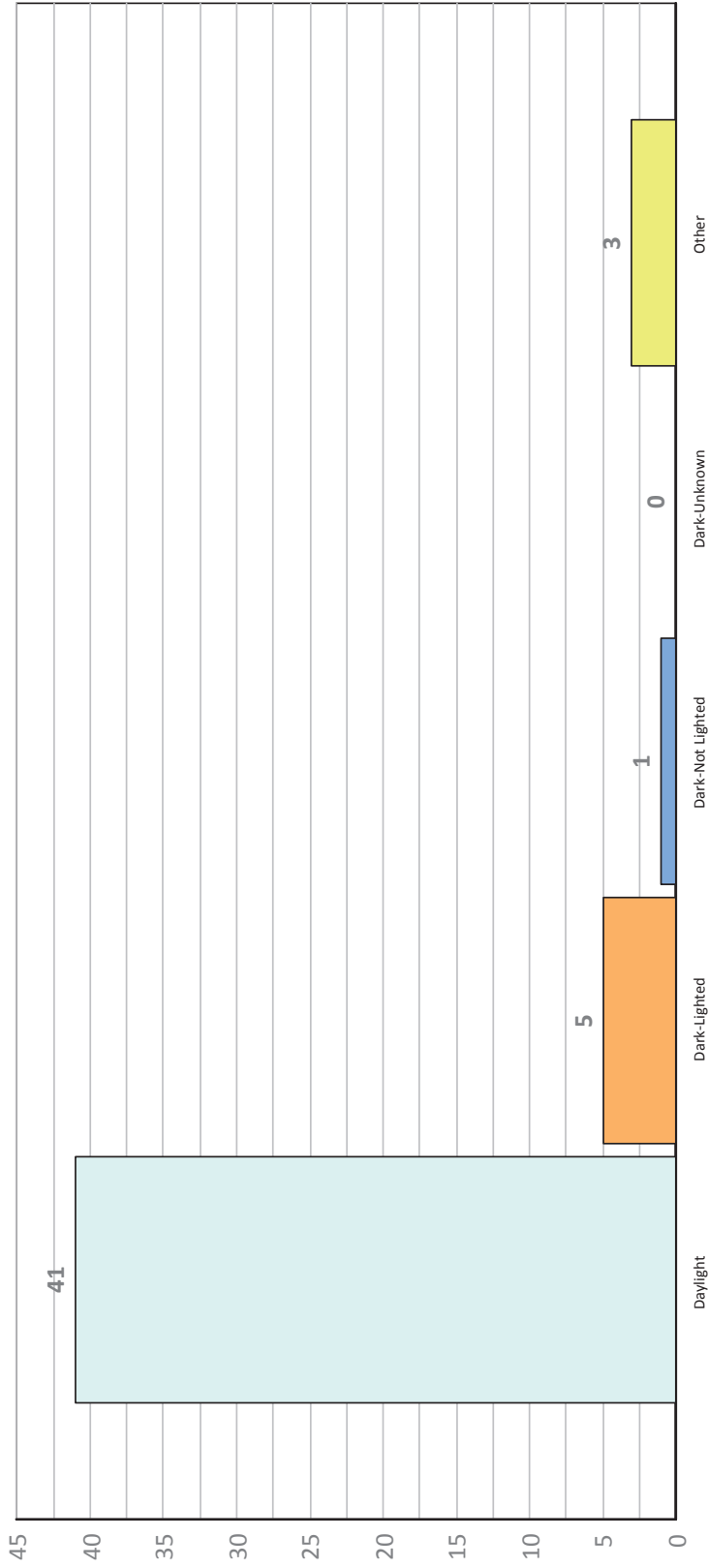
	2018			2019			2020			2021			2022			2023		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	10	0	0	13	0	0	7	0	0	5	0	0	6	1	0	0	0	0
Dark-Lighted	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0
Dark-Not Lighted	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dark-Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Lighting Condition



	Crashes	Severe	Fatal
Daylight	41	1	0
Dark-Lighted	5	0	0
Dark-Not Lighted	1	0	0
Dark-Unknown	0	0	0
Other	3	0	0

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Located Crashes

Area	Crashes	Fatalities	Severe Injuries
CARROLLWOOD	30	0	0
TAMPA	1	0	0
UNINCORPORATED	8	0	2
UNINCORPORATED H.C.	10	0	0
Totals:	49	0	2

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Severe Injuries
UNINCORPORATED H.C.	1	0	0
Totals:	1	0	0



TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

November 13, 2023 (Revision No. 3)

Michael J. Williams, P.E.
County Engineer/Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

SUBJECT: LYNN TOWNHOMES (PD 23-0622)
ADMINISTRATIVE VARIANCE FOR ACCESS SPACING – LYNN ROAD
FOLIO No's. 023764.0050 | 023764.0000 | 023765.0100

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 23-0622 for the **LYNN TOWNHOMES** project.

The subject project site is located between Lynn Road and Linebaugh Avenue, west of Anderson Road, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project site is proposed for development consisting of 79 townhomes, with access to the site planned to be provided via one full access driveway connection to Lynn Road and one restricted access driveway connection to Linebaugh Avenue; as shown in **ATTACHMENT B**.

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

The applicable connection spacing criteria for the adjacent segment of Lynn Road is identified as 245 feet pursuant to §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).

On Lynn Road, within 245 feet from the location of the planned site access driveway connection there are multiple existing connections; with 2 connections located to the west and 2 connections located to the east, as summarized below and shown in **ATTACHMENT C**.

- **WEST-1:** SOUTH SIDE OF LYNN ROAD AT ± 130' FROM PLANNED CONNECTION [RESIDENTIAL DRIVEWAY]
- **WEST-2:** SOUTH SIDE OF LYNN ROAD AT ± 180' FROM PLANNED CONNECTION [RESIDENTIAL DRIVEWAY]
- **EAST-1:** SOUTH SIDE OF LYNN ROAD AT ± 210' FROM PLANNED CONNECTION [PARKSIDE MEADOW DRIVE]
- **EAST-2:** NORTH SIDE OF LYNN ROAD AT ± 220' FROM PLANNED CONNECTION [LYNN LAKE CIRCLE]



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
LYNN TOWNHOMES (PD 23-0622)
ADMINISTRATIVE VARIANCE FOR ACCESS SPACING – LYNN ROAD
FOLIO NO'S. 023764.0050 | 023764.0000 | 023765.0100
NOVEMBER 13, 2023 (REVISION NO.3)
PAGE 2 OF 3

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 552 daily trips with 35 trips during the AM peak hour and 43 trips during the PM peak hour.

A crash data evaluation has been prepared for Lynn Avenue between Henderson Road and Anderson Road, excluding the endpoint intersections, as documented in **ATTACHMENT E**. The crash evaluation indicates 2 crashes within the prior five years within the referenced limits on Lynn Avenue. Neither of the two crashes occurred in the vicinity of the planned project site driveway connection, with the closest crash occurring approximately 800' feet to the west. In addition, upon review of the crash reports, neither of the two crashes were caused, or influenced by, non-conforming connection spacing.

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.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the subject project site has limited frontage along Lynn Road (±330), and as such, there is no location within the property boundary that the planned site access driveway connection could be constructed that would result in conforming connection spacing. Thus, meeting the 245' connection spacing standard is not feasible. ***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 as it has been demonstrated herein that Lynn Road in the area of the planned site access driveway connection was found to not exhibit atypical safety deficiencies and did not have crash patterns that would indicate a potential for future safety concerns associated with the approval of the planned non-conforming 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 planned site access driveway connections cannot be constructed in conformance with the applicable connection spacing requirements, and without these driveway connections, the project site would not have access to the external roadway network. ***Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.***



RAYSOR Transportation Consulting

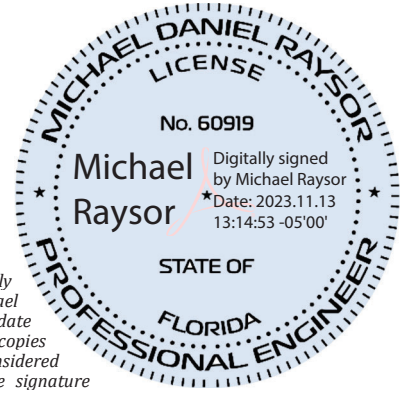
MICHAEL J. WILLIAMS, P.E.
LYNN TOWNHOMES (PD 23-0622)
ADMINISTRATIVE VARIANCE FOR ACCESS SPACING – LYNN ROAD
FOLIO NO'S. 023764.0050 | 023764.0000 | 023765.0100
NOVEMBER 13, 2023 (REVISION NO.3)
PAGE 3 OF 3

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 23-0622 for the **LYNN TOWNHOMES** project, to allow for a project site access driveway connection to Lynn Road with a connection spacing that is 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



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.....

APPROVED WITH CONDITIONS.....

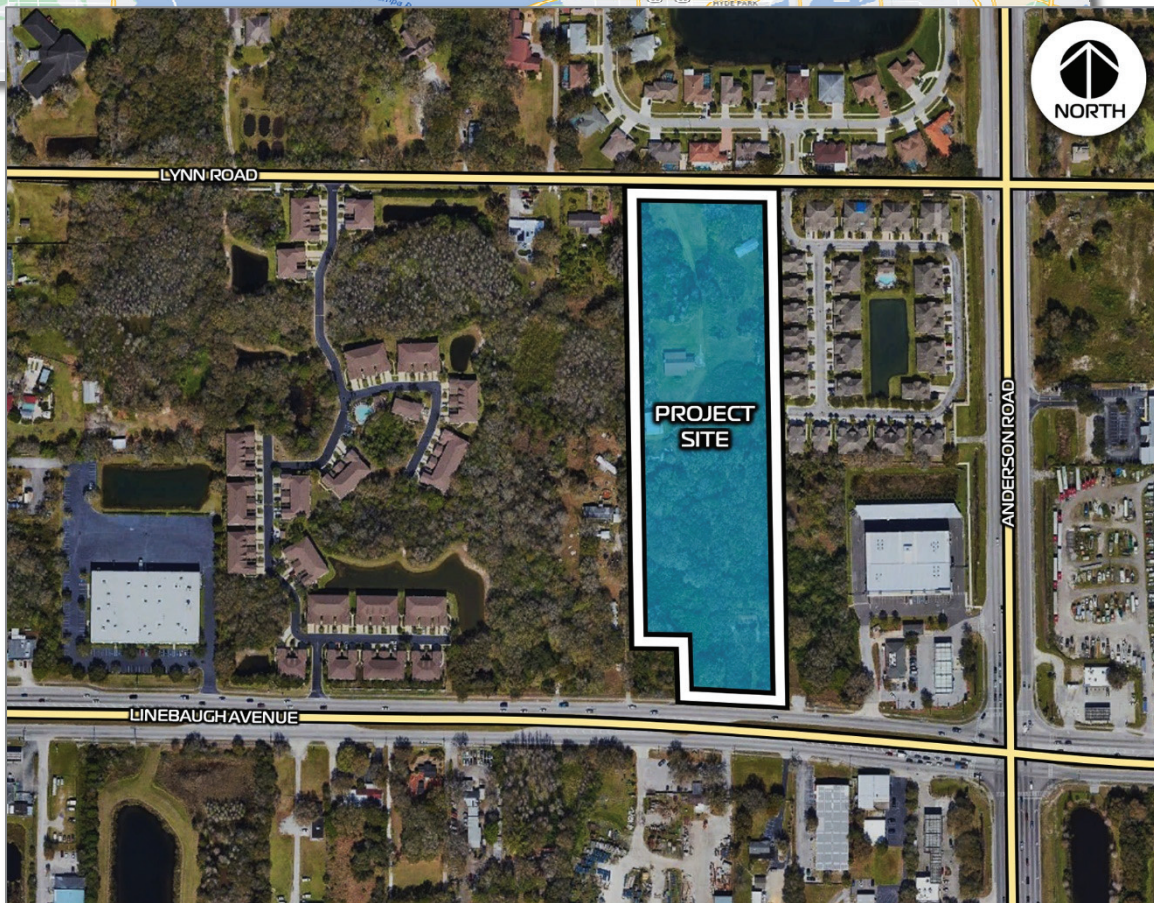
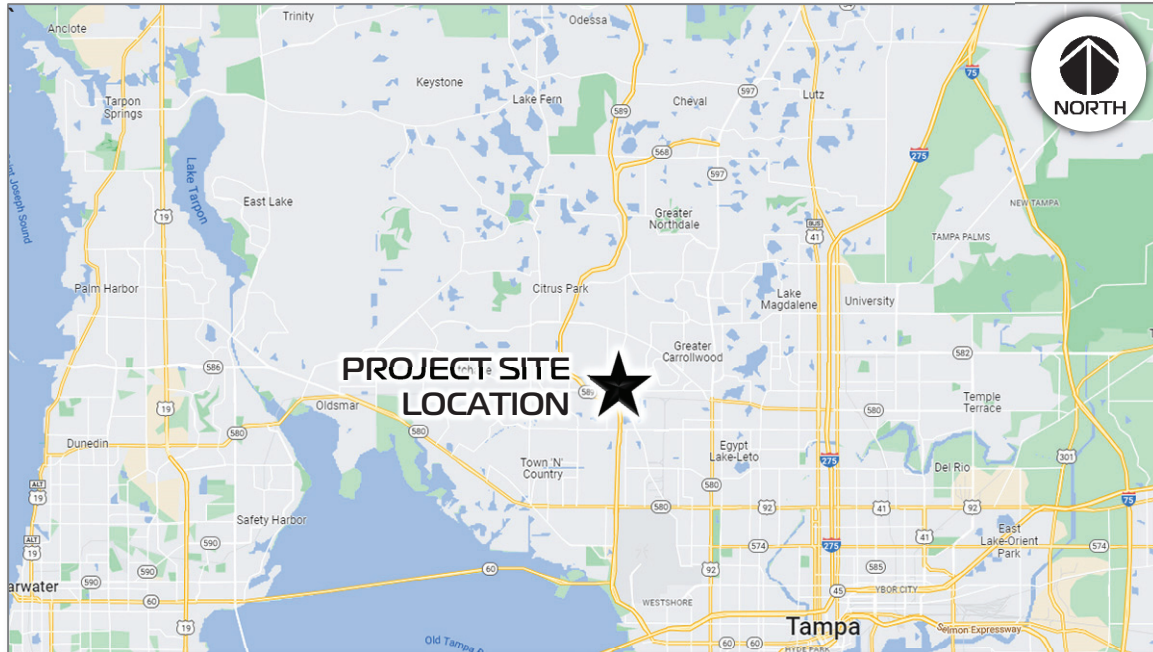
DENIED.....

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

ATTACHMENT "A"



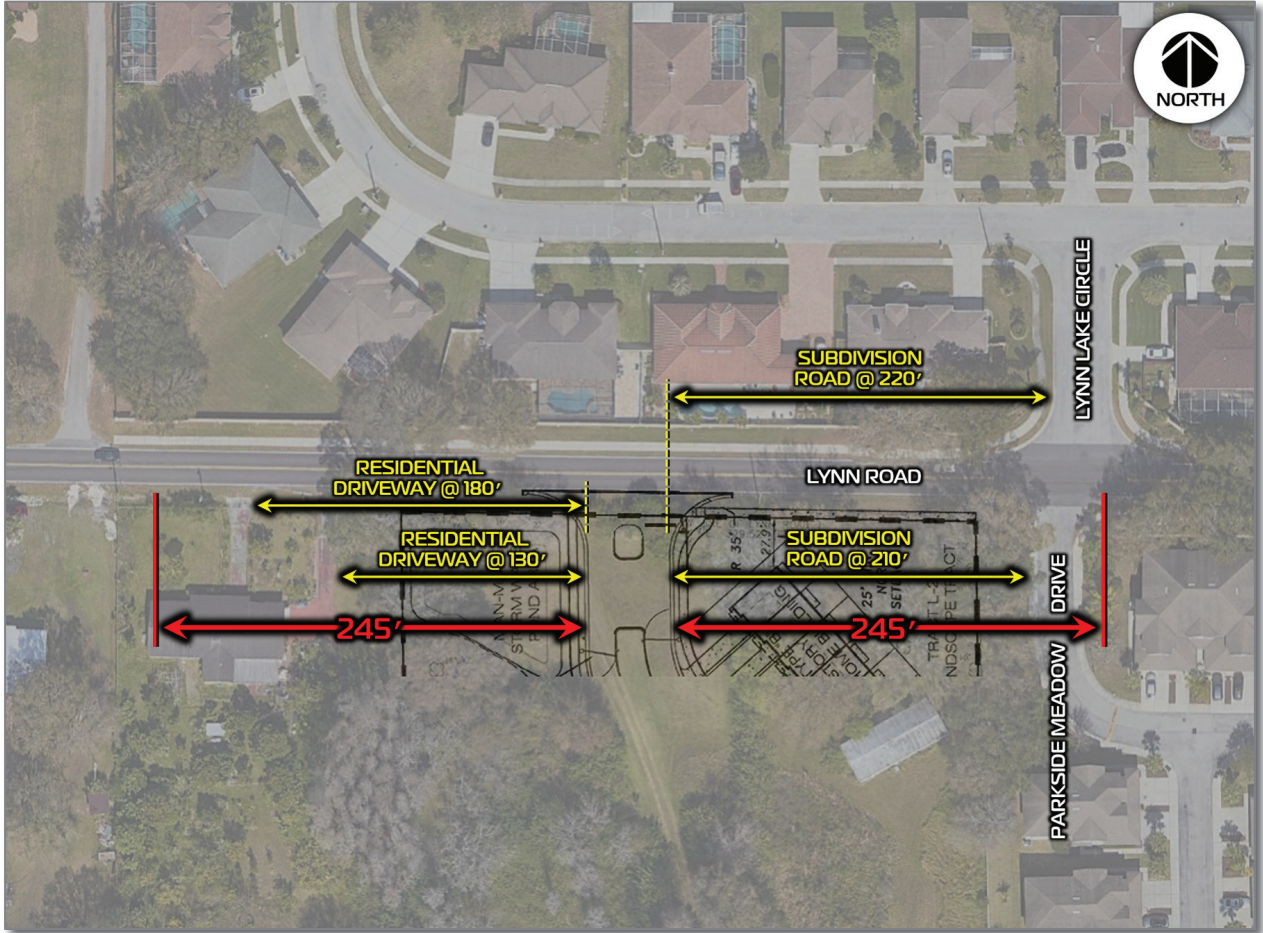
LYNN TOWNHOMES
Project Site Location Map



ATTACHMENT "C"



LYNN TOWNHOMES
Lynn Road Connection Spacing Diagram



ATTACHMENT "D"



LYNN TOWNHOMES
Trip Generation Estimate



ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Formula	Trips	Formula	Trips	Enter	Exit	Formula	Trips	Enter	Exit
215	Single Family Attached Residential	79 units	$T=7.62(X)$ -50.48	552	$T=0.52(X)$ -5.70	35	9	26	$T=0.60(X)$ -3.93	43	25	18

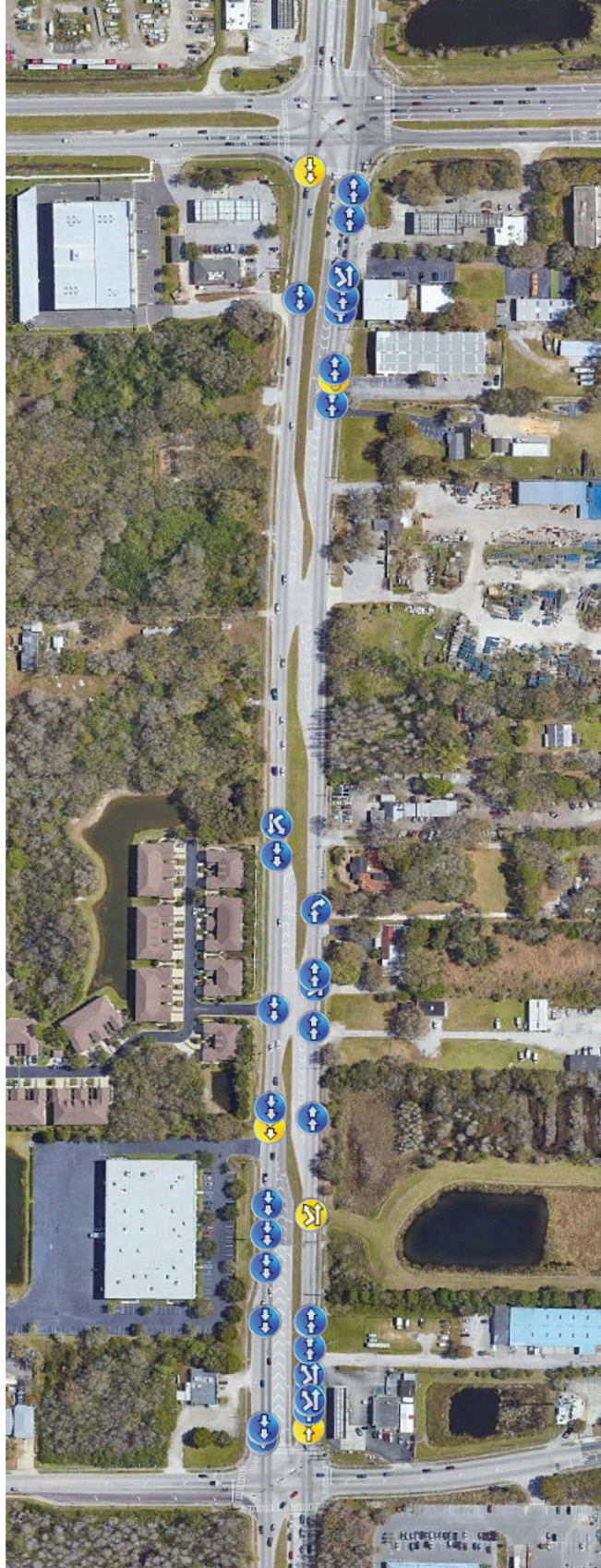
ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Report Memo:

Linebaugh Avenue: Henderson Road to Anderson Road (excluding endpoint intersections).



Selections used to generate this report:

Date Range: 5/1/2018 - 4/30/2023
 Saved Area 1: Extent(-82.5495269053794, 28.039844930866372, -82.54218838151445, 28.040867631452343)

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Intersection Summary				Injury Severity			Ped/Bike		Crash Type			Strategic Highway Safety Plan												
Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
28	0	0	5	0	0	4	3	0	0	0	0	0	0	1	0	1	9	4	2	10	5	5	0	1
14	0	2	4	0	1	2	2	0	1	0	0	0	0	0	0	0	4	0	2	4	0	2	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	1	1	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

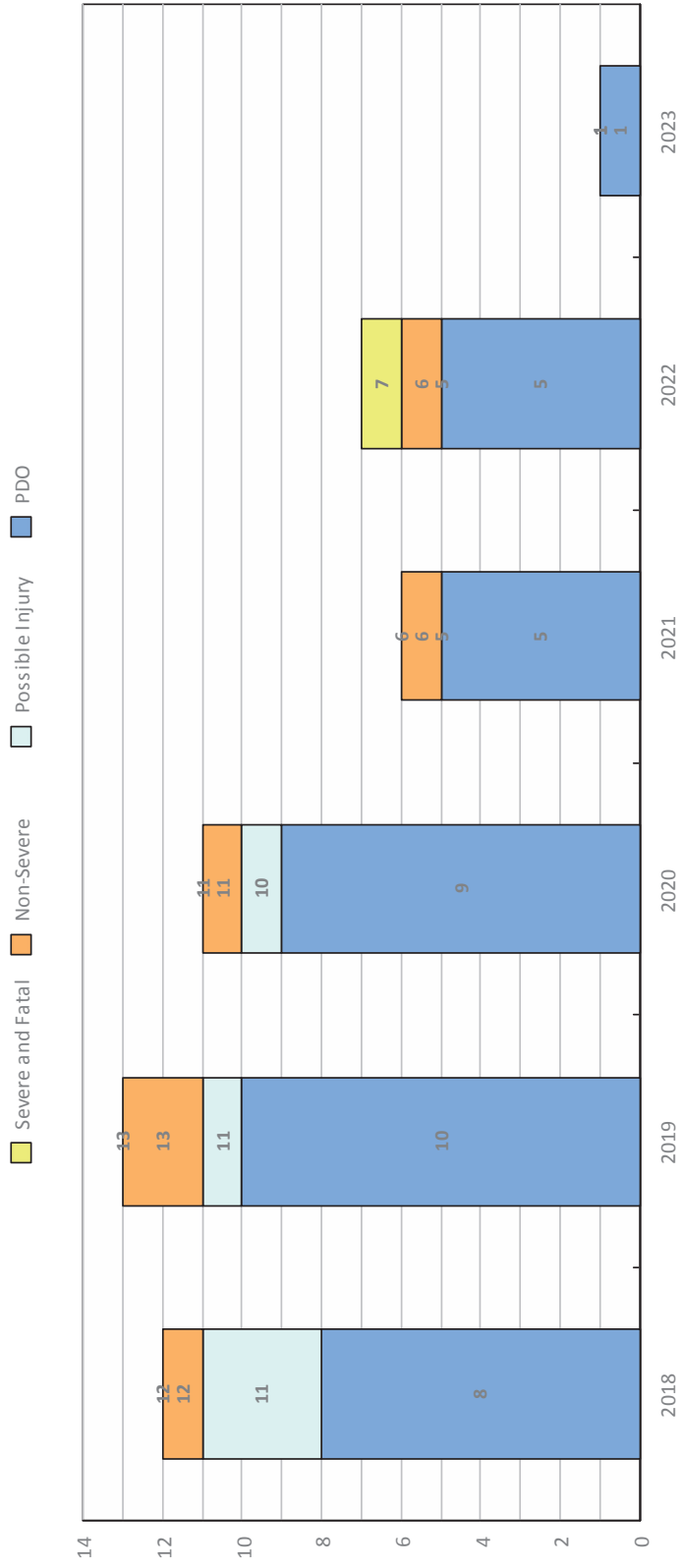
* Total Injuries = Total Incapacitating and Total Non-Incapacitating injuries. Possible Injuries are not included in total.

* Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle

ATTACHMENT "E"

5 Year Crash Report
Crashes by Year

CDMS - Crash Data Management System



	2018	2019	2020	2021	2022	2023	TOTAL
PDO	8	10	9	5	5	1	38
Possible Injury	3	1	1	0	0	0	5
Non-Severe Injury	1	2	1	1	1	0	6
Severe Injury	0	0	0	0	1	0	1
Fatal	0	0	0	0	0	0	0
TOTAL	12	13	11	6	7	1	50

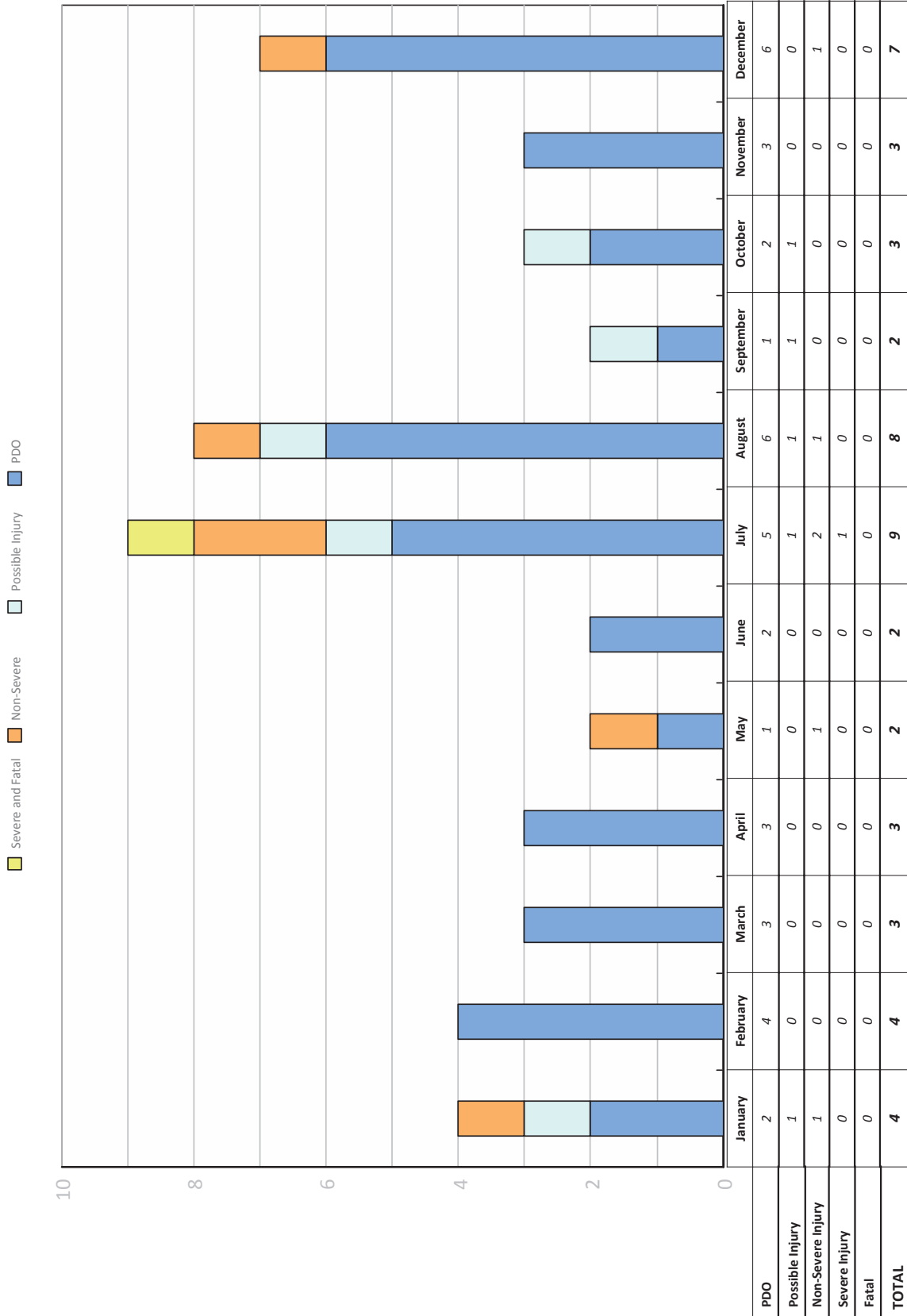
* PDO = Property Damage Only

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Month



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Month/Year

	January	February	March	April	May	June	July	August	September	October	November	December
2018												
PDO	0	0	0	0	0	0	3	3	0	0	0	2
Possible Injury	0	0	0	0	0	0	1	1	0	1	0	0
Non-Severe	0	0	0	0	1	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2019												
PDO	0	1	0	2	1	1	1	3	0	0	0	1
Possible Injury	0	0	0	0	0	0	0	0	1	0	0	0
Non-Severe	0	0	0	0	0	0	1	0	0	0	0	1
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2020												
PDO	2	2	0	1	0	0	0	0	0	2	0	2
Possible Injury	1	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	0	1	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2021												
PDO	0	0	2	0	0	1	0	0	1	0	1	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	1	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2022												
PDO	0	0	1	0	0	0	1	0	0	0	2	1
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	1	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	1	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

CDMS - Crash Data Management System

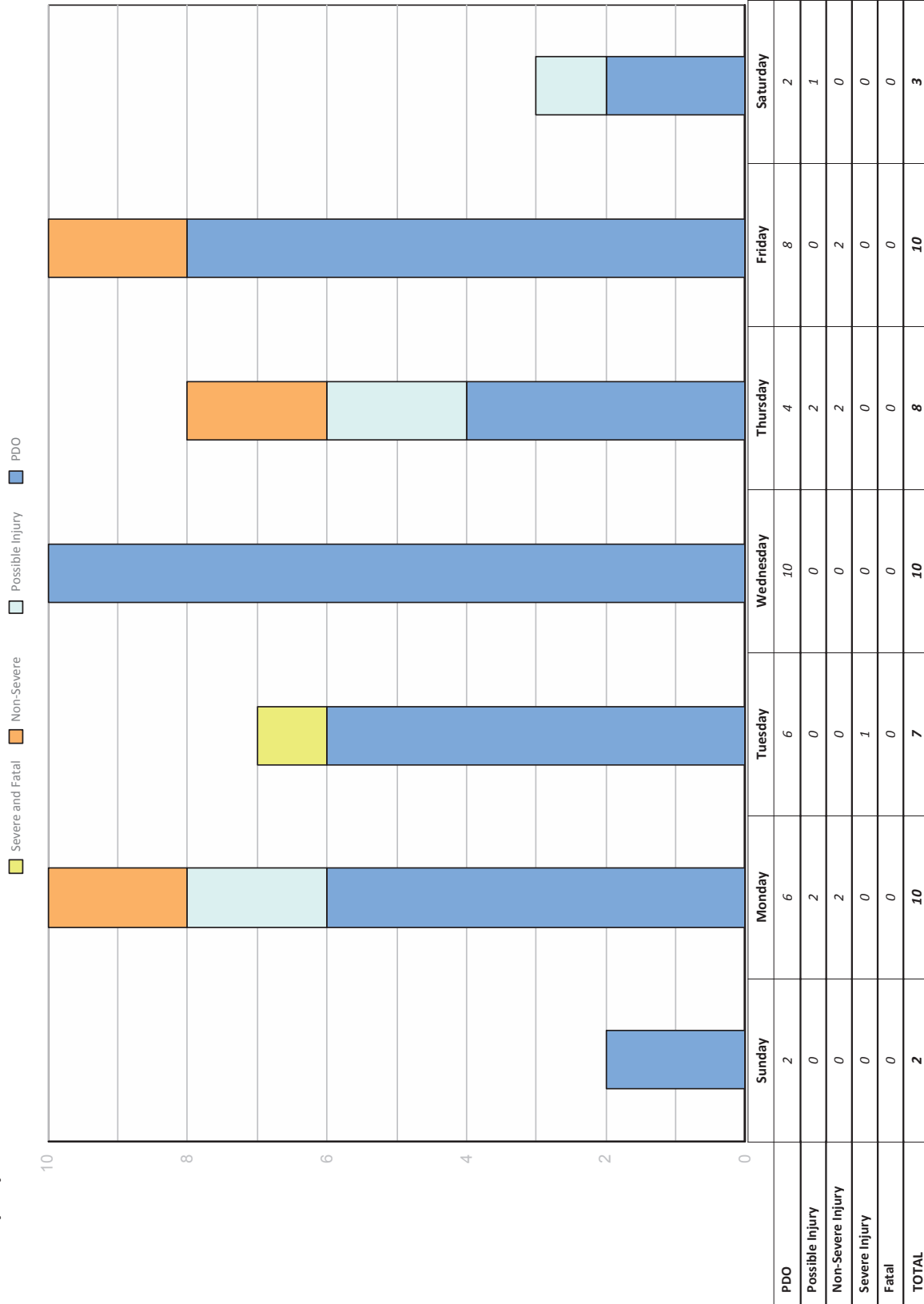
5 Year Crash Report		CDMS - Crash Data Management System														
		January	February	March	April	May	June	July	August	September	October	November	December			
2023	PDO	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Day of Week



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Month / Day of Week

		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday											
January	PDO	0	1	1	0	0	0	0	July	PDO	0	1	0	0	1	0	0	0	
	Possible Injury	0	1	0	0	0	0	0		Possible Injury	0	0	0	0	0	0	0	0	
	Non-Severe Injury	0	1	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	1	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	0
TOTAL	0	3	1	0	0	0	0	TOTAL	0	1	1	0	1	0	1	4	2		
February	PDO	0	0	1	3	0	0	0	August	PDO	1	0	2	1	0	2	0	0	
	Possible Injury	0	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	1	0	0	
	Non-Severe Injury	0	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	1	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	
TOTAL	0	0	1	3	0	0	0	TOTAL	1	0	2	1	2	2	2	0	0		
March	PDO	0	1	0	1	0	1	0	September	PDO	0	0	1	0	0	0	0	0	
	Possible Injury	0	0	0	0	0	0	0		Possible Injury	0	1	0	0	0	0	0	0	
	Non-Severe Injury	0	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	
TOTAL	0	1	0	1	0	0	1	TOTAL	0	1	1	0	0	0	0	0	0		
April	PDO	0	1	0	0	1	0	1	October	PDO	0	0	0	0	0	1	0	0	
	Possible Injury	0	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	1	0	0	
	Non-Severe Injury	0	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	
TOTAL	0	1	0	1	0	0	1	TOTAL	0	0	0	0	2	1	1	0	0		
May	PDO	0	0	0	1	0	0	0	November	PDO	0	0	0	2	1	0	0	0	
	Possible Injury	0	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0	0	0	
	Non-Severe Injury	0	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	1	0	0	0	TOTAL	0	0	0	2	1	0	0	0	0		
June	PDO	1	0	0	1	0	0	0	December	PDO	0	2	1	1	0	2	0	0	
	Possible Injury	0	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0	0	0	
	Non-Severe Injury	0	0	0	0	0	0	0		Non-Severe Injury	0	1	0	0	0	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	
TOTAL	1	0	0	1	0	0	0	TOTAL	0	3	1	1	1	0	2	0	0		

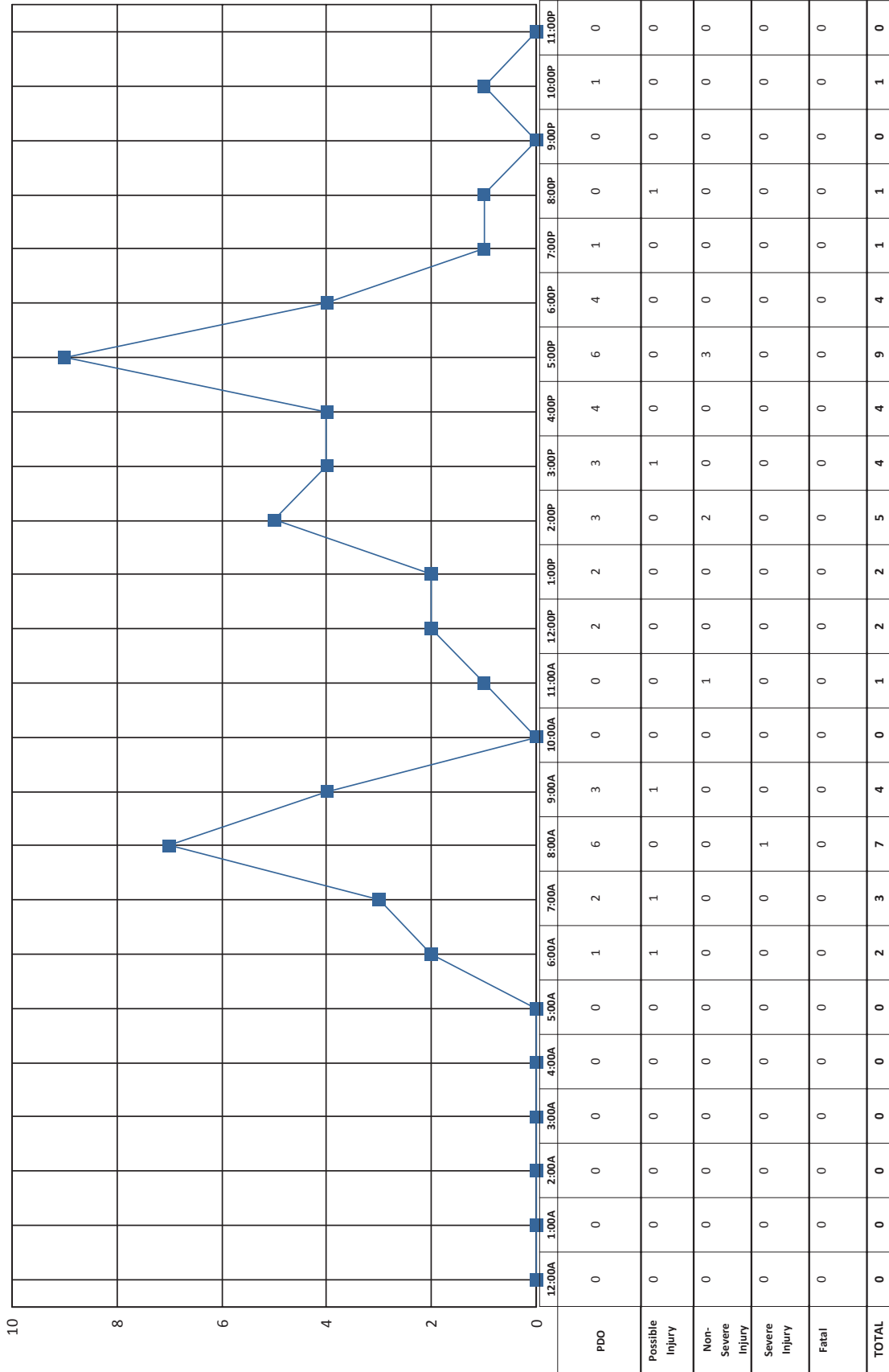
* PDO = Property Damage Only

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Time of Day



* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Crash Type

	2018	2019	2020	2021	2022	2023	Total
Rear End	6	6	9	4	4	1	30
PDO	3	1	1	0	0	0	5
Possible Inj	0	1	1	1	1	0	4
Non Severe	0	0	0	0	1	0	1
Severe	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	9	8	11	5	6	1	40
Sideswipe	2	3	0	1	1	0	7
PDO	0	0	0	0	0	0	0
Possible Inj	1	0	0	0	0	0	1
Non Severe	0	0	0	0	0	0	0
Severe	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	3	3	0	1	1	0	8

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Crash Type

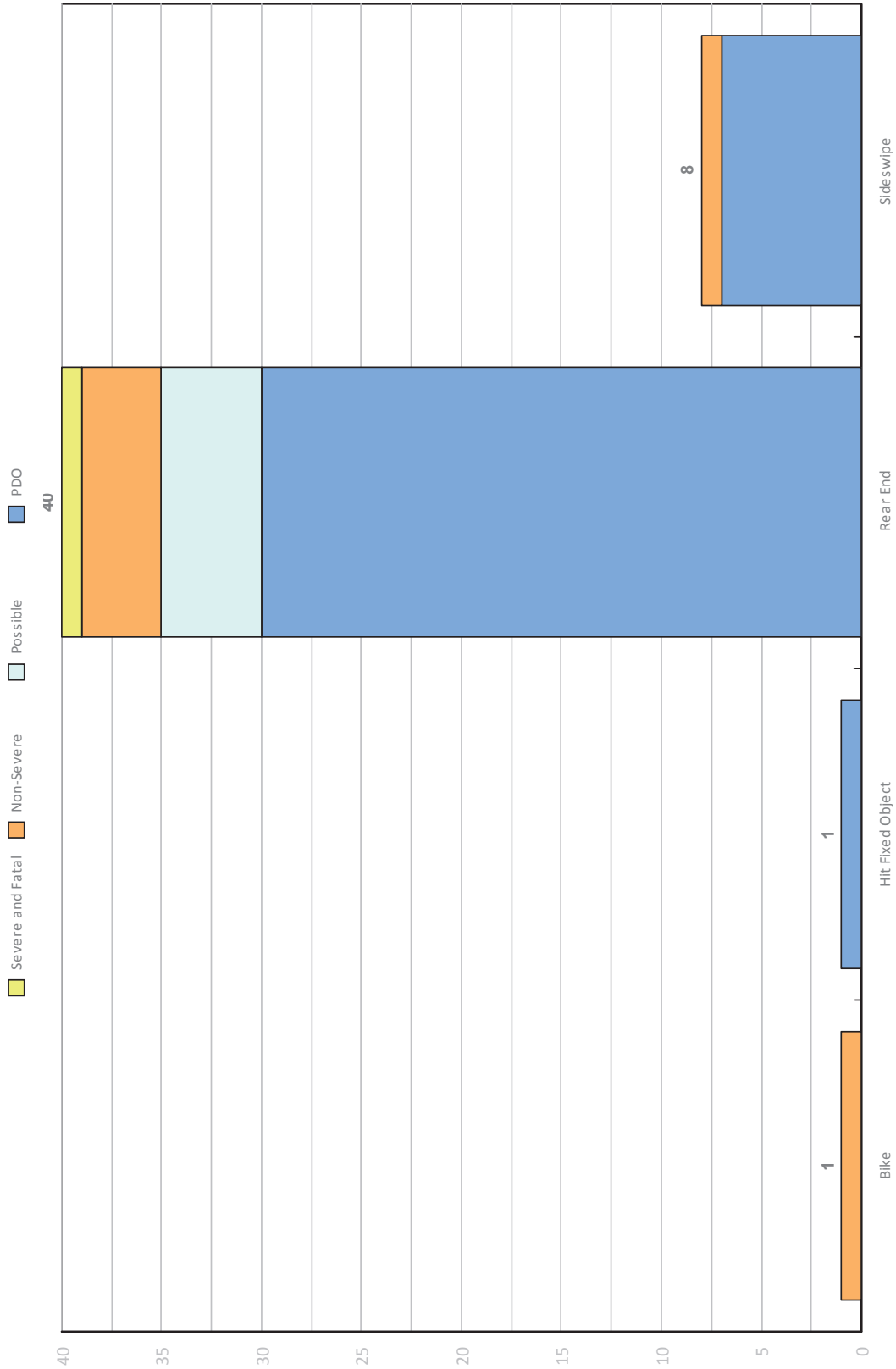
		2019	Total
Hit Fixed Object	PDO	1	1
	Possible Injury	0	0
	Non-Severe	0	0
	Severe	0	0
	Fatal	0	0
	Total	1	1
Bike	PDO	0	0
	Possible Injury	0	0
	Non-Severe	1	1
	Severe	0	0
	Fatal	0	0
	Total	1	1

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

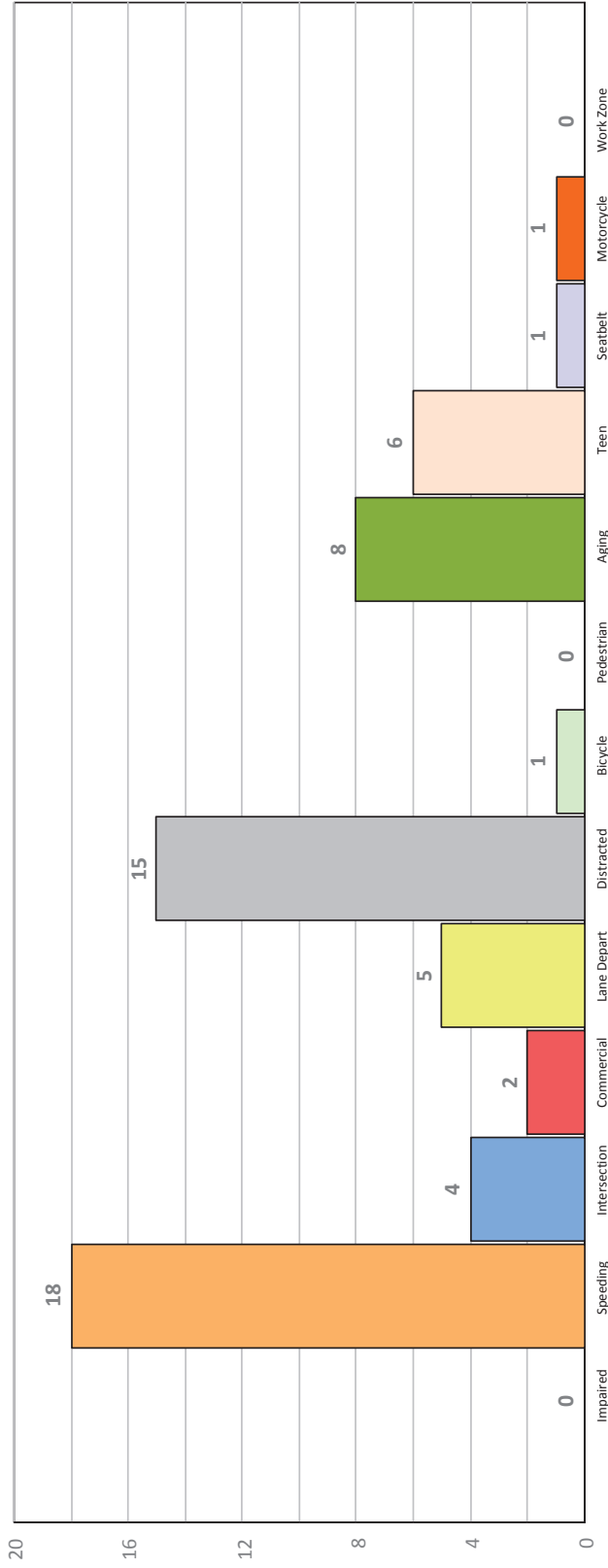
Crashes by Crash Type



ATTACHMENT "E"

Crashes by Strategic Highway Safety Plan Category

[More Information](#)



	2018			2019			2020			2021			2022			2023		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speeding and Aggressive	5	0	0	6	0	0	4	0	0	3	0	0	0	0	0	0	0	0
Intersection	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0
Commercial	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Departure	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0
Distracted	1	0	0	3	0	0	5	0	0	3	0	0	2	1	0	1	0	0
Bicycle Involved	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aging Road User	3	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0
Teen Driver	3	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Seatbelt	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

Crashes by Strategic Highway Safety Plan Category

[More Information](#)



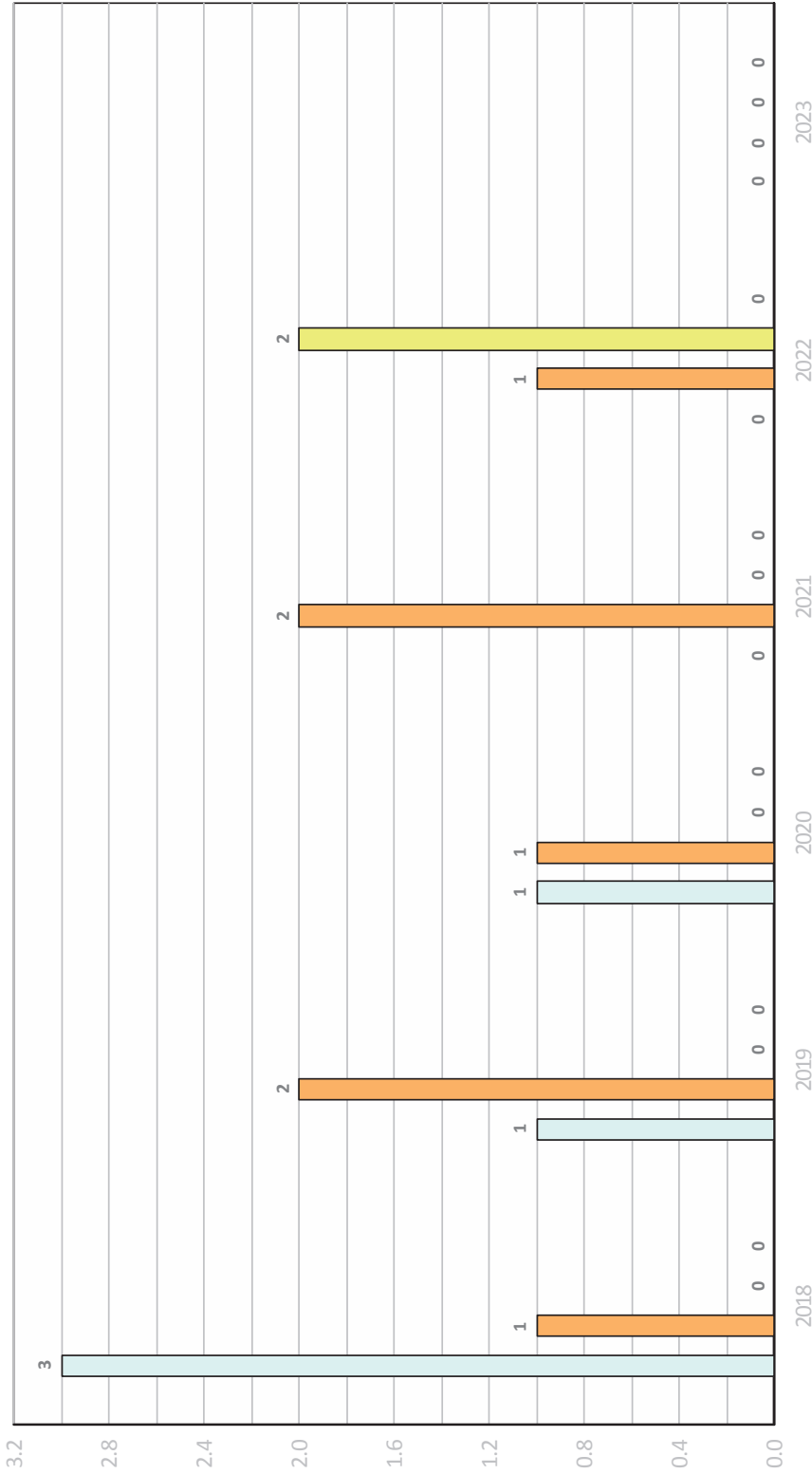
	Total		
	Crashes	Severe	Fatal
Impaired	0	0	0
Speeding and Aggressive	18	0	0
Intersection	4	0	0
Commercial	2	0	0
Lane Departure	5	0	0
Distracted	15	1	0
Bicycle Involved	1	0	0
Pedestrian Involved	0	0	0
Aging Road User	8	0	0
Teen Driver	6	0	0
Seatbelt	1	0	0
Motorcycle	1	0	0
Work Zone	0	0	0

ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

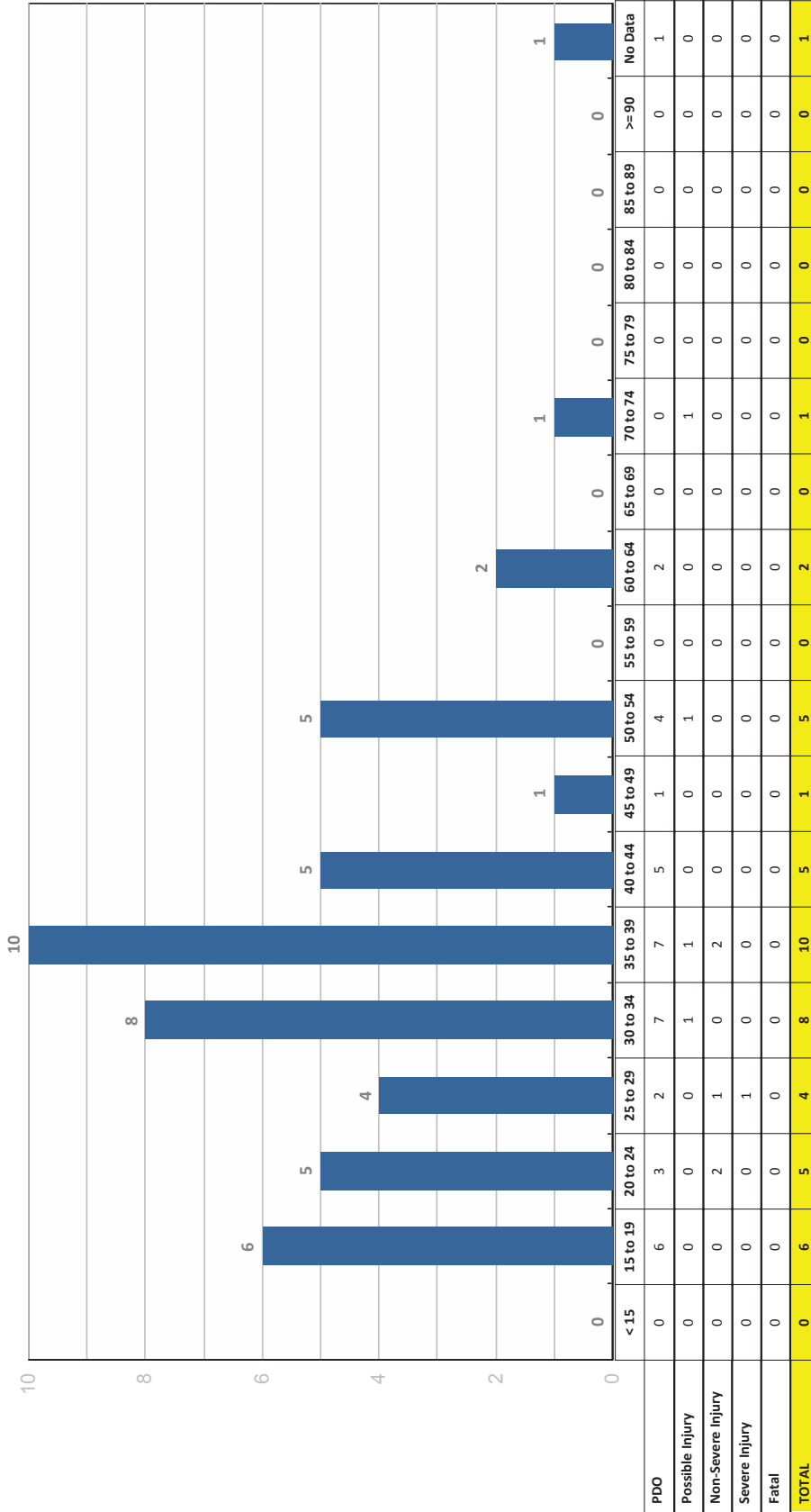
Injuries per Year



	2018	2019	2020	2021	2022	2023	Total
Possible Injuries	3	1	1	0	0	0	5
Non-Severe Injuries	1	2	1	2	1	0	7
Severe Injuries	0	0	0	0	2	0	2
Fatalities	0	0	0	0	0	0	0

ATTACHMENT "E"

Crashes by Driver 1 Age



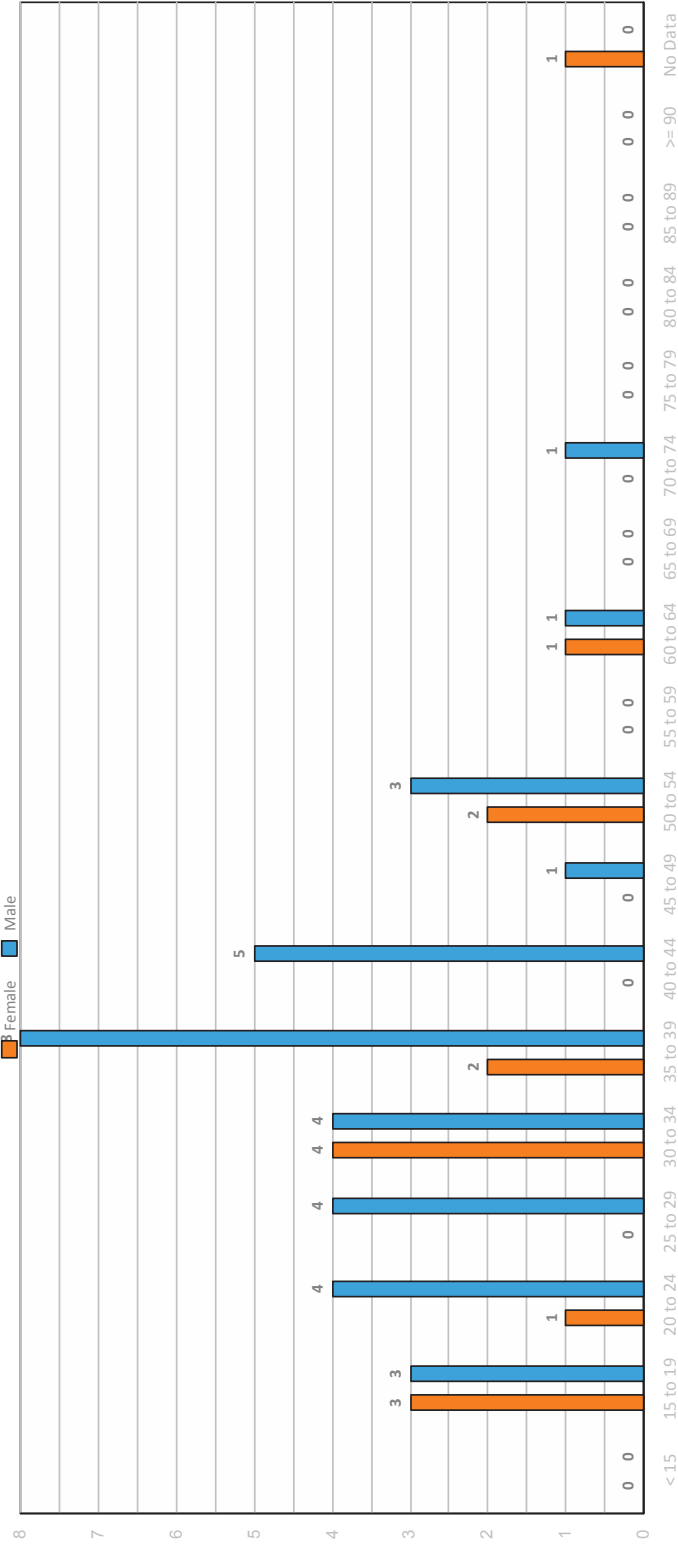
* PDO = Property Damage Only

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Driver 1 Age / Gender



	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	3	3	1	2	0	2	4	3	2	5	0	5	0	1	1	3
Possible Injury	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0
Non-Severe Injury	0	0	0	0	0	2	0	1	0	0	0	2	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	3	3	1	4	0	4	4	4	2	8	0	5	0	1	2	3
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
PDO	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Possible Injury	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0

* PDO = Property Damage Only

ATTACHMENT "E"

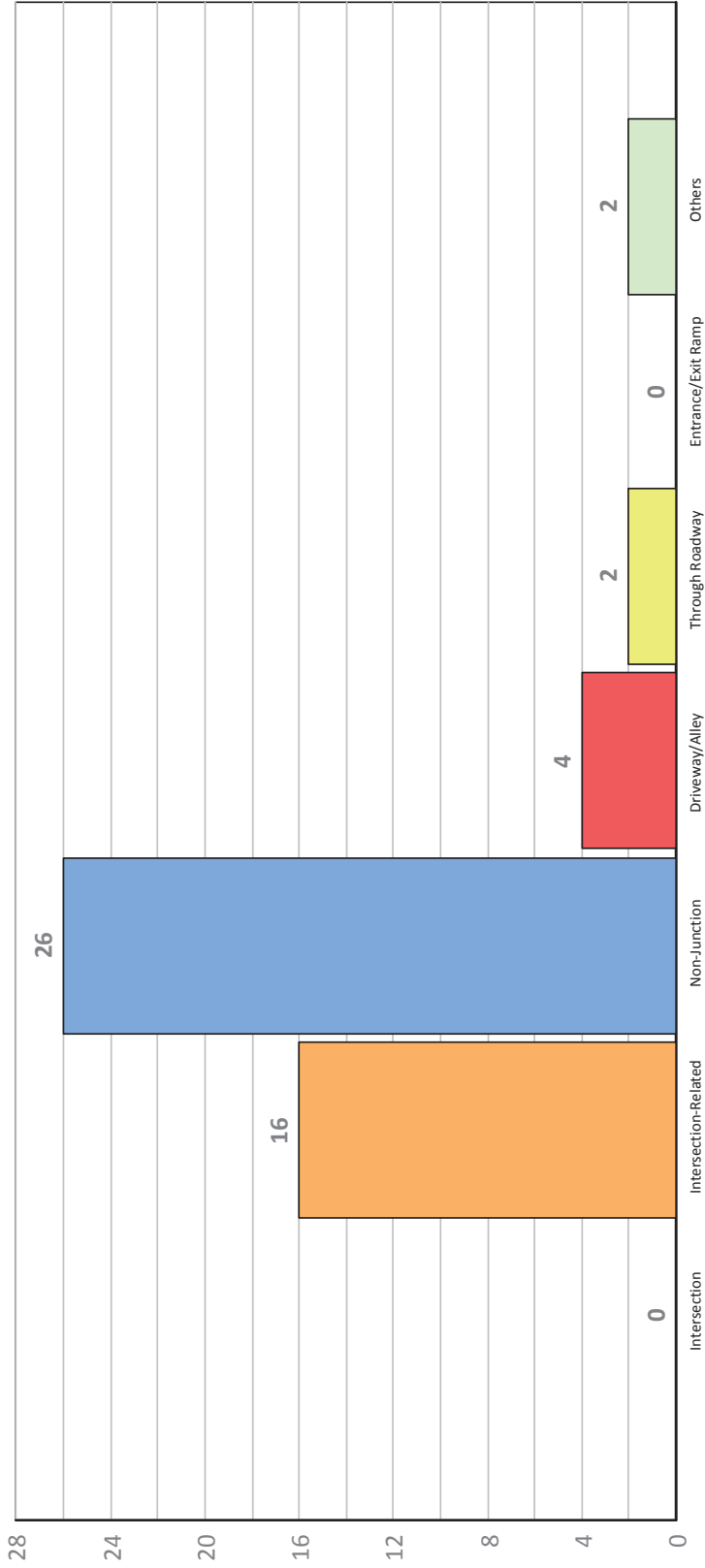
5 Year Crash Report

CDMS - Crash Data Management System

Driver Contributing Cause (Driver 1)		2018	2019	2020	2021	2022	2023	Total
Drove Too Fast for Conditions	Crashes	0	0	0	1	0	0	1
	Severe	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	Crashes	0	2	1	1	0	0	4
	Severe	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	Crashes	0	1	0	0	0	0	1
	Severe	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
Followed too Closely	Crashes	5	3	3	1	1	0	13
	Severe	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
Operated MV in Careless or Negligent Manner	Crashes	4	3	6	3	4	1	21
	Severe	0	0	0	0	1	0	1
	Fatal	0	0	0	0	0	0	0
No Contributing Action	Crashes	0	2	1	0	2	0	5
	Severe	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
Other Contributing Actions	Crashes	1	2	0	0	0	0	3
	Severe	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0

ATTACHMENT "E"

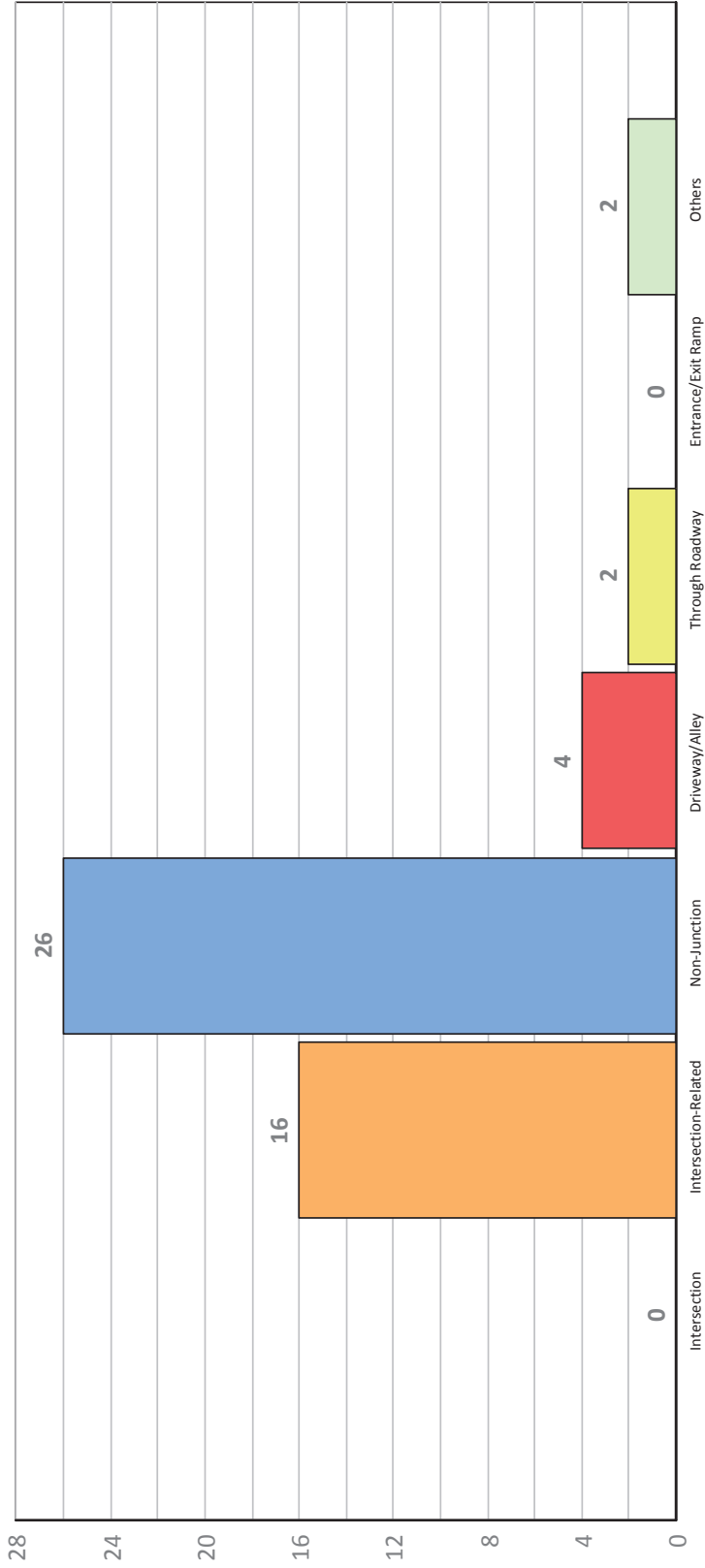
Relation to Intersection



	2018			2019			2020			2021			2022			2023		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection-Relate	4	0	0	2	0	0	4	0	0	2	0	0	3	0	0	1	0	0
Non-Junction	7	0	0	7	0	0	5	0	0	4	0	0	3	1	0	0	0	0
Driveway/Alley	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Through Roadway	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Entrance/Exit Ramp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0

ATTACHMENT "E"

Relation to Intersection



	Total		
	Crashes	Severe	Fatal
Intersection	0	0	0
Intersection-Related	16	0	0
Non-Junction	26	1	0
Driveway/Alley	4	0	0
Through Roadway	2	0	0
Entrance/Exit Ramp	0	0	0
Others	2	0	0

ATTACHMENT "E"

Location on Roadway



	2018		2019		2020		2021		2022		2023	
	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal
On Roadway	12	0	13	0	11	0	6	0	7	1	1	0
Off Roadway	0	0	0	0	0	0	0	0	0	0	0	0
Median	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder	0	0	0	0	0	0	0	0	0	0	0	0
Parking Lane	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

Location on Roadway



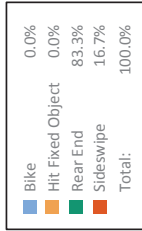
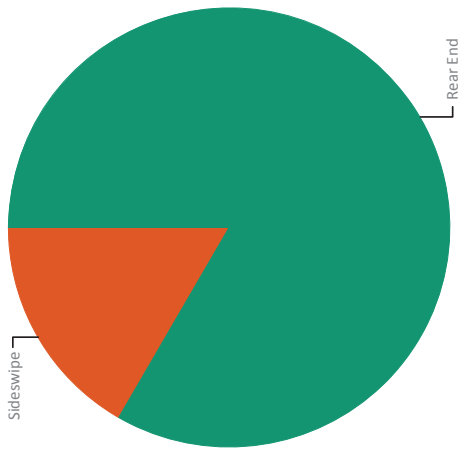
	Crashes	Severe	Fatal
On Roadway	50	1	0
Off Roadway	0	0	0
Median	0	0	0
Shoulder	0	0	0
Parking Lane	0	0	0
Other	0	0	0

ATTACHMENT "E"

5 Year Crash Report

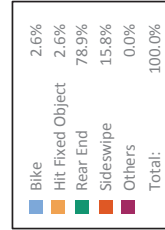
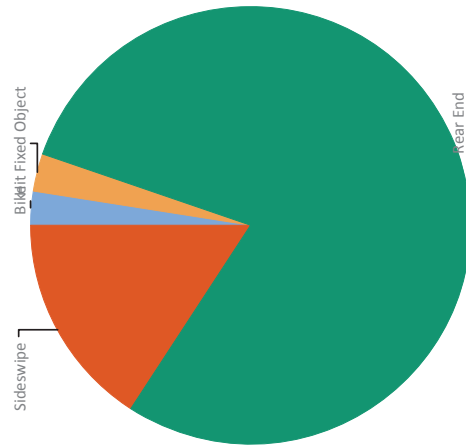
CDMS - Crash Data Management System

Wet Crashes by Crash Type



	Wet Crashes		Severe		Fatal	
	Count	Percentage	Count	Percentage	Count	Percentage
Bike	0	0.0%	0	0.0%	0	0.0%
Hit Fixed Object	0	0.0%	0	0.0%	0	0.0%
Rear End	10	83.3%	0	0.0%	0	0.0%
Sideswipe	2	16.7%	0	0.0%	0	0.0%
Total	12	100.0%	0	0.0%	0	0.0%

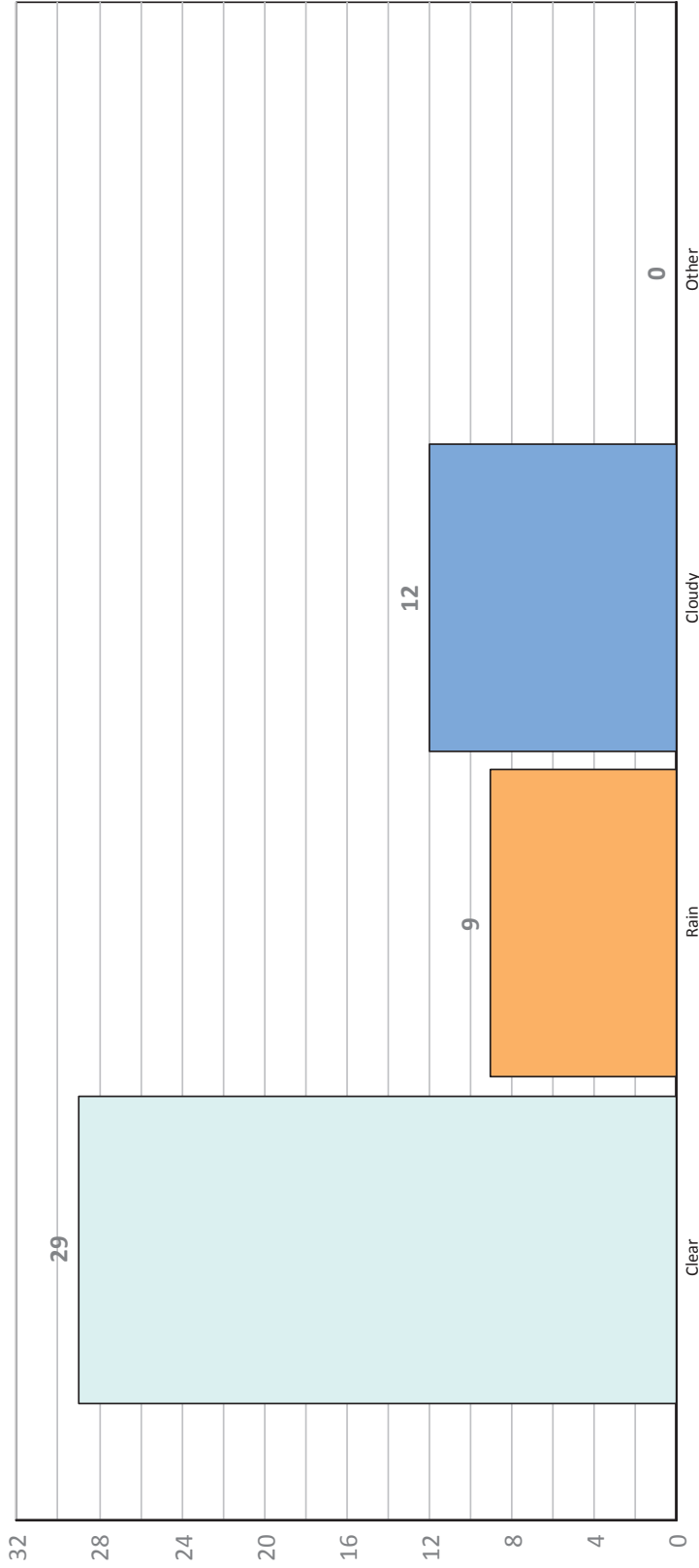
Dry Crashes by Crash Type



	Dry Crashes		Severe		Fatal	
	Count	Percentage	Count	Percentage	Count	Percentage
Bike	1	2.6%	0	0.0%	0	0.0%
Hit Fixed Object	1	2.6%	0	0.0%	0	0.0%
Rear End	30	78.9%	1	2.6%	0	0.0%
Sideswipe	6	15.8%	0	0.0%	0	0.0%
Total	38	100.0%	1	2.6%	0	0.0%

ATTACHMENT "E"

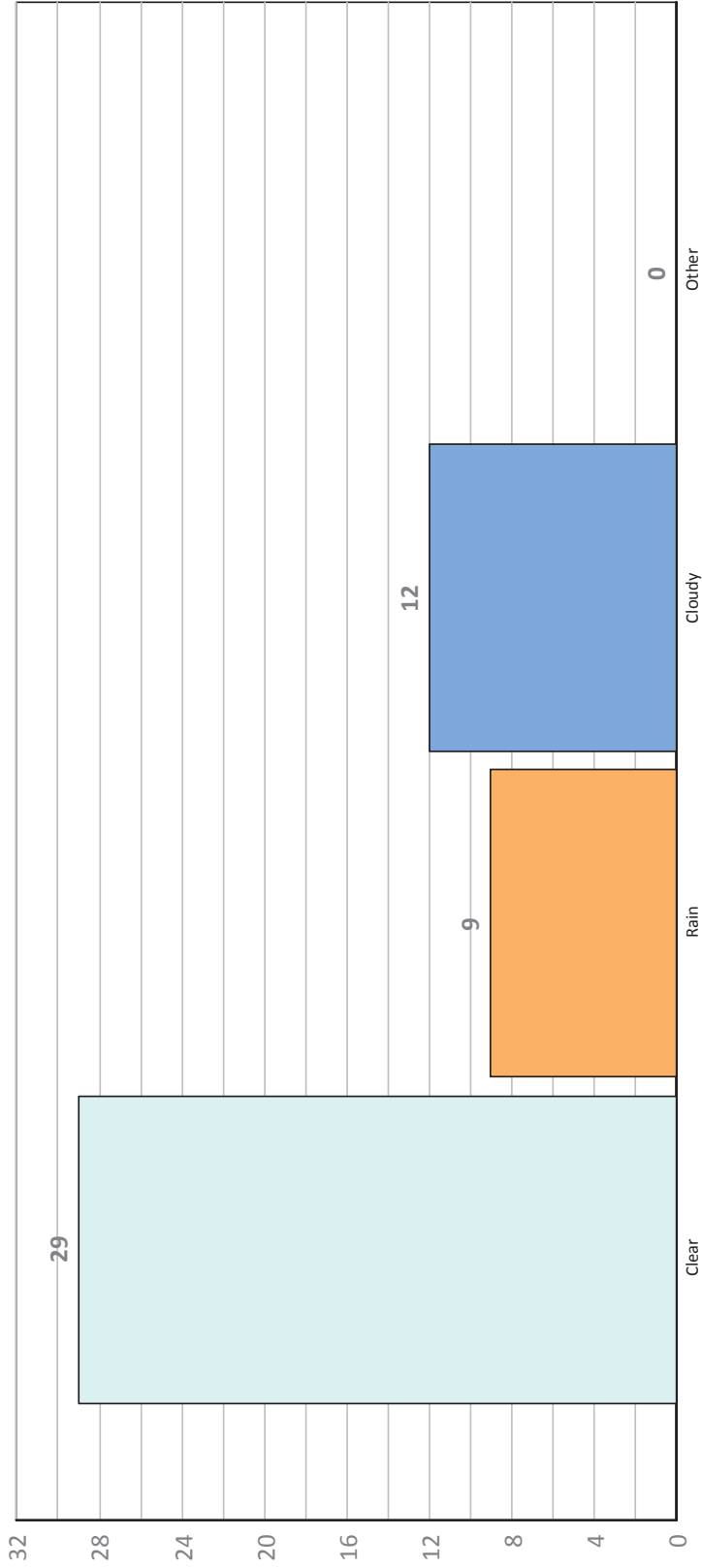
Weather Condition



	2018		2019		2020		2021		2022		2023	
	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal
Clear	4	0	9	0	5	0	4	0	6	1	1	0
Rain	3	0	2	0	3	0	1	0	0	0	0	0
Cloudy	5	0	2	0	3	0	1	0	1	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT "E"

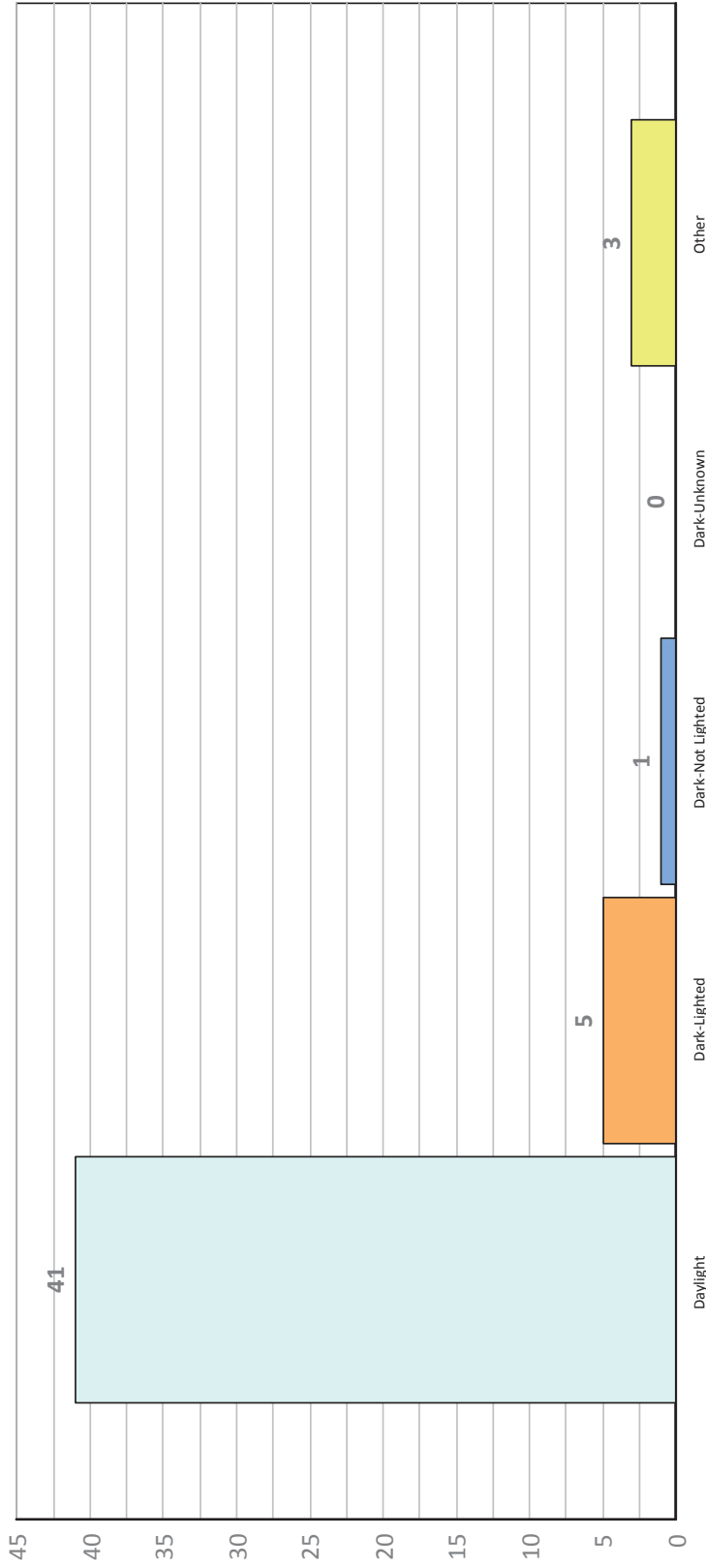
Weather Condition



	Crashes	Severe	Fatal
Clear	29	1	0
Rain	9	0	0
Cloudy	12	0	0
Other	0	0	0

ATTACHMENT "E"

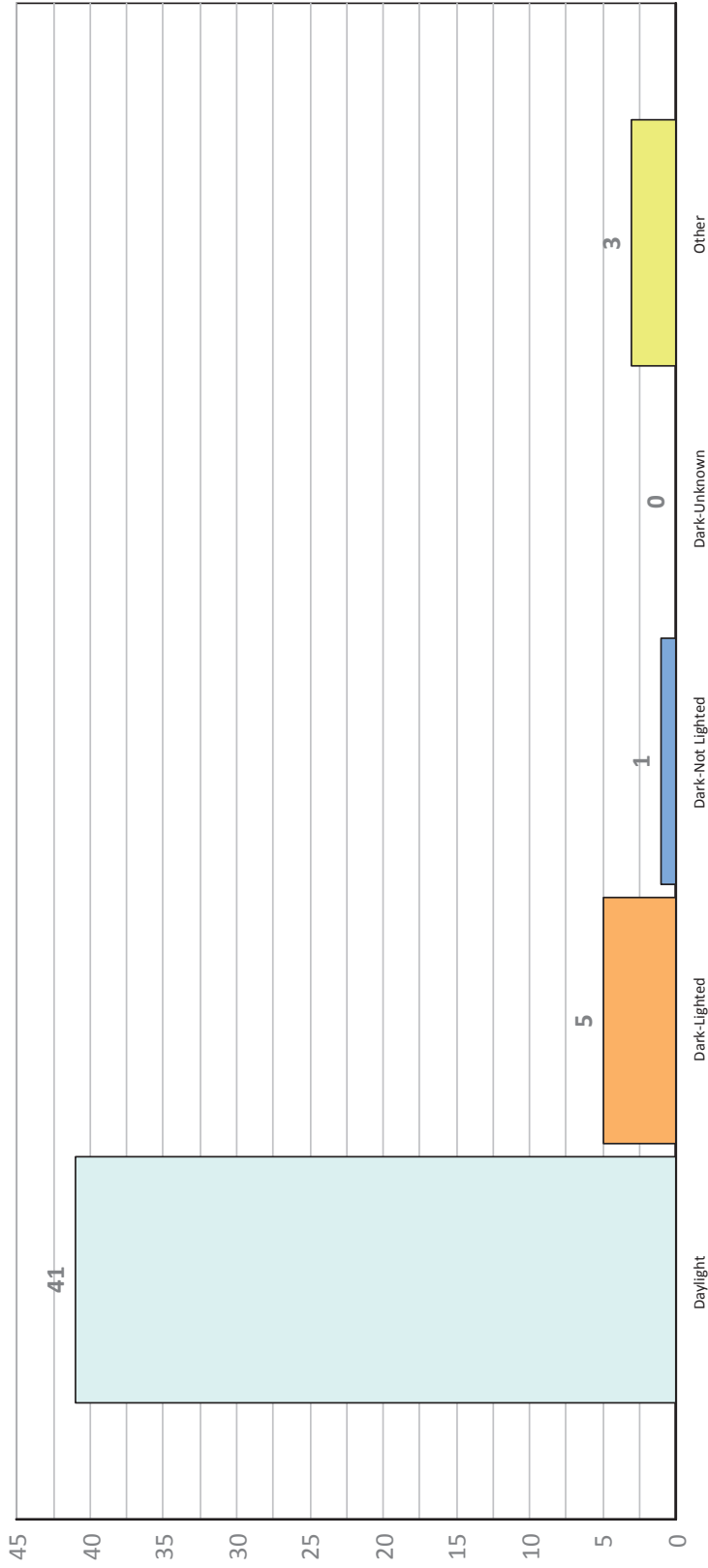
Lighting Condition



	2018			2019			2020			2021			2022			2023		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	10	0	0	13	0	0	7	0	0	5	0	0	6	1	0	0	0	0
Dark-Lighted	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0
Dark-Not Lighted	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dark-Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0

ATTACHMENT "E"

Lighting Condition



	Crashes	Severe	Fatal
Daylight	41	1	0
Dark-Lighted	5	0	0
Dark-Not Lighted	1	0	0
Dark-Unknown	0	0	0
Other	3	0	0

ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Located Crashes

Area	Crashes	Fatalities	Severe Injuries
CARROLLWOOD	30	0	0
TAMPA	1	0	0
UNINCORPORATED	8	0	2
UNINCORPORATED H.C.	10	0	0
Totals:	49	0	2

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Severe Injuries
UNINCORPORATED H.C.	1	0	0
Totals:	1	0	0

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Linebaugh Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Lynn Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	98	8	9
Proposed	552	36	44
Difference (+/-)	(+) 454	(+) 28	(+) 35

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Lynn Rd./ Substandard Rd.	Design Exception Requested	Approvable
Lynn Rd./ Access Spacing	Administrative Variance Requested	Approvable
Linebaugh Ave./ Access Spacing	Administrative Variance Requested	Approvable
Notes:		

Transportation Comment Sheet

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

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: January 16, 2024 Report Prepared: January 4, 2024	Petition: PD 23-0622 Folios 23764.0000, 23764.0050, & 23765.0100 <i>Directly between Lynn Road to the north and West Linebaugh Avenue to the south, further west of Anderson Road</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga; 0.5 FAR)
Service Area	Urban
Community Plan	Greater Carrollwood Northdale
Request	Rezoning from Agricultural Single Family (AS-1) to a Planned Development (PD) to permit the development of 79 townhome units through the utilization of the flex provision and residential density bonus for infill development
Parcel Size	8.83 ± acres
Street Functional Classification	West Linebaugh Avenue – Arterial Lynn Road – Collector Anderson Road – Arterial
Locational Criteria	N/A
Evacuation Zone	E



Context

- The approximately 8.83 ± acre subject site is located directly between Lynn Road to the north and West Linebaugh Avenue to the south, further west of Anderson Road.
- The site is located within the Urban Service Area and is located within the limits of the Greater Carrollwood Northdale Community Plan.
- The subject site is located within the Suburban Mixed Use-6 (SMU-6) Future Land Use category, which can be considered for a maximum density of 6 dwelling units per gross acre and a maximum intensity of 0.5 FAR for light industrial uses. The SMU-6 Future Land Use category is intended for areas that are urban and suburban in intensity and density of uses. Typical uses include 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.
- SMU-6 abuts the subject site to the east and west. Residential-9 (RES-9) also abuts the eastern boundary and is located further west and east. Residential-4 (RES-4) is located north across Lynn Road and Light Industrial (LI) is located south across West Linebaugh Avenue.
- Vacant and single-family uses are currently located on the subject site. Additional single family uses are located to the west, north, and east. There is a vacant public institutional property owned by Hillsborough County that also abuts the eastern boundary of the subject site. Light commercial, light industrial, and heavy industrial uses are located south and southeast of the site and are concentrated around the intersection of West Linebaugh Avenue and Anderson Road. The area directly abutting the subject site is mostly residential in nature with notable industrial and commercial uses located to the south and southeast.
- The subject property is currently zoned as Agricultural Single Family (AS-1). AS-1 zoning is located directly west of the site. The Planned Development (PD) and AS-1 zoning district abut the eastern boundary of the site. There is a singular parcel that is zoned as Business Professional Office (BPO) directly to the southwest. The Residential Single Family Conventional (RSC-4) zoning district is located to the north across Lynn Road. The Manufacturing (M) and PD zoning districts are located south across West Linebaugh Avenue. The Commercial General (CG) and Commercial Intensive (CI) zoning districts are located further southeast and are concentrated around the intersection of West Linebaugh Avenue and Anderson road.
- The applicant is requesting to rezone the subject site from Agricultural Single Family (AS-1) to Planned Development (PD) to permit the development of 79 townhome units through the utilization of a flex provision and residential density bonus for infill development.

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

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 1.2: Minimum Density All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

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 the Future Land Use Map

Objective 7: The Future Land Use Map is a graphic illustration of the county's policies governing the determination of its pattern of development in the unincorporated areas of Hillsborough County through the year 2025.

Policy 7.3: The land use category boundaries may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:

Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.

The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.

No new flexes can be extended from an existing flexed area.

All flexes must be parallel to the land use category line.

Flexes are not permitted in the Rural Area or in areas specified in Community Plans. Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.

Flexes to increase residential density are not permitted in the Coastal High Hazard Area. Flexes are not permitted from a municipality into the unincorporated county.

A flex must be requested as part of planned development or site plan oriented rezoning application. Major Modification to approved zoning that changes the intensity, density or the range

of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.

Applicants requesting a flex must provide written justification that they meet the criteria for a flex as outlined below.

The Board of County Commissioners may flex the plan category boundary to recognize or grant a zoning district which is not permitted in the land use category but lies within the distance of a conforming land use category, as described above. Prior to the determination by the Board of County Commissioner, the staff of the Planning Commission shall make a recommendation on the consistency of the request with the Comprehensive Plan.

Policy 7.4: The criteria for consideration of a flex request are as follows:

The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;

The compatibility with surrounding land uses and their density and intensity;

The utilization of the flex furthers other goals, objectives and policies of the Future Land Use Element.

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.

Environmental Considerations

Objective 13: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.

Policy 13.3: Environmentally Sensitive Land Credit

Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits.

- Wetlands are considered to be the following:

- Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element
- Man-made water bodies as defined (including borrow pits).
- If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:
 - Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
- If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
 - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on
 - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

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:*

locational criteria for the placement of non-residential uses as identified in this Plan,

limiting commercial development in residential land use categories to neighborhood scale;

requiring buffer areas and screening devices between unlike land uses.

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

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

- a) *the creation of like uses; or*
- b) *creation of complementary uses; or*
- c) *mitigation of adverse impacts; and*
- d) *transportation/pedestrian connections*

Policy 16.8: *The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.*

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

Policy 16.15: *Single family detached, single family attached, and townhome residential development of 50 units or greater shall include gathering places in accordance with requirements of the Land Development Code. Community gathering places shall be provided in a proportionate manner based on the size of the project, density of dwelling units, amount of private open space in the project or other similar manner. A minimum square footage shall be established ensuring a functional gathering place for residential developments at or near the threshold of 50 units. Community gathering places shall not be required in residential subdivisions with platted lot sizes of 1/3 acre or greater. To ensure minimum density policies can be achieved or greater, minimum lot size reductions may be considered. Incentives for a higher quality of design of the gathering places should be provided. The Land Development Code should address the location of gathering places to ensure compatibility with adjacent uses. Most community gathering places that do not require parking should be within walking distance of residences. The Land Development Code should include a process such as but not limited to variances or waivers to consider reductions in the gathering place requirement.*

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 23.5 *Higher density residential development is encouraged along major corridors as an alternative to continued office or commercial development when developed in accordance with applicable development regulations; the following bonus is provided as an incentive for residential development as an alternative to commercial development.*

Residential Density Bonus for Infill Development

To provide an incentive for residential development as an alternative to strip commercial or office development, the county may consider a density bonus for properties meeting certain provisions outlined below. The increase in residential density may be considered without a Plan Amendment, by the Board of County Commissioners, after receiving a recommendation from the staff of the Planning Commission.

Density cannot be increased higher than the land use category with the next higher density limits. (i.e. Res-4 can be increased to Res-6 and no higher). Categories which permit up to 35 du/ga may increase to 50 du/ga using this bonus.

To qualify for the density bonus, property must be:

- *Within the Urban Service Area*
- *Located along a collector or arterial street or a roadway designated as a transit emphasis corridor in the Transportation Element.*
- *In an area where, one of the following is present:*
- *strip non-residential development presently exists; or*
- *there is a trend toward strip non-residential development; or*
- *existing zoning lots, although vacant, constitute a potential for the establishment or expansion of strip commercial development; or*
- *an increase in density would result in a development pattern that is compatible to existing zoning or development patterns in the immediately surrounding area.*

The site of the requested bonus must be within a 660 foot distance perpendicular from the arterial or collector road.

The density bonus must be applied for through a rezoning application.

It must be demonstrated that the use of the bonus will promote residential infill on vacant or redeveloping sites within existing, developed, urbanized areas which are residential in character or to provide a residential development alternative to strip commercialization;

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.

ENVIRONMENTAL AND SUSTAINABILITY SECTION (ESS)

Objective 3.5: Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.

Policy 3.5.1: Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.

Policy 3.5.2: Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.

Policy 3.5.4: Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.

LIVABLE COMMUNITIES ELEMENT: Greater Carrollwood Northdale

1. Community Growth/Revitalization

Encourage development and redevelopment opportunities that reflect the citizens' vision for an aesthetically pleasing, well designed, transit supported, mixed use activity centers and residential neighborhoods which promote a vibrant and economically sustainable community.

Goal 1: Establish sustainable community activity centers that allow the citizens to live, work and play all within walking distance.

Strategies:

- *Discourage new development of strip commercial in our community, mixed use development and redevelopment shall be focused at identified community activity center or intersections complying with the locational criteria.*

Goal 2: *Reinforce community identity through maintenance and enhancement of the community's unique characteristics, assets and physical appearance.*

Strategies:

- *New development and redevelopment shall use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. (i.e. transitions, buffers etc).*
- *Streetscapes along our roadways shall be consistent with the adopted Livable Roadways Guidelines document.*

Livable Roadways provide:

Active uses that promote pedestrian activity and offer a balance to meet peoples' daily needs

Safe, continuous sidewalks on both sides of the street

Street furnishings such as benches, trash receptacles, pavement treatment such as brickwork, texture, pavers, landscaping, transit shelters and lighting appropriate to the setting

Direct routes between destinations that minimize conflicts between pedestrians and automobiles

Goal 4: *Provide a well maintained, safe and efficient road and street network.*

Strategies:

- *Design roadways in a manner that incorporates the multimodal concepts expressed by the Livable Roadway Guidelines to the fullest. (i.e. use traffic calming techniques in appropriate locations such as Northdale Blvd. and Brushy Creek Road from Lynn Turner to Carrollwood Meadows to reduce vehicle speed and discourage cut through traffic.) Traffic calming, through design alternatives rather than speed humps should be incorporated in new developments and redevelopment.*

Goal 5: *Create a walkable environment that is safe and convenient through the connection of sidewalks, crosswalks, paths and trails that link both natural and built environments.*

Strategies:

- *New development will provide pedestrian infrastructure and amenities that connect to existing facilities along roadway network. Priority shall be given to designing in a manner that fosters safe walkable/biking along Dale Mabry Highway, Bearss Ave, Fletcher Ave. Linebaugh Ave, Gunn Hwy and Handy Road.*
- *Provide sidewalks along both sides of roadways connecting to public parks. (such as along Four Oaks Road to Timberlane Park, Lake Park etc).*
- *Ensure that pedestrian facilities such as sidewalks and trails are implemented concurrent with or before the vehicular improvements. Prioritize pedestrian circulation and facilities over vehicular improvements.*
- *Provide direct and multiple street and sidewalk connections within development projects and their building entrances as well as to adjacent projects to form a cohesive connected and integrated development pattern.*

- *Focus efforts on building facilities that will complete the existing sidewalk, bicycle, pedestrian and trail network.*

Goal 7: *Ensure that new development is compact, contiguous, and concurrent with available public facilities and services and promotes the integration of uses to provide increased connectivity thereby discouraging sprawl and maximizing the use of public infrastructure.*

Strategies:

- *Provide for Transit Oriented Development, as mentioned in Goal 1, built in character with our neighborhoods and allows residents to live, work and play in close proximity.*
- *Ensure the area has adequate density to accommodate the future transit system*

4. Recreation/Leisure/Environment

Enhance and protect the scenic value of environmental and recreational assets. Provide adequate opportunities for open space, recreation and leisure activities now and in future. Ensure these connect to other systems outside of the community.

Goal 8: *Preserve and maintain sufficient open space to serve the recreational needs of the community and to protect the environment and natural resources.*

Strategies:

- *Protect and preserve the communities' natural and environmental assets (i.e. lakes, creeks, tree canopies).*
- *New development and redevelopment should integrate recreation and open space into projects.*

Staff Analysis of Goals, Objectives and Policies:

The approximately 8.83 ± acre subject site is located directly between Lynn Road to the north and West Linebaugh Avenue to the south, further west of Anderson Road. The site is located within the Urban Service Area and is located within the limits of the Greater Carrollwood Northdale Community Plan. Vacant and single-family uses are currently located on the subject site. Additional single family uses are located to the west, north, and east. There is a vacant public institutional property owned by Hillsborough County that also abuts the eastern boundary of the subject site. Light commercial, light industrial, and heavy industrial uses are located south and southeast of the site and are concentrated around the intersection of West Linebaugh Avenue and Anderson Road. The area directly abutting the subject site is mostly residential in nature with notable industrial and commercial uses located to the south and southeast. The applicant is requesting to rezone the subject site from Agricultural Single Family (AS-1) to Planned Development (PD) to permit the development of 79 townhome units through the utilization of the flex provision and residential density bonus for infill development.

The application includes a flex request under FLUE Policies 7.3 and 7.4 for the northern portion of the site. The request is to flex the Residential-9 (RES-9) category that is located to the east. In addition, the application includes a request for a density bonus for infill development for the southern portion of the site in accordance with Policy 23.5. Therefore, the request is for 9 dwelling units per gross acre for the site's entire acreage. Based on the nature of the existing surrounding development and the proposed development, the request meets the intent of flex provision and density bonus for infill development. An

increase in density would result in a development pattern that is compatible to existing zoning or development patterns in the immediately surrounding area.

The proposal is consistent with Policy 13.3 of the FLUE as it relates to minimum density and environmental considerations. There are approximately 0.54 acres of wetlands on the site. As the site is less than 25% wetlands, all 8.825 acres are able to be utilized to calculate density and intensity. Therefore, it is consistent with Policy 13.3. The Environmental Protection Commission Wetlands Division has reviewed the proposed site and has determined that a resubmittal is not necessary. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 in the Environmental and Sustainability Section (ESS).

The subject site is surrounded by single family and multifamily residential uses. The proposal meets the compatibility requirements of Objective 16 and associated policies of the FLUE, as the multi-family development complements the existing range of residential development in the area. The revised site plan also depicts stormwater and conservation area on the western boundary of the site, which will help ensure compatibility with the adjacent multifamily uses. There is an amenity center and community gathering area in the northern portion of the site. The subject site is located along an arterial roadway in the Urban Service Area, which is a preferred location for high density residential development. Each unit has its own driveway and is connected to a 5' sidewalk. Although the development is gated for private vehicular access, there is public bike and pedestrian access, creating a connection from West Linebaugh Avenue to Lynn Road. The site plan appears to have an efficient circulation pattern, however, at the time of filing this report there were no comments in Optix by the Transportation Review Section. Therefore, that was not considered during this analysis. Overall, the proposal meets the intent of the Neighborhood Protection Objectives and Policies.

The Community Design Component (CDC) in the FLUE provides policy direction about designing neighborhoods that are related to the predominant character of the area. Goal 12 and Objective 12-1 require new development to be designed in a compatible way to the surrounding area. There are existing multi-family uses to the east and west of the site, and the proposed development will appear similar in nature. Overall, the proposal will implement additional multi-family residential development in a complementary manner to the existing residential uses located in this area.

The proposed Planned Development meets the intent of the Greater Carrollwood Northdale Plan. The Plan desires new development and redevelopment to use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. The proposal is compatible as it relates to mass and scale and contributes toward a gradual transition of uses. The plan seeks to provide sidewalks and adequate pedestrian circulation and the proposal includes sidewalks on both street frontages and within the site. Finally, the plan seeks to preserve natural and environmental assets. The proposed Planned Development preserves and mitigates impacts to the existing wetlands and will preserve the existing tree canopy along the western boundary of the site.

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County*

***Comprehensive Plan*, and that is compatible with the existing and planned development pattern found in the surrounding area.**

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 23-0622

Rezonings
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service
Urban Service
Shoreline
County Boundary
Jurisdiction Boundary
Reads
Parcels

- AGRICULTURAL/MINING-120 (.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)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

Map Printed from Rezoning System: 7/17/2023
Author: Beverly F. Daniels
File: G:\Rezoning\SystemMapProjects\HC\Reg_H\Rezoning_Copy.mxd

Map Scale: 0 to 2,280 Feet
Scale: 1" = 570 Feet

