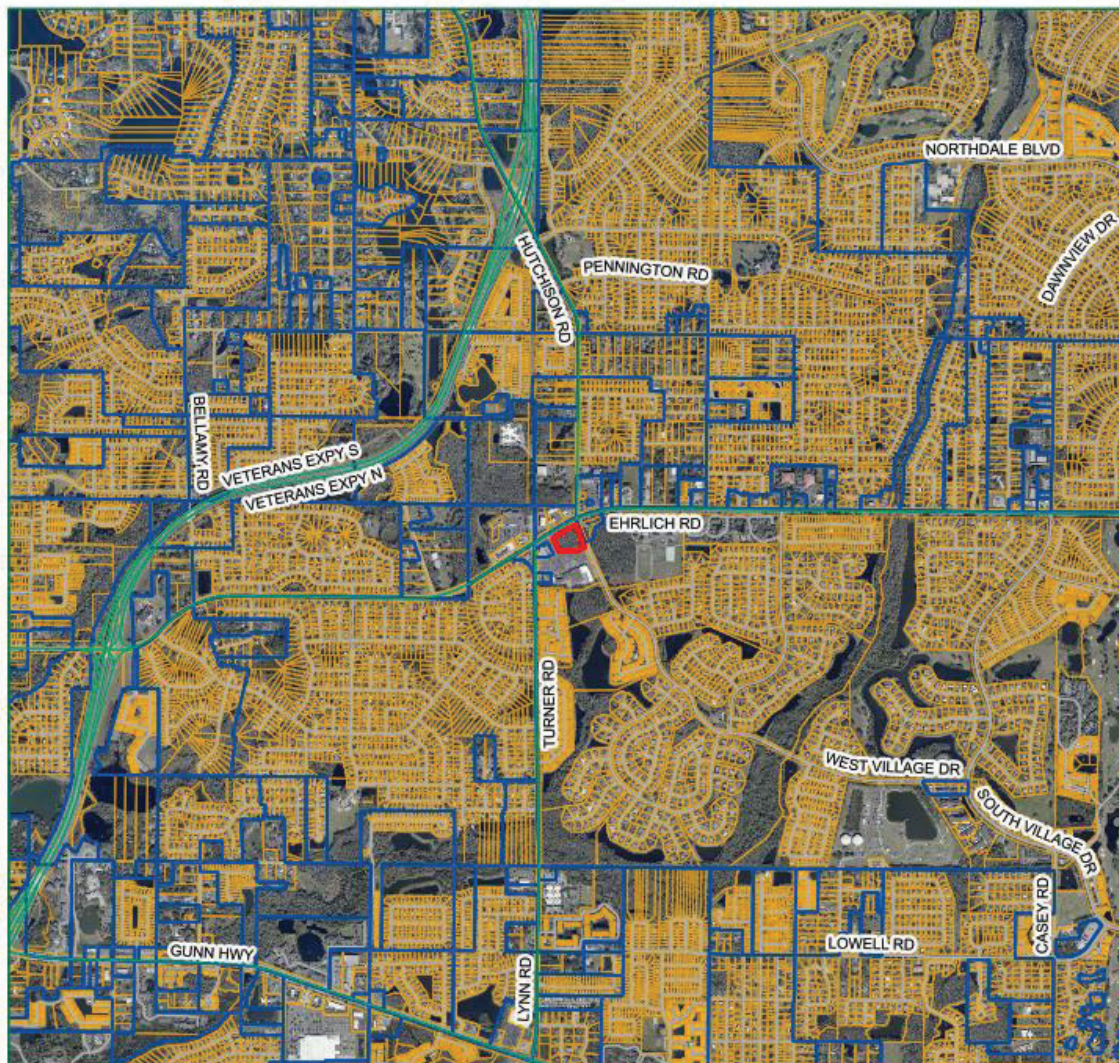




STAFF REPORT

SUBJECT:	PRS 21-0357 GCN	PLANNING AREA:	Greater Carrollwood Northdale
REQUEST:	Minor Modification to a Planned Development	SECTOR	NW
APPLICANT:	Benjamin M. Berry, P.E. – Berry Engineers LLC		
Existing Zoning : PD 74-0004		Comp Plan Category: RES-4	

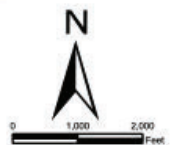


General Aerial
Zoning Map

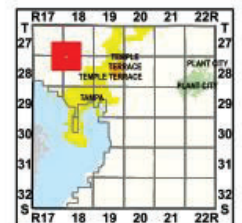
PRS 21-0357

Folio: 18960.0361

- Application Site
- Zoning Boundary
- Parcels



STR: 6-28-18



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose. SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records. It has been based on BEST AVAILABLE data. Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.

Application Review Summary and Recommendation

1.0 Summary

1.1 Project Narrative

The applicant seeks to modify a Planned Development (PD) 74-0004 to allow development of an automated car wash facility in a outparcel. The site is on the SW corner of Ehrlich Rd and W Village Dr. in Tampa. The site is within the Greater Carrollwood Northdale Community Plan and has a FLU designation Residential 4 (RES-4).



Figure 1 –Subject Site

The PD today allows residential, institutional, office and commercial uses. The general site plan for PD 74-0004 depicts areas for development for the different uses. The area in the PD subject to this Minor Modification is approved for shopping center. Portions of the site are within a cypress head, as shown in the current PD General Site Plan (GSP).

APPLICATION: PRS 21-0357
ZHM HEARING DATE: N/A
BOCC MEETING DATE: July 20, 2021

CASE REVIEWER: Israel Monsanto

The request seeks to modify the GSP to show an automated car wash facility within a portion of the parcel identified with folio No. 18960.0361. Development of the project would impact wetlands currently covering the parcel. The parcel is 2.91 acres total, 2.03 acres of these consist of wetlands. The proposed car wash facility would be placed on the eastern portion of the parcel where most upland exists today. Approximately 0.57 acres would be impacted by the proposed project which would create additional uplands to accommodate the proposed project. The Hillsborough County Environmental Protection Commission, EPC, has approved the wetland impacts (see Section 1.5 of this report).

The site received approval in 1984 for a shopping center with two outparcels as a Community Unit, which were site-detailed plans required by old Code regulations. The plan showed a sit down restaurant, 2,400 sq. ft. in size in Parcel 'A' (the area affected by this Minor Modification). This old plan was approved but Parcel A was never developed. The rest of the shopping center site (Parcel 'B' and the larger commercial parcel) are built out.

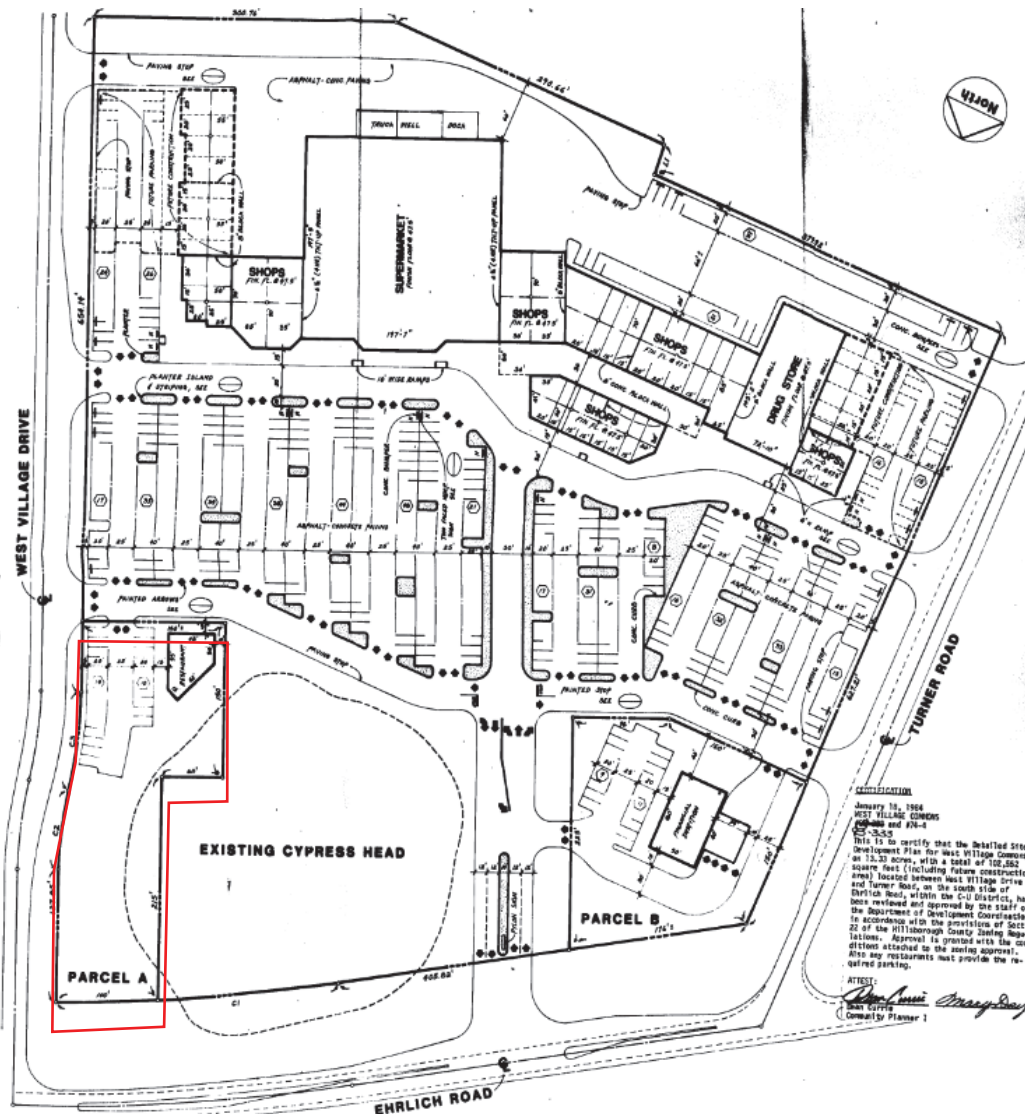


Figure 2 – 1984 approved Site Plan

APPLICATION: PRS 21-0357

ZHM HEARING DATE: N/A

BOCC MEETING DATE: July 20, 2021

CASE REVIEWER: Israel Monsanto

The PRS requested is to modify the boundaries of the existing 'Parcel A', as labeled and approved in the 1984 detailed site plan for the existing shopping center. The modification adjusts the configuration and boundary of the outparcel (Parcel A) to reflect the area authorized by the Hillsborough County Environmental Protection Commission, EPC, for impact, places the balance of the Property in a conservation easement, and accommodates current development standards. The proposed car wash use is an approved/permitted use on the Property, and entitlements are available for the square footage required, since the shopping center is within the .25 FAR permitted within the Res-4 Land Use category. The development was part of the Carrollwood DRI and PD approved in 1974 which has been substantially built out. The applicant has submitted a project table and map calculating existing built commercial and office development within the overall PD to the Planning Commission to ensure entitlements are still available for the increase of square footage proposed by this project and to demonstrate the total FAR is still below the thresholds permitted by the Future Land Use(s) in the PD.

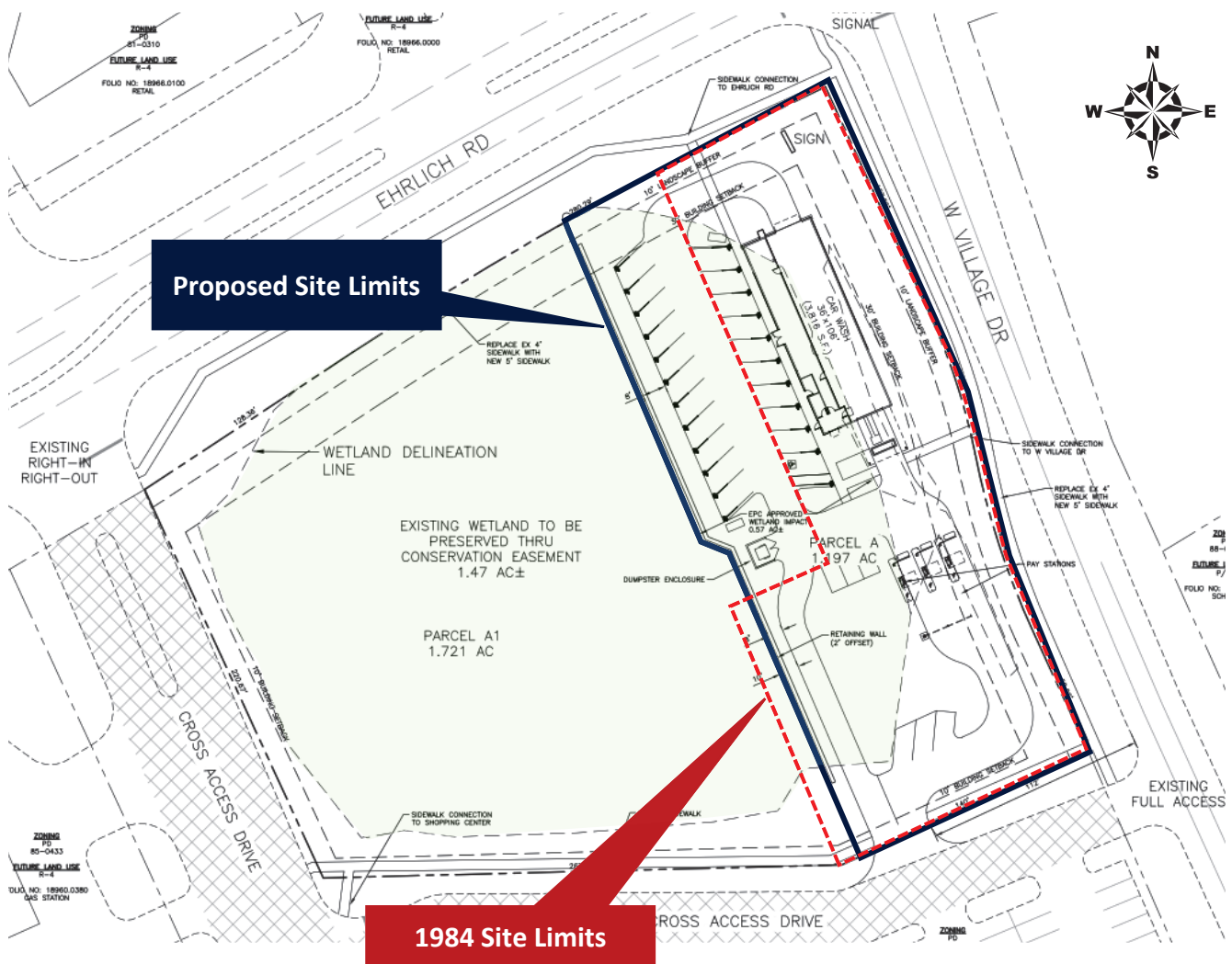


Figure 3 – Proposed Automated Car Wash site

According to the narrative, the existing shopping center's overall built/allowed square footage and its approved outparcels are within the commercial square footage allowed, if the comprehensive plan FAR allowance of .25 were applied in isolation of the larger PD.

Sheet 2 of 2 of the GSP provides the details of the configuration and location of the proposed Car Wash facility. The site will have an access off the driveway entering the shopping center from West Village Dr.

Figure 3 shows the proposed area of development compared to the area of the 1984 site plan approved by the County. The 1984 Site Plan allocated 0.98 acres of land for 'Parcel A', while the proposed land area for this new project would be 1.19 acres. Therefore, the area to develop the Car Wash represents an increase of approximately 0.21 acres of land.

Building size would up to 3,816 sq. ft. This space represents approximately a Floor Area Ratio of 0.11. The project will have a building setback of 30 feet along both road frontages, which is the minimum required in all commercial districts. At least 10 feet of landscaped buffer will be provided along W Village Dr and Ehrlich Rd. The minimum buffer area required by the Land Development Code is 8 feet. A retaining wall is proposed along the west, adjacent to the remaining wetland area. A buffer with a minimum width of 6 feet is proposed along the retaining wall.

The site is within a Wellhead Resource Protection Area, subject to the provisions of the Land Development Code 3.05.00.

1.2 Compliance Overview with Land Development Code and Technical Manuals

The applicant has not requested variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; or 6.07.00, Fences and Walls of the Land Development Code. An PD variation has been requested for LDC 6.06.00, Landscaping, Irrigation and Buffering Requirements.

The applicant is requesting a PD Variation from 6.06.04.D and G.1. A required 8-foot landscaped buffer with trees is needed along the south of the parcel, adjacent to the internal driveway into the parking areas that accesses the shopping center. The applicant originally provided the required buffer, however, due to a pedestrian connectivity requirement by the Land Development Code, a 5-foot sidewalk is being proposed within this buffer area. The applicant states that the area of the buffer may need to be reduced to accommodate the required sidewalk. The reduction would be the minimum to install the required sidewalk.

The remainder of the buffer would consist of grass, ground cover, mulch, shrubs, trees or other landscaping treatment subject to Natural Resources review and approval.

Staff finds the justifications reasonable since pedestrian connectivity will be provided where there is none today, and a landscaped buffer space may still be provided as well. All other landscaped buffers will be furnished as required by the Land Development Code.

1.3 Analysis of Recommended Conditions

New conditions (starting at #33) will be added regulating the development standards of the subject site, as well as provisions from the Environmental Protection Commission for the wetland impacts. Transportation conditions will also be added including road improvements. The development standards will be specified in Sheet 2 of 2 of the General Development Site Plan.

1.4 Evaluation of Existing and Planned Public Facilities

Transportation:

The subject site fronts Ehrlich Rd. and West Village Dr.; and has access Lynn Turner Rd. through the

adjacent shopping center.

Ehrlich Rd. is a publicly maintained 4-lane, divided, substandard arterial roadway characterized by +/- 11-foot wide travel lanes in average condition. The roadway lies within a +/- 154-foot wide right-of-way along the project's frontage. There are bicycle facilities present on Ehrlich Rd. There are +/- 4 and 6-foot wide sidewalks along Ehrlich. in the vicinity of the proposed project.

Lynn-Turner Rd. is a publicly maintained 2-lane, undivided, substandard arterial roadway characterized by +/- 11-foot wide travel lanes in average condition. The roadway lies within a +/- 80-foot wide right-of-way along the project's frontage. There are no bicycle facilities present on Lynn-Turner Rd. There are +/- 4-foot wide sidewalks along Ehrlich. in the vicinity of the proposed project. Note, that the subject site has access to Lynn Turner Rd. through the adjacent shopping center internal driveway access road but does not have frontage along the roadway.

West Village Dr. is a publicly maintained 2-lane, undivided, substandard collector roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a +/- 82-foot wide right-of-way. There are +/- 4-foot wide sidewalks and 2-foot paved shoulders along West Village Dr. in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The project has access connections through the adjacent shopping center internal driveways to Ehrlich Rd., West Village Dr. and Lynn-Turner Rd. The access to Ehrlich Rd. is limited to right-in/right-out. The northern access to West Village Dr. as well as the northern access to Lynn Turner Rd. are full access connections.

The applicant's access management study evaluated the project's impact and the impact of the proposed redevelopment of the adjacent gas station (MM21-0507) at Ehrlich Rd. and Lynn Turner Rd.. While the study recommends right turn lanes at the project access on Ehrlich Rd. and Lynn-Turner Rd., the eastbound right turn lane at the Ehrlich Rd. access is not triggered by the subject project and; therefore, not required to be constructed as a result of the proposed PD modification. However, the northbound right turn lane at the access on Lynn Turner Rd. shall be required as a result of the access driveway does not meet the minimum driveway length of 150 feet. (The turn lane will serve to accommodate any incidental queuing into the shopping center that may result from the PD modification.) Note, the proposed redevelopment of the gas station to the west of the subject project (MM 21-0507) is proposing to construct both turn lanes are part of their required roadway improvements. If the right turn lane at the Lynn Turner access is not completed by others by the time of construction of this project, the applicant will be required to construct the required turn lane.

Per Section 6.04.03.Q. of the LDC, pedestrian access is required to the adjacent shopping center and gas station outparcel parcel to west of the project. The applicant is showing pedestrian connections on the PD site plan. It is critical to provide ADA compliant pedestrian connections and crossing ramps to the southwest corner of the project to align and connect with future sidewalks along the perimeter of the gas station outparcel and stubout to the shopping center within the parent parcel of the subject Planned Development (PD 74-0004).

ROADWAY LEVEL OF SERVICE

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Ehrlich Rd.	Lynn-Turner Rd.	Dale Mabry Hwy	D	C
Lynn-Turner Rd.	Gunn Hwy	Ehrlich Rd	E	F
West Village Blvd.	Ehrlich Rd	S. Village Dr.	D	C

Source: Hillsborough County 2019 Level of Service Report.

The applicant has requested three Design Exceptions and one Administrative Variance from multiple LDC Sections as specified in the Transportation staff report for improvements on Ehrlich Rd, Turner Rd. and W Village Dr. Based on the information provided by the applicant, the County Engineer found the requests approvable.

Conditions have been proposed to construct an eastbound right turn lane at Ehrlich Rd. project access and a northbound right turn lane at the Lynn-Turner Rd. project access. Transportation staff noted that, the proposed redevelopment of the gas station to the west of the subject project (PD 21-0507) is proposing to construct the same improvements on Turner and Ehrlich roads and are part of their required roadway improvements. If the improvements are not completed by others by the time of construction of subject project, the developer of the subject property will be required to construct the required turn lane.

1.5 Natural Resources/Environmental

The Environmental Protection Commission (EPC) reviewed this application and does not object, subject to conditions. The 0.57 acres of wetland impacts for the construction of a car wash were approved by the Executive Director of the EPC on January 29, 2021 (authorization expires January 29, 2026). Mitigation offered to compensate for the wetland impacts is a mitigation bank credit purchase from the Bullfrog Creek Mitigation Bank. The EPC has conditioned development of the site indicating that prior to any impacts taking place, staff of the EPC must receive documentation of the purchase of the credits from the Bullfrog Creek Mitigation Bank. EPC also indicated that the retention wall (along the west) reduces the amount of wetland impact by eliminating slope into the wetland. The EPC goal is to minimize the wetland impact so the agency encourages use of these walls.

1.6 Comprehensive Plan Consistency

The Planning Commission staff finds the proposed minor modification **consistent** with the Future of Hillsborough Comprehensive Plan.

1.7 Compatibility

The proposed change requested by this Minor Modification would not affect the integrity of the Planned Development. The site had received development approvals from the 80s for a restaurant, which is a more intense use. The area surrounding the site consists today of a variety of commercial uses for retail and services, which includes gas stations, drug stores, supermarket, restaurants, banks, shopping centers, offices, dry cleaners, etc. The proposed use is typically found in commercial corridors.

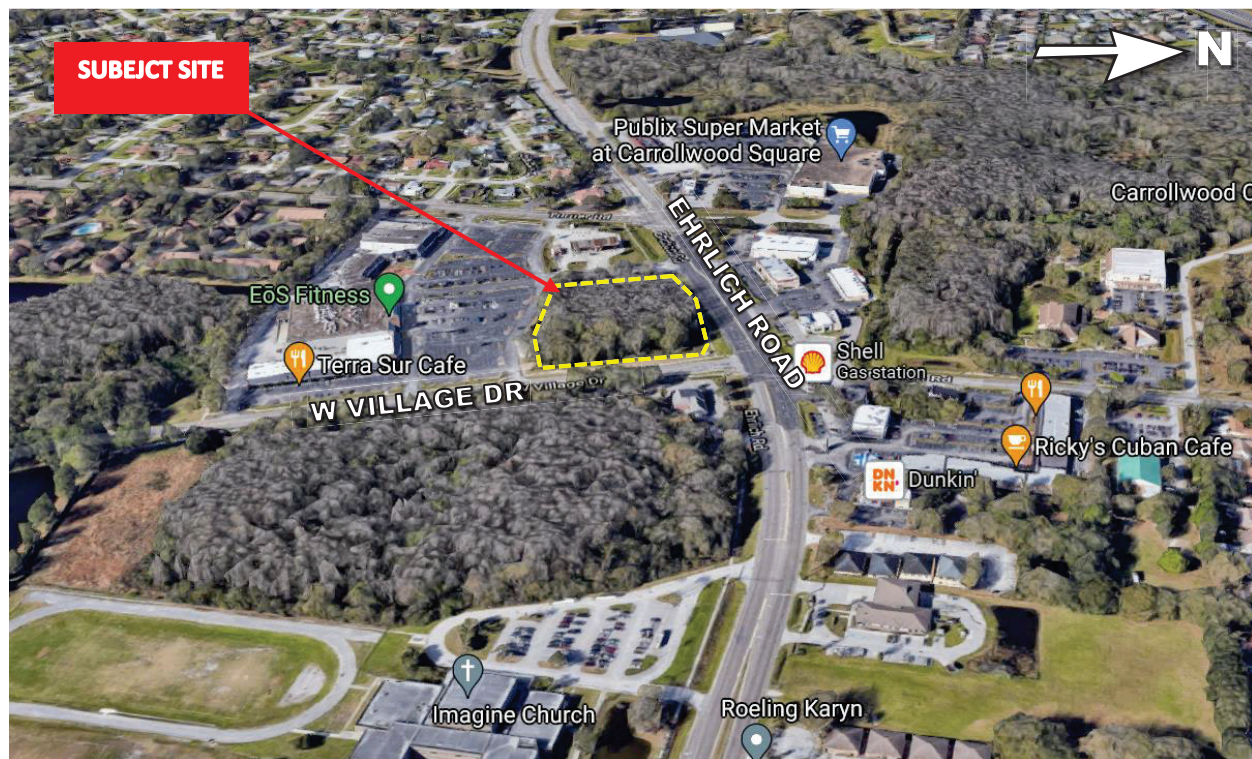


Figure 4 – Site Aerial

Development Services Department staff has received calls from concerned residents in the area. Traffic congestions in the intersection and the reduction of wetlands are some of the main concerns expressed by area residents. As part of this Minor Modification, the EPC has proposed conditions after review and approval of the wetland impact. The proposed carwash facility received approval by the EPC and a conservation easement will be required over the remaining 1.47 acres of wetland. Additionally, the developer will be required to improve adjacent roadways by providing turn lanes to the site.

The FAR of the site would be 0.11, below the maximum of 0.25 contemplated in the Future Land Use, and also below 0.20 which is the maximum found in Commercial General or Neighborhood districts. In addition, the increase of commercial space does not affect the maximum FAR for the overall PD district Future Land Use designation, and leaves available entitlements, as evaluated by Planning Commission staff.

Development of the site will be consistent with the surrounding commercial pattern in the area. Buffers and setbacks will be comparable with nearby development and landscaping will be in accordance with the Land Development Code. The location of the project is within an outparcel of an established shopping center and commercial corridor. Based on these considerations, staff recommends approval with conditions.

1.7 Agency Comments

No objections were received from reviewing agencies.

1.8 Exhibits

Exhibit 1: Aerial Map

Exhibit 2: Existing Certified Site Plan PD 74-0004

Exhibit 3: Proposed PRS Plan (PRS 21-0357)

2.0 Recommendation

Staff recommends approval, subject to the following conditions.

2.1 Recommended Conditions of Approval

APPROVAL -

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted ~~April 11, 2017~~ May 13, 2021.

The following conditions shall apply only to that portion of the parcel identified with folio number 18906.2000 as depicted on the general site plan received May 28, 2004.

1. The site shall be restricted to the following uses:

- 56 townhomes
- 50 condominiums
- A golf and country club, including the following structures:

2,200 square foot tennis pro shop eight (8) tennis courts

21,000 square foot clubhouse

2,200 square foot snack bar with restrooms

5,000 square foot "spa" facility including lockers, restrooms and grill room

6,000 square foot pool with additional decking

1,000 square foot splash pool with additional decking

450 parking spaces

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

1.1. Existing properly permitted sign(s) may remain; however, modification of signage that requires permitting through Hillsborough County will require the signage to be subject to Condition 1.

2. Development standards shall be as follows:

- Townhomes-maximum height-31 feet not to exceed two stories. Otherwise, the development standards shall be those of the RMC-16 zoning district.
- Condominiums-maximum height -40 feet not to exceed three stories. Otherwise, the development standards shall be those of the RMC-20 zoning district.
- Country Club-maximum height of the Club House shall be 40 feet not to exceed one (1) story. With the exception of maximum height and FAR, development standards shall be

those of the CG zoning district.

3. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
4. Prior to concurrency approval, the developer shall provide a traffic analysis, signed by a professional engineer, showing the length of the left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to Florida Department of Transportation (FDOT) and/or Hillsborough County standards. For the existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than at a length of the existing turn lane, then the developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions. The developer, consistent with requirements of the Land Development Code, shall construct the following access related turn lanes:
 - Add additional westbound left turn lane storage on North Village Drive at Clubhouse Drive
 - If warranted, provide a northbound left turn on Club House Drive at North Village Drive.
5. If warranted to meet concurrency, the developer shall construct roadway improvements on southbound Dale Mabry Highway between North Village Drive and South Village Drive. The improvements shall consist of additional pavement to reduce the number of acceleration and deceleration movements along southbound Dale Mabry Highway. The improvements will provide for a continuous southbound right turn on Dale Mabry Highway. This improvement will add capacity to the roadway and improved the overall safety of the roadway.
6. The developer shall reconstruct and realign Club House Drive to bring the substandard roadway up to County standards. The one-way portion of the roadway shall also be constructed to County standards to include sidewalks and, if required by the Technical Manual, bicycle lanes.
7. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.
8. During the Site Review/Subdivision Review process, the submitted preliminary plan shall identify the location of Grand Oaks on the site and display design efforts to avoid the removal of those Grand Oaks. The location of buildings, parking, retention, and drive aisles may be adjusted to avoid the removal of Grand Oaks. Although the location of buildings, parking retention and drive aisles may be adjusted to avoid the removal of Grand Oaks, the relationship of the location of the three (3) story condominium building to the perimeter property line shall remain buffered by the two (2) story townhome structures.

The following conditions shall apply to the parcel modified through PRS 05-0051 with folio number 19387.5100 and as depicted on the general site development plan received on October 13, 2004.

9. The project shall be permitted a maximum of 198,247 square feet of floor space for big box retail development, with accessory open storage as shown on the general site plan, and/or CG uses.
 - 9.1 The project shall be permitted 2 outparcels, as shown on the site plan, containing a maximum total of 20,000 square feet.
10. Unless otherwise specified herein, the site shall be developed in accordance with CI (Commercial, Intensive) zoning district standards as well as the Large Scale Retail Development design standards of the Land Development Code, if applicable.
 - 10.1 Parking for the big box retail use shall be located as generally shown on the site plan. No parking areas shall be required to be located in the functional side and/or rear yards.
 - 10.2 Screening and landscaping of the outdoor storage and loading area shall be in accordance with the LDC and the Large Scale Retail Development design standards.
 - 10.3 One (1) seasonal display area shall be permitted within the parking area as shown on the site plan. Seasonal displays shall be permitted a maximum of 4 times per year not to exceed 60 days per event.
 - 10.4. A ten-foot buffer with foundation landscaping shall not be required along the northern building facade adjacent to the existing wetland area.
11. Maximum building height for the big box retail use shall be 35 feet. However, the maximum height may be increased to 50 feet to accommodate an architectural entry feature. The big box retail use shall not be subject to the increased building setback for buildings over 20 feet in height.
12. The outdoor display and sales area shall be designed in accordance with the standards for Large Scale Retail Development as found in the Land Development Code unless otherwise specified herein. The outdoor display and/or garden center shall be permitted a maximum of five (5) entryways. Each entryway shall be a maximum of 9 feet wide. The garden center/outdoor display area shall also be permitted one (1) loading area a maximum of 30 feet in width. Said loading area shall not be subject to the screening standards for loading/service areas in big box retail developments.
13. The use of forklifts and/or the parking of delivery trucks shall not be permitted at the rear of the building (adjacent to Orange Grove Drive) between the hours of 10:00pm and 6:00am.
14. Outdoor loudspeakers shall not be permitted.
15. The developer shall provide a six (6) foot masonry wall along the eastern and southern property boundary. The wall shall extend along the southern boundary from the southeast corner of the site to the easternmost access drive that is shown on the site plan. Said wall shall be shown on the site plan prior to Certification.
16. A 30-foot buffer shall be provided along the eastern project boundary. The width of the buffer may be reduced to provide additional right-of-way on Orange Grove Drive if required by

- Hillsborough County. The buffer area shall be shown on the site plan prior to Certification.
17. Within the 30-foot buffer area along Orange Grove Drive, the developer shall provide a continuous row of trees planted on 30-foot centers to be planted on the exterior side of the required buffer wall. The trees shall consist of those trees approved for screening for incompatible land uses per the Land Development Code and shall be a minimum height of 10 feet at time of planting.
- 17.1 The existing pine trees shall be retained along Orange Grove Drive unless otherwise approved for removal by the Natural Resource Section of Planning and Growth Management and may be utilized to meet the screening requirements above subject to review and approval by the Planning and Growth Management.
- 17.2 Creeping Fig shall also be planted on the exterior side of the buffer wall along Orange Grove Drive.
- 17.3 All required landscape buffering shall be maintained in accordance with the requirements of the Land Development Code.
18. Prior to the issuance of a Certificate of Occupancy, all invasive trees or vegetation shall be removed from the existing stormwater retention area that is located on the subject property, subject to review and approval from all applicable reviewing agencies.
19. Prior to Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes listed below needed to serve development traffic. The turn lanes shall be constructed to FDOT and/or Hillsborough County Standards, where feasible. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the developer shall extend the turn lanes by the necessary queue storage length while maintaining the proper taper and braking distance lengths. All exceptions shall be approved by the Planning and Growth Management and Public Works Department. The developer shall, at the request of Hillsborough County, make a cash contribution to Hillsborough County equal to the value of the improvements listed below. The money shall be utilized for improvements identified from a study by Hillsborough County of traffic in the area of Carrollwood and Carrollwood Village, inclusive of the area from Casey Road to Orange Grove Drive.
- 19.1 Southbound right turn lane on Orange Grove at Stall Road;
- 19.2 Northbound left turn lane on Stall Road at Orange Grove Drive;
- 19.3 Eastbound left turn lane on Stall Road at Orange Grove Drive;
- 19.4 Continuous two-way left turn lane on Stall Road from Dale Mabry Hwy to Orange Grove Drive.
20. The parking ratio for the Lowes development shall be permitted to be provided at a ratio of 3.5 spaces per 1,000 square feet development. If another big box development other than a Lowes

Home Center is to be constructed, than the developer shall meet all existing parking requirements. For all other developments, including the proposed outparcels, the developer shall meet the parking standards of the LDC.

21. The developer shall close the existing easternmost driveway on Stall Road.
 - 21.1 The easternmost driveway as shown on the general development plan shall be limited to left in/right out.
 - 21.2 At the westernmost driveway on Stall Road, the developer shall construct a raised concrete curb from Stall Road north for an approximate distance of 250 feet along the eastern side of the internal circulation roadway.
22. The developer shall provide a paved pedestrian connection from Dale Mabry Hwy. and Stall Road to the big box entrance in accordance with the Large Scale Retail Development design standards of the Land Development Code.
23. Billboards, pole signs, banners, and pennants shall be prohibited.
24. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.

The following conditions shall apply to folios 18906.2000, folio 19387.5100 and 18956.0880

25. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
26. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

The following conditions shall apply to folio number 18956.0880

27. The parcel shall be permitted a community garden/park with facilities/uses consistent with the Graphic Design submitted on June 17, 2009. The graphic design shall be included on the revised General Development Plan submitted for certification.
28. A 20 foot landscape buffer with plantings consistent with those provided on the Graphic Design shall be provided on the eastern and southeastern boundary in the location shown on the Graphic Design.
29. The site plan to be certified shall have the General Plan labeled as page 1 and the graphic design shall be labeled as page 2.

APPLICATION: PRS 21-0357

ZHM HEARING DATE: N/A

BOCC MEETING DATE: July 20, 2021

CASE REVIEWER: Israel Monsanto

The following conditions shall apply to folio number 18956.0880, as identified on the General Site Plan submitted for PRS 17-0720:

30. The parcel shall be permitted a community park and shall be generally located as depicted in the submitted General Site Plan.
31. The community park shall be buffered and screened from the wastewater plant to the west and adjacent residential uses in accordance with the Land Development Code Section 6.06.06.
32. Within 90 days of approval by Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which confirms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LCD). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval and requirements of the LDC, said plan will be deemed invalid and certification of a revised plan will be required.

The following conditions shall apply to folio number 18960.0361, as identified on the General Site Plan submitted for PRS 21-0357:

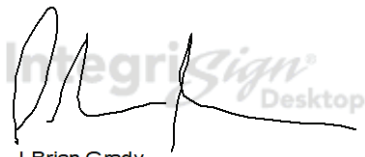
33. The property shall be limited to an Automated Car Wash facility within Parcel A, and shall be generally located as depicted in the submitted General Site Plan.
34. The land area of Parcel A shall be limited to 1.197 acres and its configuration shall be as shown in the General Site Plan. The area of the building shall be limited to 3,816 sq. ft.
35. A 10-foot landscaped buffer shall be maintained along street frontages. The buffer area along the south shall be permitted to be reduced to accommodate a required sidewalk. Grass, ground cover, mulch, shrubs, trees or other landscaping treatment shall be provided in the remainder of the buffer area, subject to Natural Resources review and approval.
36. A retention wall along the west of Parcel A shall be maintained. A 6-foot wide landscaped buffer area shall be provided between the wall and parking/driveway areas.
37. The site is within a Wellhead Resource Protection Area, subject to review and approval in accordance with the Land Development Code 3.05.00.
38. The 0.57 acres of wetland impacts for the construction of a car wash were approved by the Executive Director of the EPC on January 29, 2021 (authorization expires January 29, 2026). Mitigation offered to compensate for the wetland impacts is a mitigation bank credit purchase from the Bullfrog Creek Mitigation Bank. Prior to any impacts taking place, staff of the EPC must receive documentation of the purchase of the credits from the Bullfrog Creek Mitigation Bank. Under no circumstance may wetland impacts occur until EPC staff has received the documentation of the purchase of the credits.
39. A conservation easement is required over the remaining 1.47 acres of wetland.

40. Prior to the issuance of any building or land alteration permits or other development, the approved wetland line must be incorporated into the site plan. The wetland 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).
41. Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.
42. If PRS 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Administrative Variance will waive the minimum driveway length of 150 ft required by Section 6.04.04.A. of the LDC for the project driveway connection to the adjacent shopping center internal access at West Village Drive. The driveway length will remain 112 ft.
43. If PRS 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Design Exception (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Design Exception will limit improvements to replacement of the existing 4ft wide sidewalk with a 5ft wide sidewalk on the south side of Ehrlich Road, from the project entrance on Ehrlich Rd. to the W. Village Dr., in lieu of the standard TS-6 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.04.03.L. of the LDC.
44. If PRS 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Design Exception (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Design Exception limit improvements to replacement of the existing 4ft wide sidewalk with a 5ft wide sidewalk on the west side of W. Village Dr., from the project's northern entrance W. Village Dr. to Ehrlich Rd., in lieu of the standard TS-4 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.04.03.L. of the LDC.
45. If PRS 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Design Exception (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Design Exception will waive the Lynn Turner Rd. substandard road improvements required by Section 6.02.07. of the LDC.
46. The developer shall construct a 120ft northbound right turn lane at the Lynn-Turner Rd. project access.
47. The developer shall construct internal pedestrian sidewalk stubouts to the adjacent gas station to the west, and shopping center to the south, of the project boundaries.
48. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

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

Staff's Recommendation: Approvable, Subject to Conditions

Zoning
Administrator

A handwritten signature in black ink, appearing to read 'J. Brian Grady', is written over a faint, light blue watermark that says 'IntegrSign Desktop'.

Sign-off: J. Brian Grady
Thu Jul 1 2021 13:30:44

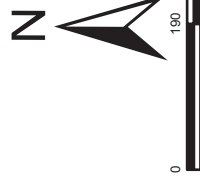


Immediate Aerial Zoning Map

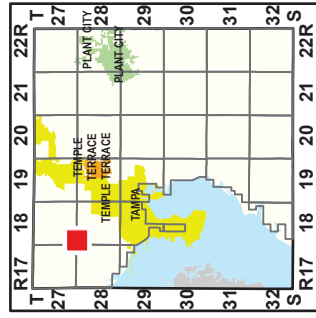
PRS 21-0357

Folio: 18960.0361

- Application Site
- Zoning Boundary
- Parcels



STR: 6-28-18



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map.

THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plans, and other public records; it has been based on BEST AVAILABLE data.

Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.

No.	Revised	Date
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GENERAL DEVELOPMENT PLAN
VISTA GARDENS
PREPARED FOR: VILLAGE INSTITUTE FOR SUSTAINABLE TECHNOLOGIES & AGRICULTURE

EXISTENTIAL
DESIGN
STUDIO

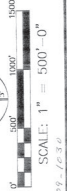
1000 N. 10th St., Suite 100
Tampa, FL 33602
(813) 241-0000
www.existentialdesign.com

For Review Only
Not for Construction
Not for Record
Not for Permitting
Not for Marketing
Not for Other Use

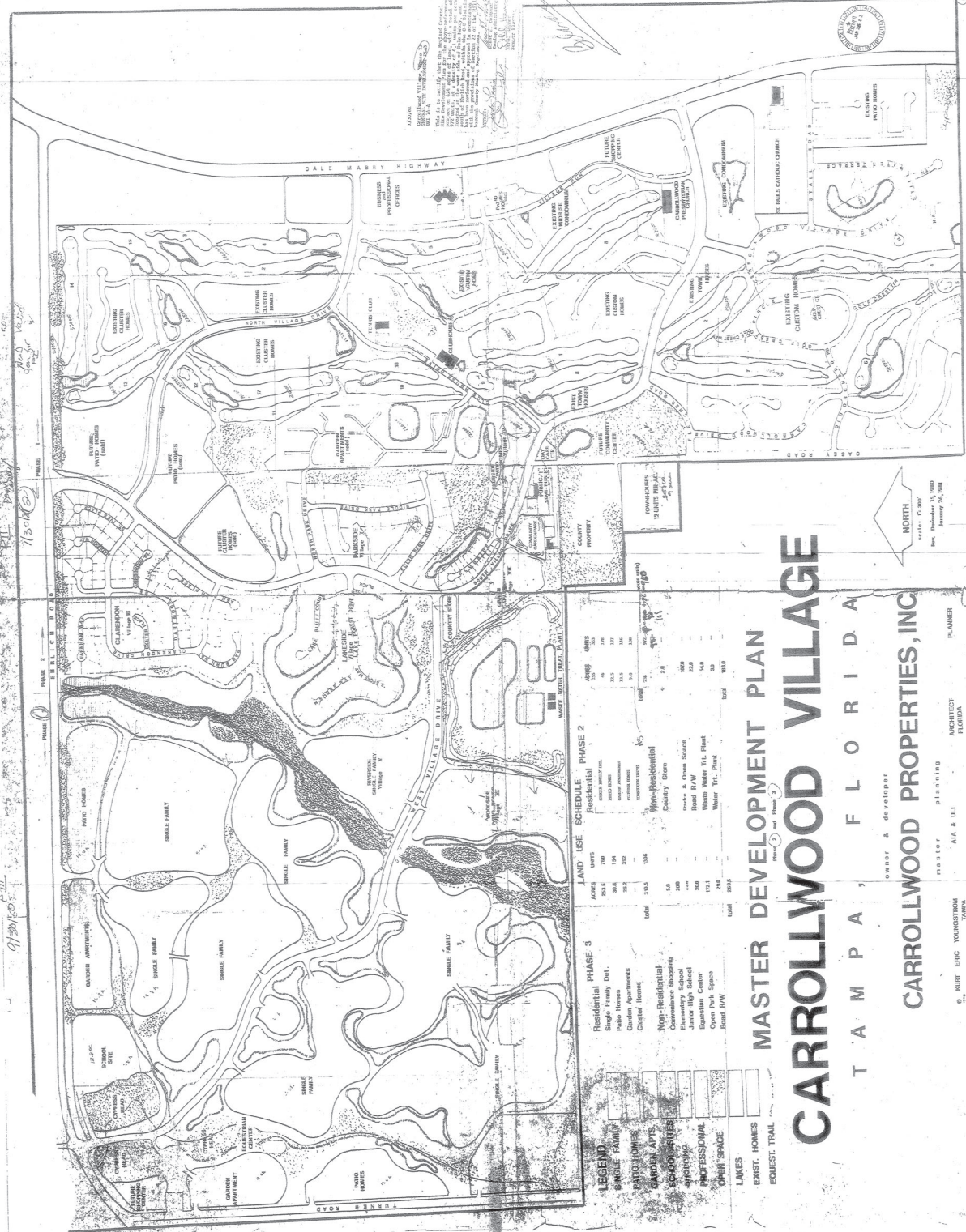
Scale: 1" = 500'-0"

09-0842

1 of 2



RECEIVED
SP 11 2005
PLANNING & GROWTH
MANAGEMENT



LAND USE SCHEDULE PHASE 2

AREA	UNITS	AVG. DENSITY	AVG. DENSITY
PHASE 2	150	150	150
PHASE 3	150	150	150
PHASE 4	150	150	150
PHASE 5	150	150	150
PHASE 6	150	150	150
PHASE 7	150	150	150
PHASE 8	150	150	150
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PHASE 99	150	150	150
PHASE 100	150	150	150

MASTER DEVELOPMENT PLAN

CARROLLWOOD VILLAGE

TAMPA, FLORIDA

CARROLLWOOD PROPERTIES, INC.

OWNER & DEVELOPER

ARCHITECT

PLANNER

DATE: 10/10/00

BY: KURT ERIC YOUNGSTRAM

LEGEND

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9	PHASE 10	PHASE 11	PHASE 12	PHASE 13	PHASE 14	PHASE 15	PHASE 16	PHASE 17	PHASE 18	PHASE 19	PHASE 20	PHASE 21	PHASE 22	PHASE 23	PHASE 24	PHASE 25	PHASE 26	PHASE 27	PHASE 28	PHASE 29	PHASE 30	PHASE 31	PHASE 32	PHASE 33	PHASE 34	PHASE 35	PHASE 36	PHASE 37	PHASE 38	PHASE 39	PHASE 40	PHASE 41	PHASE 42	PHASE 43	PHASE 44	PHASE 45	PHASE 46	PHASE 47	PHASE 48	PHASE 49	PHASE 50	PHASE 51	PHASE 52	PHASE 53	PHASE 54	PHASE 55	PHASE 56	PHASE 57	PHASE 58	PHASE 59	PHASE 60	PHASE 61	PHASE 62	PHASE 63	PHASE 64	PHASE 65	PHASE 66	PHASE 67	PHASE 68	PHASE 69	PHASE 70	PHASE 71	PHASE 72	PHASE 73	PHASE 74	PHASE 75	PHASE 76	PHASE 77	PHASE 78	PHASE 79	PHASE 80	PHASE 81	PHASE 82	PHASE 83	PHASE 84	PHASE 85	PHASE 86	PHASE 87	PHASE 88	PHASE 89	PHASE 90	PHASE 91	PHASE 92	PHASE 93	PHASE 94	PHASE 95	PHASE 96	PHASE 97	PHASE 98	PHASE 99	PHASE 100
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CIVIL ENGINEER 	HUTTON 736 CHERRY STREET CHATTANOOGA, TN 37402	DEVELOPER PD MINOR MODIFICATION SW EHRICH ROAD & WEST VILLAGE DRIVE TAMPA, FL 33624	EXHIBIT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 7
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CARROLLWOOD VILLAGE

PD 74-0004

SWC OF EHRLICH RD & W VILLAGE DR
HILLSBOROUGH COUNTY, FLORIDA

SITE DATA

TOWN NUMBER:	19960.0361	
PARCEL A:	1.197 ACRES	
PARCEL A1:	1.721 ACRES	
SITE AREA:	2918 ACRES	
WETLAND:	2.03 ACRES	
WATER	0.00 ACRES	
UPLAND	0.81 ACRES	
USE DESIGNATION:	R-4	
LOT COVERAGE	2918 AC	
TOTAL AREA	3,816 SF	
BUILDING AREA		
BUILDING SETBACKS:		
PER LOT ZONING REGULATIONS		
PARKING REQUIREMENTS:		
PER LOT ZONING REGULATIONS		

DEVELOPMENT NOTES

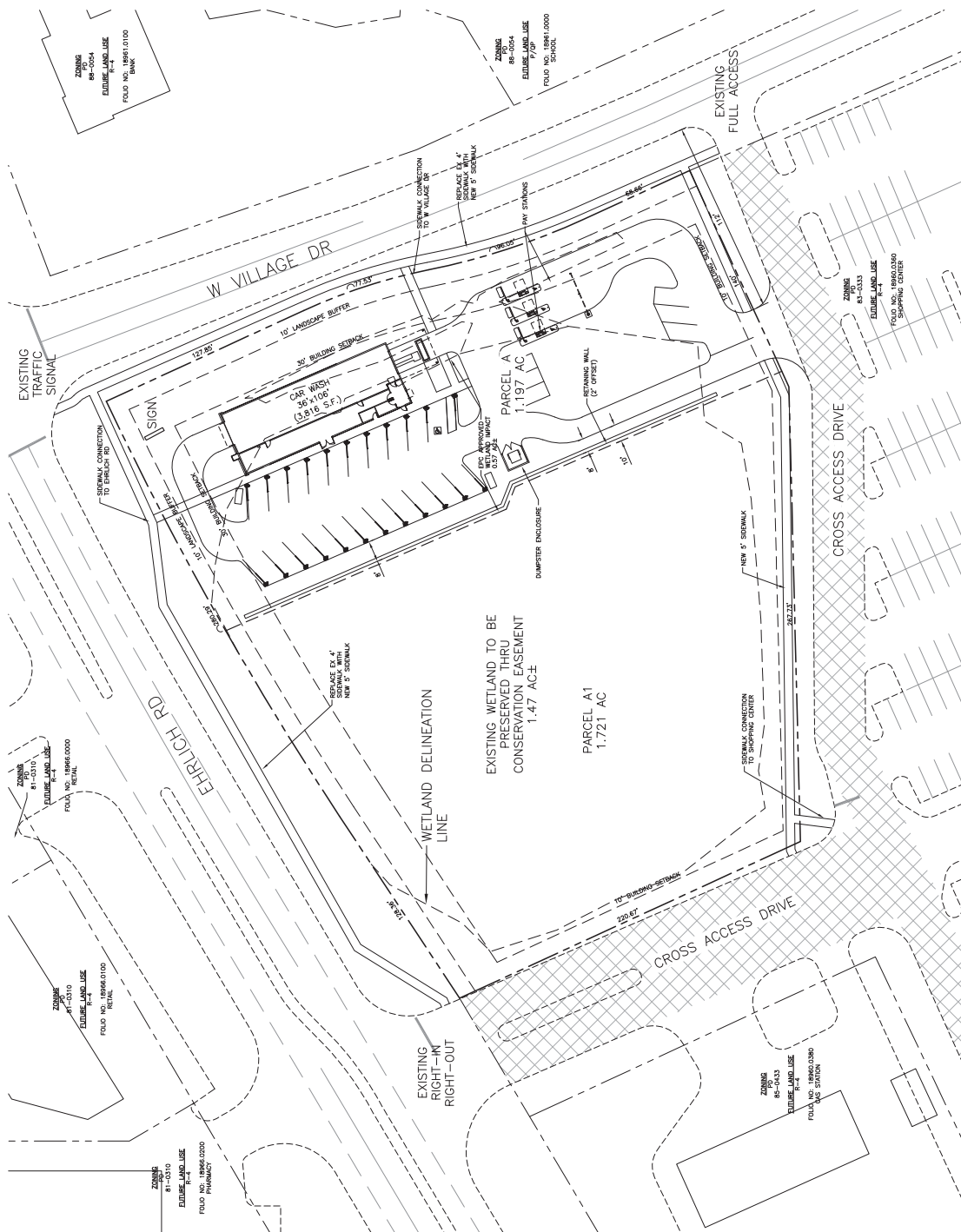
USE SHALL BE LIMITED TO A CAR WASH AS DEFINED IN THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC). DEVELOPMENT SHALL COMPLY WITH THE DEVELOPMENT STANDARDS AS DEFINED IN THE LDC FOR LOG USES.

LEGAL DESCRIPTION

PARCELS A AND A1 OF A "AS-BUILT" SURVEY FOR WEST VILLAGE COMMONS, LAST UPDATED 9/30/1998, LYING IN THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 28 SOUTH, RANGE 18 EAST, HILLSBOROUGH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

[illegible]

CONTAINING 2.918 ACRES MORE OR LESS. (127,116 SQUARE FEET)

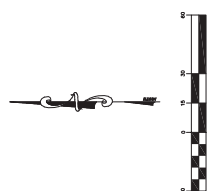


REVISIONS	
1	
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SHEET NAME:
GENERAL SITE
DEVELOPMENT PLAN

DATE:	03/30/2021
DRAWN BY:	JDS
CHECKED BY:	BMB

SHEET NUMBER:
2 OF 2



**CURRENTLY
APPROVED**

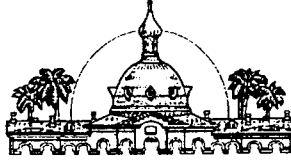
HILLSBOROUGH COUNTY

Florida

Office of the County Administrator
Daniel A. Kleman

BOARD OF COUNTY COMMISSIONERS

Phyllis Busansky
Joe Chillura
Lydia Miller
Jim Norman
Jan Platt
Ed Turanchik
Sandra Wilson



Senior Assistant County Administrator
Patricia Bean

Assistant County Administrators
Edwin Hunzeker
Cretta Johnson
Jimmie Keel
Robert Taylor

March 27, 1996

Adult Care Management Corp.
311 Park Place Blvd.
Suite 225
Clearwater FL 34619

RE: PETITION NO. MM 95-0348-CW

Dear Applicant:

At the regularly scheduled public meeting on March 26, 1996, the Board of County Commissioners granted your request for a Major Modification to PD-MU 74-4, with the attached amended final conditions.

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

To comply with this requirement, please complete and submit the enclosed application for General Site Plan Review Certification to the Permit Services Center, 19th floor of the County Center, 601 E. Kennedy. For information concerning the certification process, please contact Rosa Suescun at 272-5920.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact me at 272-5920.

Sincerely,

Paula M. Harvey
Manager, Code Administration
PLANNING AND DEVELOPMENT
MANAGEMENT DEPARTMENT

xc: File PD-MU 74-4

**AMENDED
FINAL CONDITIONS
OF APPROVAL**

**PETITION NUMBER:
BOCC MEETING DATE:
DATE TYPED:**

**MM 95-0348-CW (74-4)
March 26, 1996
March 28, 1996**

Approval - Approval, subject to the conditions listed below, is based on site plan received December 1, 1995.

1. Permitted use of the site shall be limited to a Type "C" Community Residential Home, as defined by the Land Development Code, with a maximum of 100 bedrooms and a maximum of 120 placed residents.
2. Site development shall comply with PD-H standards of the Land Development Code.
3. The residential room portions of the proposed structure shall be no greater than 20 feet at the peak of the roof, and the center core of the structure shall not be greater than 25 feet at the peak of the roof.
4. The developer shall preserve two large oak trees located north of lots 19 & 20 unless deemed to be unhealthy or dangerous by a certified arborist and/or the County, provided such trees are not on Hillsborough County property.
5. Lighting for the parking area(s) shall be directed downward so as to shield the residential properties to the south. The maximum height of lighting fixtures shall be 20 feet. Vehicular canopies (i.e., carports) shall be prohibited in the parking area on the eastern portion of the property.
6. Trash pick-up shall be prohibited between the hours of 6:00 p.m. and 7:00 a.m.
7. Vendor deliveries shall be prohibited to the site between the hours of 4:30 p.m. to 9:00 a.m.
8. A maximum of 60 parking spaces shall be provided.
9. The kitchen exhaust fans shall be located on the east side of the structure above the service entrance directed toward the east.
10. The development shall utilize public water and wastewater service. The developer shall pay all costs for service delivery.
11. Buffering shall be provided on the north, east and western boundaries of the site in accordance with the requirements of the Land Development Code. Buffering along the souther property line shall be as shown on the General Site Plan dated December 1, 1995 and shall include:

A row of at least 22 *Quercus Laurifolia* (Laurel Oak) trees, which are not less than 12 feet in height, a minimum of 4-inch caliper, and spaced not more than 20 feet apart at time of planting, and a continuous hedge of evergreen shrubs planted within the four foot high grassed berm to achieve a minimum height of six feet and 75 percent opacity at the time of installation.

**AMENDED
FINAL CONDITIONS
OF APPROVAL**

**PETITION NUMBER:
BOCC MEETING DATE:
DATE TYPED:**

**MM 95-0348-CW (74-4)
March 26, 1996
March 28, 1996**

12. The general design, location and number of the access point(s) may be as shown on the General Site Plan, but shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 3.10). The design and construction of curb cuts are subject to approval by the Hillsborough County Engineering Department and/or the Florida Department of Transportation (see Rules of the Department of Transportation, Chapter 14-97), if applicable. Final design, if approved by Hillsborough County Engineering and/or the Florida Department of Transportation may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s) (see Land Development Code 3.10.3.2.8).
13. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
14. Within ninety days of approval of RZ 95-0348-CW by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Development Management Department a revised General Development Plan for certification reflecting all the conditions outlined above.
15. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 5/17/2021

REVISED: 6/17/2021

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: GCN/Northwest

PETITION NO: PRS 21-0357

- ☐ 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.

REPORT SUMMARY AND CONCLUSIONS

- The proposed project is anticipated to increase the maximum trip generation potential of the subject property (by 24 average daily trips, 33 a.m. peak hour trips, and 44 p.m. peak hour trips).
- The project driveway length at W. Village Dr. is substandard. The applicant requested a Section 6.04.02.B. Administrative Variance from Section 6.04.04.A. requirement to meet minimum driveway length, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Administrative Variance, upon which the developer will not be required to meet the minimum driveway length for the driveway connection at W. Village Dr.
- West Village Dr. is a substandard collector roadway. The applicant requested a Section 6.04.02.B. Design Exception from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards set forth in the Hillsborough County Transportation County Technical Manual, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Design Exception, upon which the developer will replace the existing 4ft wide sidewalk with a 5ft wide sidewalk between the project's northern entrance on W. Village Dr. to Ehrlich Rd.
- Ehrlich Rd. is a substandard arterial roadway. The applicant requested a Section 6.04.02.B. Design Exception from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards set forth in the Hillsborough County Transportation County Technical Manual, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Design Exception, upon which the developer will replace the existing 4ft wide sidewalk with a 5ft wide sidewalk between the project entrance on Ehrlich Rd. to W. Village Dr.
- Lynn-Turner Rd. is a substandard arterial roadway. The applicant requested a Section 6.04.02.B. Design Exception from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards set forth in the Hillsborough County Transportation County Technical Manual, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Design Exception, upon which the developer will not be required to make improvements to Lynn-Turner Rd.
- A northbound right turn lane at the project access on Lynn-Turner Rd. shall be required.
- Pedestrian access connection to the surrounding PD sites are required by Section 6.04.03.Q. of the LDC.
- Transportation Review Section staff has no objection to the proposed request, subject to the conditions of approval provided hereinbelow.

CONDITIONS OF APPROVAL

1. If PD 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Administrative Variance will waive the minimum driveway length of 150 ft required by Section 6.04.04.A. of the LDC for the project driveway connection to the adjacent shopping center internal access at West Village Drive. The driveway length will remain 112 ft.
2. If PD 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Design Exception (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Design Exception will limit improvements to replacement of the existing 4ft wide sidewalk with a 5ft wide sidewalk on the south side of Ehrlich Road, from the project entrance on Ehrlich Rd. to the W. Village Dr., in lieu of the standard TS-6 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.04.03.L. of the LDC.
3. If PD 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Design Exception (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Design Exception limit improvements to replacement of the existing 4ft wide sidewalk with a 5ft wide sidewalk on the west side of W. Village Dr., from the project's northern entrance W. Village Dr. to Ehrlich Rd., in lieu of the standard TS-4 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.04.03.L. of the LDC.
4. If PD 21-0357 is approved, the County Engineer will approve a Section 6.04.02. Design Exception (dated April 26, 2021) which was found approvable by the County Engineer (on May 12, 2021). Approval of this Design Exception will waive the Lynn Turner Rd. substandard road improvements required by Section 6.02.07. of the LDC.
5. The developer shall construct a 120ft northbound right turn lane at the Lynn-Turner Rd. project access.
6. The developer shall construct internal pedestrian sidewalk stubouts to the adjacent gas station to the west, and shopping center to the south, of the project boundaries.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification to PD 74-0004 to modify the boundaries of the existing Outparcel A and develop a self-service/automated car wash. The subject property totals +/- 2.92 acres. The original PD allows for a 2,400-sf sit-down restaurant.

As provided for in the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis to support the proposed use. Staff has prepared a comparison of the potential trips generated by development permitted, based upon the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, under the existing and proposed zoning designations utilizing a generalized worst-case scenario.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 2,400-sf. Fast Casual Restaurant (ITE Code 930)	756	5	34

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 3,816 s.f. Automated Carwash (ITE 948)	780*	38*	78

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 24	(+) 33	(+) 44

*Note: Above table reports gross project trips. * Estimated. ITE does not provide 24 Hour or AM Peak trip generation for the proposed use.*

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site fronts Ehrlich Rd. and West Village Dr.; and has access Lynn Turner Rd. through the adjacent shopping center.

Ehrlich Rd. is a publicly maintained 4-lane, divided, substandard arterial roadway characterized by +/- 11-foot wide travel lanes in average condition. The roadway lies within a +/- 154-foot wide right-of-way along the project's frontage. There are bicycle facilities present on Ehrlich Rd. There are +/- 4 and 6-foot wide sidewalks along Ehrlich. in the vicinity of the proposed project.

Lynn-Turner Rd. is a publicly maintained 2-lane, undivided, substandard arterial roadway characterized by +/- 11-foot wide travel lanes in average condition. The roadway lies within a +/- 80-foot wide right-of-way along the project's frontage. There are no bicycle facilities present on Lynn-Turner Rd. There are +/- 4-foot wide sidewalks along Ehrlich. in the vicinity of the proposed project. Note, that the subject site has access to Lynn Turner Rd. through the adjacent shopping center internal driveway access road but does not have frontage along the roadway.

West Village Dr. is a publicly maintained 2-lane, undivided, substandard collector roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a +/- 82-foot wide right-of-way. There are +/- 4-foot wide sidewalks and 2-foot paved shoulders along West Village Dr. in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The project has access connections through the adjacent shopping center internal driveways to Ehrlich Rd., West Village Dr. and Lynn-Turner Rd. The access to Ehrlich Rd. is limited to right-in/right-out. The northern access to West Village Dr. as well as the northern access to Lynn Turner Rd. are full access connections.

The applicant's access management study evaluated the project's impact and the impact of the proposed redevelopment of the adjacent gas station (MM21-0507) at Ehrlich Rd. and Lynn Turner Rd.. While the study recommends right turn lanes at the project access on Ehrlich Rd. and Lynn-Turner Rd., the eastbound right turn lane at the Ehrlich Rd. access is not triggered by the subject project and; therefore, not required to be constructed as a result of the proposed PD modification. However, the northbound right turn lane at the access on Lynn Turner Rd. shall be required as a result of the access driveway does not meet the minimum driveway length of 150 feet. (The turn lane will serve to accommodate any incidental queuing into the shopping center that may result from the PD modification.) Note, the proposed redevelopment of the gas station to the west of the subject project (MM 21-0507) is proposing to construct both turn lanes are part of their required roadway improvements. If the right turn lane at the Lynn Turner access is not completed by others by the time of construction of this project, the applicant will be required to construct the required turn lane.

Per Section 6.04.03.Q. of the LDC, pedestrian access is required to the adjacent shopping center and gas station outparcel parcel to west of the project. The applicant is showing pedestrian connections on the PD site plan. It is critical to provide ADA compliant pedestrian connections and crossing ramps to the southwest corner of the project to align and connect with future sidewalks along the perimeter of the gas station outparcel and stubout to the shopping center within the parent parcel of the subject Planned Development (PD 74-0004).

REQUESTED ADMINISTRATIVE VARIANCE #1, WEST VILLAGE DRIVE DRIVEWAY

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated April 26, 2021) from the Section 6.04.04.A. LDC requirement, governing minimum driveway length. Approval of this Administrative Variance will waive the minimum driveway length of 150 ft required by Section 6.04.04.A. of the LDC for the project driveway connection to the adjacent shopping center internal access at West Village Drive. The driveway length will remain at its current length of 112 ft. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on May 12, 2021. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

REQUESTED DESIGN EXCEPTION #1, EHRLICH ROAD

As Ehrlich Road is a substandard arterial roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Ehrlich Rd. (dated April 26, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on May 12, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-6 typical section (for 4-Lane, Divided, Urban Collector Roadways) consists of replacing the existing 4-foot wide sidewalk with a 5-foot sidewalk on the south side of the roadway the project frontage in lieu of the standard TS-6 design.

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

REQUESTED DESIGN EXCEPTION #2, WEST VILLAGE DRIVE

As West Village Dr. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Ehrlich Rd. (dated April 26, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on May 12, 2021). The deviations from the Hillsborough County TTM TS-4 typical section (for 2-Lane, Undivided, Urban Collector Roadways) consists of replacing the 4ft wide sidewalk with a 5ft wide sidewalk on the west side of W. Village Dr. along the project frontage in lieu of the standard TS-4 design.

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

REQUESTED DESIGN EXCEPTION #3, LYNN TURNER ROAD

As Lynn Turner Road is a substandard arterial roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Lynn Turner Rd. (dated April 26, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on May 12, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, Undivided, Urban Collector Roadways) include:

- The developer will construct a 7-foot wide buffered bike lane on the east side of the roadway; and,
- The developer will construct a northbound right turn lane to the project access point on Lynn Turner Rd.; and,
- Replace the existing 4-foot sidewalk along the project frontage on Lynn Turner Rd. with a 5-foot sidewalk.

Note, the proposed redevelopment of the gas station to the west of the subject project (MM 21-0507) is proposing to construct these same improvements are part of their required roadway improvements. If the improvements are not completed by others by the time of construction of subject project, the developer of the subject property will be required to construct the required turn lane.

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

ROADWAY LEVEL OF SERVICE

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Ehrlich Rd.	Lynn-Turner Rd.	Dale Mabry Hwy	D	C
Lynn-Turner Rd.	Gunn Hwy	Ehrlich Rd	E	F
West Village Blvd.	Ehrlich Rd	S. Village Dr.	D	C

Source: Hillsborough County 2019 Level of Service Report.



LINCKS & ASSOCIATES, INC.

April 26, 2021

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: West Village Car Wash
Folio Number: 18960.0361
PRS 21-0357
Lincks Project Number: 21069

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.04A of the Hillsborough County Land Development Code, which requires certain driveway length based on the size of the development. The developer proposes to modify the existing Planned Development (PD) to develop an outparcel within the existing West Village Commons Shopping Center for a car wash.

The West Village Commons Shopping Center has the following accesses:

- Three full accesses to Lynn-Turner Road
- Three full accesses to West Village Drive
- One right-in/right-out access to Ehrlich Road

No modification to the type or number of existing accesses is proposed with the development of the outparcel.

The request is to waive the requirement to provide the 150 feet of driveway length for the driveway connection for the car wash to the shopping center internal access drive and West Village Drive. This is graphically shown on the site plan included in the appendix of the letter. As shown on the site plan 112 feet of driveway length is to be provided.

The justification for the variance to the driveway length is as follows:

(a) there is an unreasonable burden on the applicant,

- 1) The existing West Village Shopping Center is approximately 122,000 square feet. The criteria in the LDC for the 150 feet of driveway length is for a Community Shopping Center between 100,000 square feet and 150,000 square feet. This center is on the lower end of the threshold. Below 100,000 square feet the driveway length is 50 feet.

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Mr. Mike Williams
April 26, 2021
Page 2

- 2) The LDC does not provide any allowance for a reduction in the driveway length based on the number of driveways serving the center. In this case, the West Village Shopping Center has 7 driveways to three separate roadways. This allows the distribution of traffic to the various driveways. Thus, reducing the potential queuing that may occur if there were fewer driveways.
- 3) As stated previously, the car wash is proposed to be an outparcel within the Shopping Center with limited frontage along the internal access drive due to wetlands to the west of the subject parcel. The subject access has been located as far to the west as possible to provide the maximum driveway length.
- 4) Table 1 enclosed with the letter provides the estimated queue for the existing plus project traffic with the proposed car wash. As shown in Table 1, the 95th percentile queue for the westbound movement on the access drive at West Village Drive is estimated to be 50 feet, which is less than the provided driveway length.

Based on the above it is our opinion the provided driveway length meets the intent of the LDC and it would be unreasonable to require the project to meet the driveway length in the LDC.

(b) the variance would not be detrimental to the public health, safety and welfare,

As shown in Table 1, the 95th percentile queue will not exceed the driveway length to be provided therefore, the proposed variance would not be detrimental to the public health, safety, and welfare.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only access for the proposed car wash is to the internal drive site.

Mr. Mike Williams
April 26, 2021
Page 3

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

Best Regards,



Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

_____ Disapproved

_____ Approved

If there are any further questions or you need clarification, please contact Charles White, AICP, PTP, or James Ratliff, AICP.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1

QUEUE DETERMINATION

<u>Location</u>	<u>Direction</u>	<u>Volume (1)</u>	<u>95th Percentile Queue Length (2)</u>
West Village Dr and Project Access	EB	136/143	50'

(1) Based on Peak Season plus Project Traffic from Access Management
 Analysis conducted by Lincks & Associates, Inc. dated April, 2021.

(2) Based on 95th Percentile Queue from HCS analysis:

AM: 1.3 x 25 = 32.5' Use 50'

PM: 1.3 x 25 = 32.5' Use 50'

APPENDIX



LINCKS & ASSOCIATES, INC.

21-0357

SITE PLAN



HILLSBOROUGH COUNTY LDC



LINCKS & ASSOCIATES, INC.

21-0357

Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
 - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
 - b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
 - c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be

installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

ACCESS MANAGEMENT ANALYSIS



LINCKS & ASSOCIATES, INC.

21-0357

ACCESS MANAGEMENT ANALYSIS

EHRLICH ROAD / WEST VILLAGE DRIVE CAR WASH

Prepared For

HUTTON COMPANY

Prepared By



*LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida*

ACCESS MANAGEMENT ANALYSIS

EHRlich RD / WEST VILLAGE DRIVE
CAR WASH

Prepared For

HUTTON COMPANY

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

April, 2021

Project No. 21069

Steven J. Henry, P.E.
P.E. No. 51555

Date



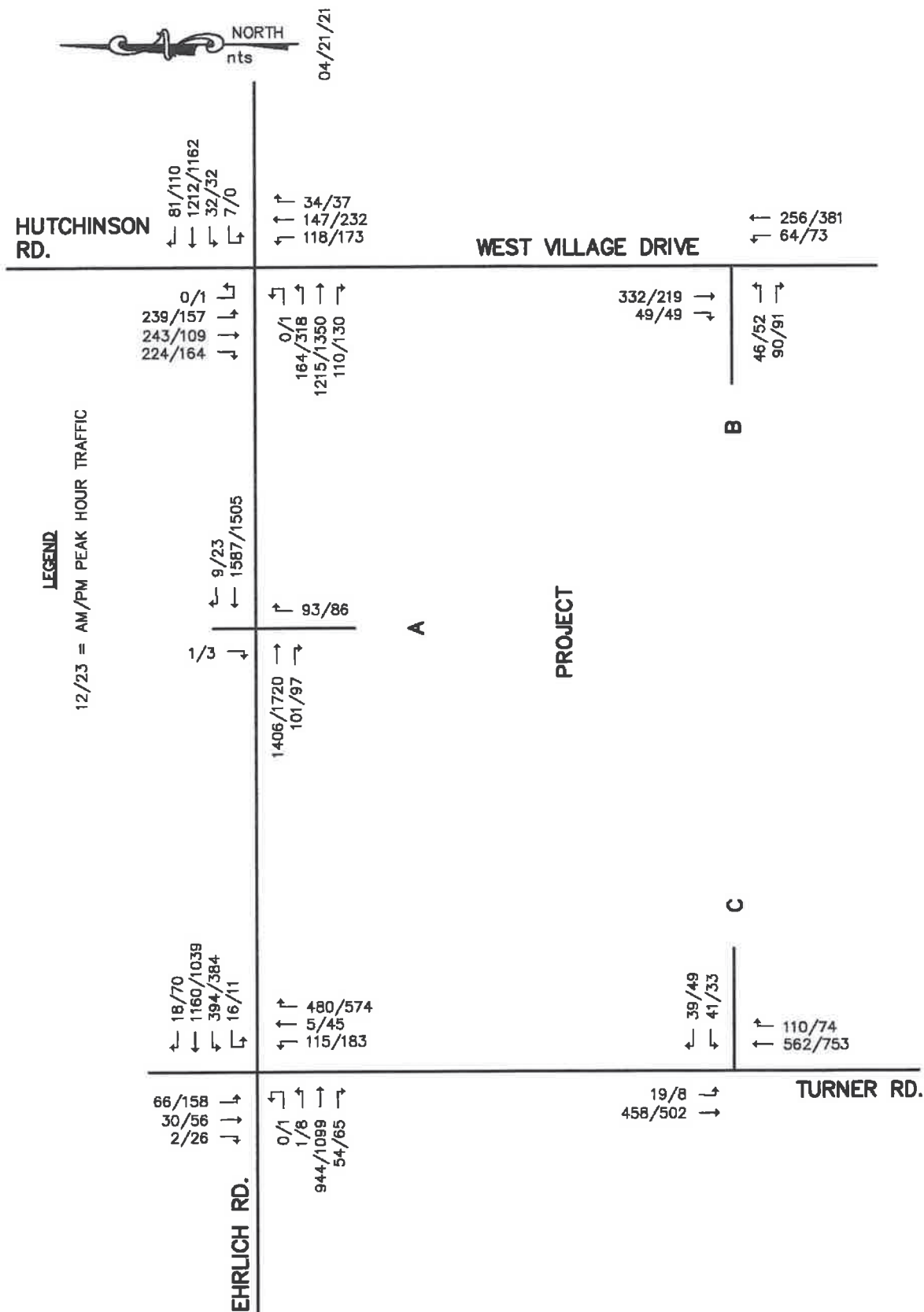


FIGURE 6
BACKGROUND PLUS
PROJECT TRAFFIC



HCS7 Two-Way Stop-Control Report

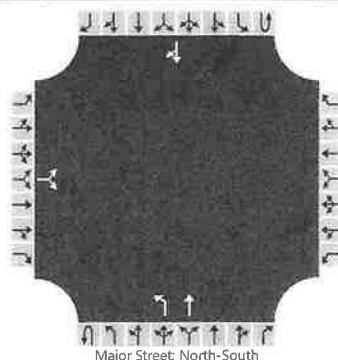
General Information

Analyst	
Agency/Co.	
Date Performed	2/20/2020
Analysis Year	2020
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Background Plus Project

Site Information

Intersection	
Jurisdiction	
East/West Street	Project Access B
North/South Street	West Village Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		46		90						64	256				332	49
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

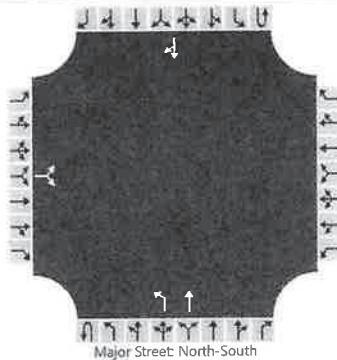
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			148							70						
Capacity, c (veh/h)			492							1139						
v/c Ratio			0.30							0.06						
95% Queue Length, Q ₉₅ (veh)			1.3							0.2						
Control Delay (s/veh)			15.4							8.4						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.4								1.7							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst				Intersection			
Agency/Co.				Jurisdiction			
Date Performed	2/20/2020			East/West Street		Project Access B	
Analysis Year	2020			North/South Street		West Village Drive	
Time Analyzed	PM Peak			Peak Hour Factor		0.92	
Intersection Orientation	North-South			Analysis Time Period (hrs)		0.25	
Project Description	Background Plus Project						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		52		91						73	381				219	49
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			155							79						
Capacity, c (veh/h)			504							1265						
v/c Ratio			0.31							0.06						
95% Queue Length, Q ₉₅ (veh)			1.3							0.2						
Control Delay (s/veh)			15.3							8.0						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.3								1.3							
Approach LOS	C															



LINCKS & ASSOCIATES, INC.

April 26, 2021

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: West Village Carwash
Folio Number: 18960.0361
PRS 21-0357
Lincks Project No. 21069

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development for Ehrlich Road from the project access to West Village Drive. The developer proposes to modify the existing Planned Development for the subject property to develop an outparcel for a car wash within the existing West Village Commons Shopping Center.

The existing West Village Commons Shopping Center has the following accesses:

- Three full accesses to Lynn-Turner Road
- Three full accesses to West Village Drive
- One right-in/right-out access to Ehrlich Road

No modification to the type or number of existing accesses is proposed with the development of the car wash.

According to the Hillsborough County Roadways Functional Classification Map, Ehrlich Road is classified as an arterial roadway. The subject site is within the Hillsborough County Urban Service Area.

Table 1 provides the trip generation for the proposed car wash. Based on the results of the Access Management Analysis, an eastbound right turn lane at the existing access to Ehrlich Road would not be warranted. However, with the redevelopment of the Circle K, an eastbound right turn lane is warranted at the existing project access on Ehrlich Road. Circle K proposes to construct the right turn lane.

The following individuals met on April 16, 2021 to discuss proposed project and Design Exception for Ehrlich Road:

- Mike Williams
- Sheida Tirado

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813 287 0674 Telefax
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21-0357

Mr. Mike Williams
April 26, 2021
Page 2

The request is for a Design Exception to TS-6 of the Hillsborough County Transportation Technical Manual for Ehrlich Road from the project access to West Village Drive, which is currently a four-lane roadway. The following exceptions are requested to accommodate the proposed project.

- 1) Bike Lanes – TS-6 has 7' buffered bike lanes. On the north side of Ehrlich Road, there are 5 foot bike lanes. The south side of the roadway is currently a rural section with 5 foot paved shoulder (bike lane).
- 2) Sidewalk – TS-6 has 5' sidewalk on both sides of the roadway. There are currently 6' sidewalk on the north side of Ehrlich Road and 4' sidewalk on the south side. In conjunction with the redevelopment of the Circle K, the 4' sidewalk is to be replaced with 5' sidewalk along the Circle K frontage. In addition, the 4' sidewalk from the project access to West Village Drive is proposed to be replaced with 5' sidewalk with the development of the car wash. Figure 1 illustrates the proposed typical section.

Based on the above, it is our opinion, the proposed improvements to Ehrlich Road mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
April 26, 2021
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555

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

_____ Disapproved

_____ Approved

If there are any further questions or you need clarification, please contact
Benjamin Kniesley, P.E. at (813) 307-1758

Sincerely,

Michael J. Williams
Hillsborough County Engineer

21-0357

TABLE 1
 ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends (2)</u>	<u>AM Peak Hour Trip Ends (3)</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Car Wash	948	1 Tunnel	780	19	19	38	39	39	78

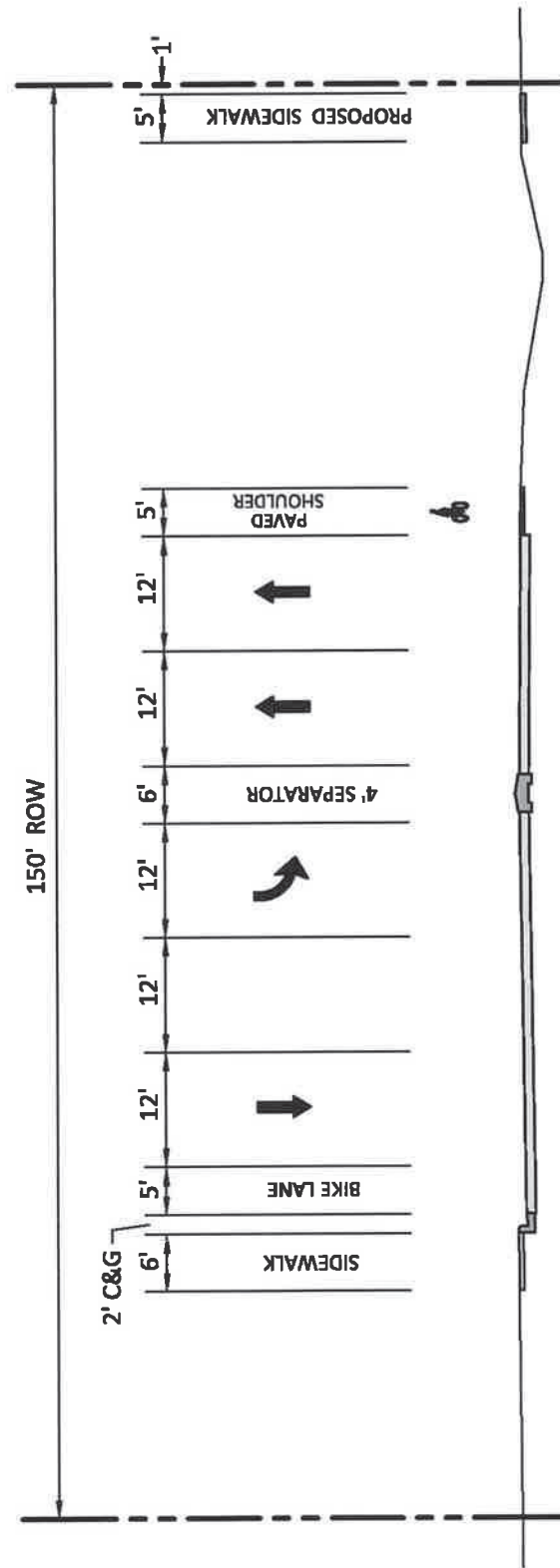
(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

(2) Daily Trip Ends - $78/0.10 = 780$

(3) AM Peak Hour Trip Ends:

In - $39/2 = 19$

Out - $39/2 = 19$



TYPICAL SECTION
EHRlich ROAD

FIGURE 1

APPENDIX



SITE PLAN



LINCKS & ASSOCIATES, INC.

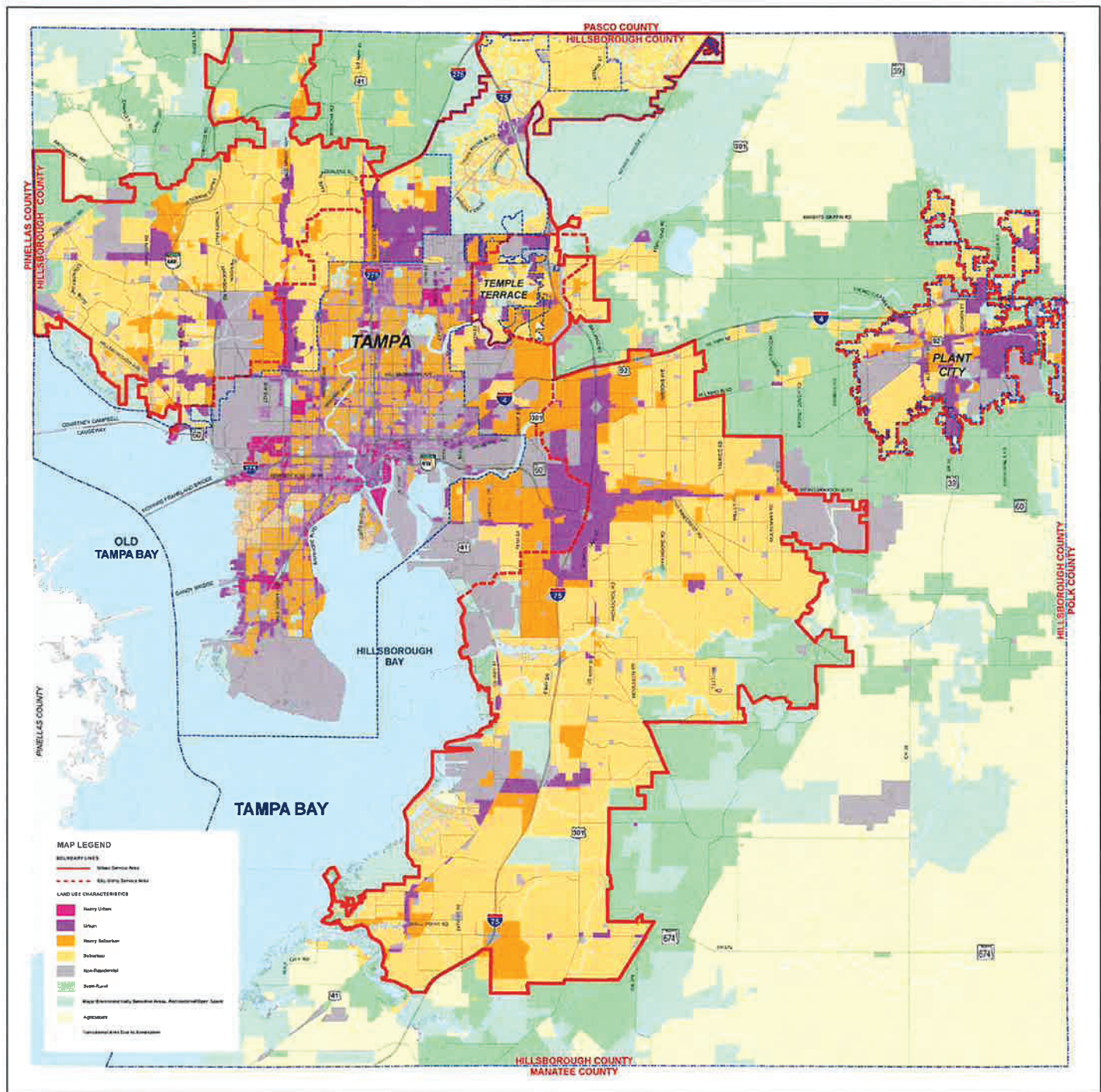
21-0357

HILLSBOROUGH COUTNY
ROADWAYS FUNCTIONAL CLASSIFICATION



HILLSBOROUGH COUTNY
URBAN SERVICE AREA





TS-6





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. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)



LINCKS & ASSOCIATES, INC.

April 26, 2021

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: West Village Car Wash
Folio Number: 18960.0361
PRS 21-0357
Lincks Project No. 21069

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development for Lynn Turner Road from the northern project access to Ehrlich Road. The developer proposes to modify the existing Planned Development for the subject property to develop an outparcel for a car wash within the existing West Village Commons Shopping Center.

The existing West Village Commons Shopping Center has the following accesses:

- Three full accesses to Lynn-Turner Road
- Three full accesses to West Village Drive
- One right-in/right-out access to Ehrlich Road

No modification to the type or number of existing accesses is proposed with the development of the car wash.

According to the Hillsborough County Roadways Functional Classification Map, Lynn-Turner Road is classified as an arterial roadway. The subject site is within the Hillsborough County Urban Service Area.

Table 1 provides the trip generation for the car wash. According to the Access Management Analysis for the redevelopment of the Circle K, a northbound right turn lane is warranted at the northern access on Lynn-Turner Road for the existing shopping center. Circle K proposes to construct the northbound right turn lane.

The following individuals met on April 16, 2021 to discuss proposed project and Design Exception for Lynn-Turner Road.

- Mike Williams
- Sheida Tirado

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21-0357

Mr. Mike Williams
April 26, 2021
Page 2

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Lynn-Turner Road from the northern project access to Ehrlich Road, which is currently a two-lane roadway. The following exceptions are requested to accommodate the proposed project.

- 1) Bike Lane – TS-4 has 7' buffered bike lanes. The existing road does not have bike lanes. The east side of the road is a rural roadway. In conjunction with the redevelopment of the Circle K, Circle K proposes to construct a northbound right turn lane on Lynn-Turner Road at the project access. The construction of the right turn lane will include a 7' buffered bike lane, as shown in Figure 1.
- 2) Sidewalk – TS-4 has sidewalk on both sides of the roadway. There are currently 4' sidewalk on both sides of Lynn-Turner Road. In conjunction with the redevelopment of the Circle K, Circle K proposes to replace the 4' sidewalk along the right turn lane and along the property frontage with a 5' sidewalk. This will then connect to the new 5' sidewalk on Ehrlich Road, to be constructed by Circle K.

Based on the above, it is our opinion, the proposed improvements to Lynn-Turner Road mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
April 26, 2021
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

_____ Disapproved

_____ Approved

If there are any further questions or you need clarification, please contact
Benjamin Kniesley, P.E. at (813) 307-1758

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
 ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends (2)</u>	<u>AM Peak Hour Trip Ends (3)</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Car Wash	948	1 Tunnel	780	19	19	38	39	39	78

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

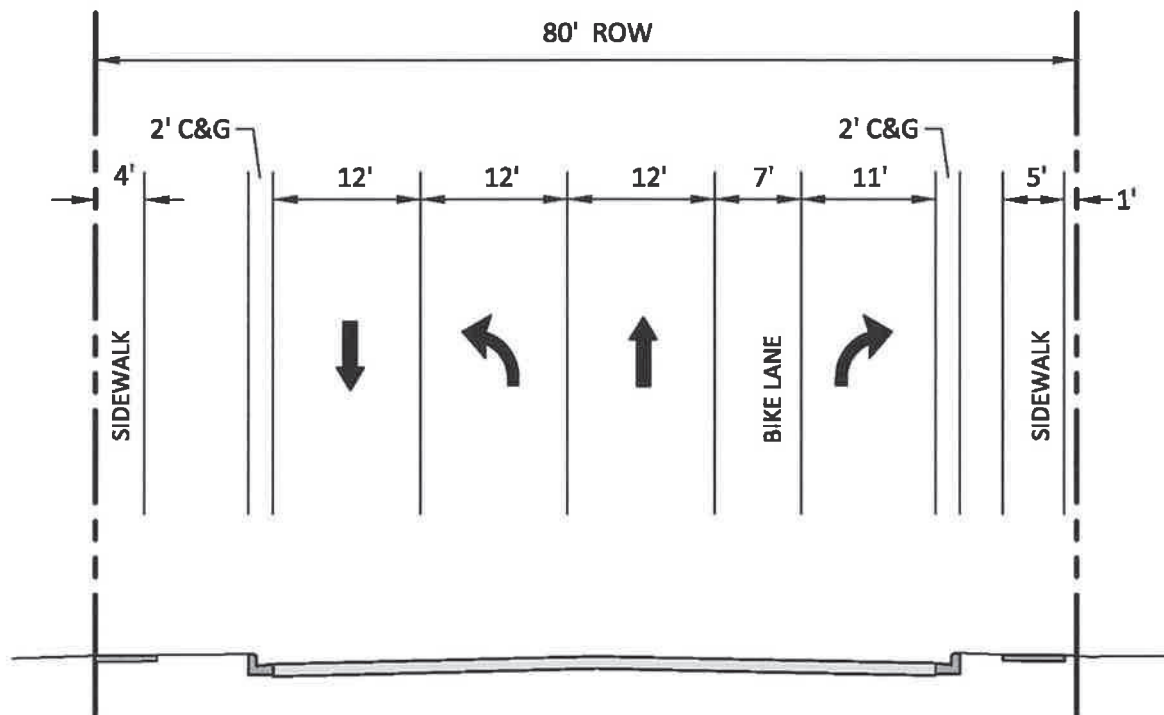
(2) Daily Trip Ends - $78/0.10 = 780$

(3) AM Peak Hour Trip Ends:

In - $39/2 = 19$

Out - $39/2 = 19$

Mr. Mike Williams
April 26, 2021
Page 5



TYPICAL SECTION
LYNN TURNER ROAD

FIGURE 1

APPENDIX



SITE PLAN



LINCKS & ASSOCIATES, INC.

21-0357

HILLSBOROUGH COUTNY
ROADWAYS FUNCTIONAL CLASSIFICATION



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications
Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

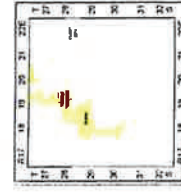
City Limits

The Hillsborough County Roadway Functional Map will be used in all matters relating to the Hillsborough County Land Development Code (LDC) and the Florida Department of Transportation (FDOT) Manual of Uniform Traffic Control Devices (MUTCD). Some, but not all, examples of these matters are as follows:

- PART 3.02.00 INTERSTATE PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.04.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.05.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.06.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.07.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.08.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.09.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.10.00 PLANNED DEVELOPMENT DISTRICTS
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- PART 4.00.00 PLANNED DEVELOPMENT DISTRICTS

In addition to subject matter in the LDC, Functional Classification of roads is an important role in administering the Roadway Traffic Control Program and the Roadway Traffic Control Program.

Locator Map

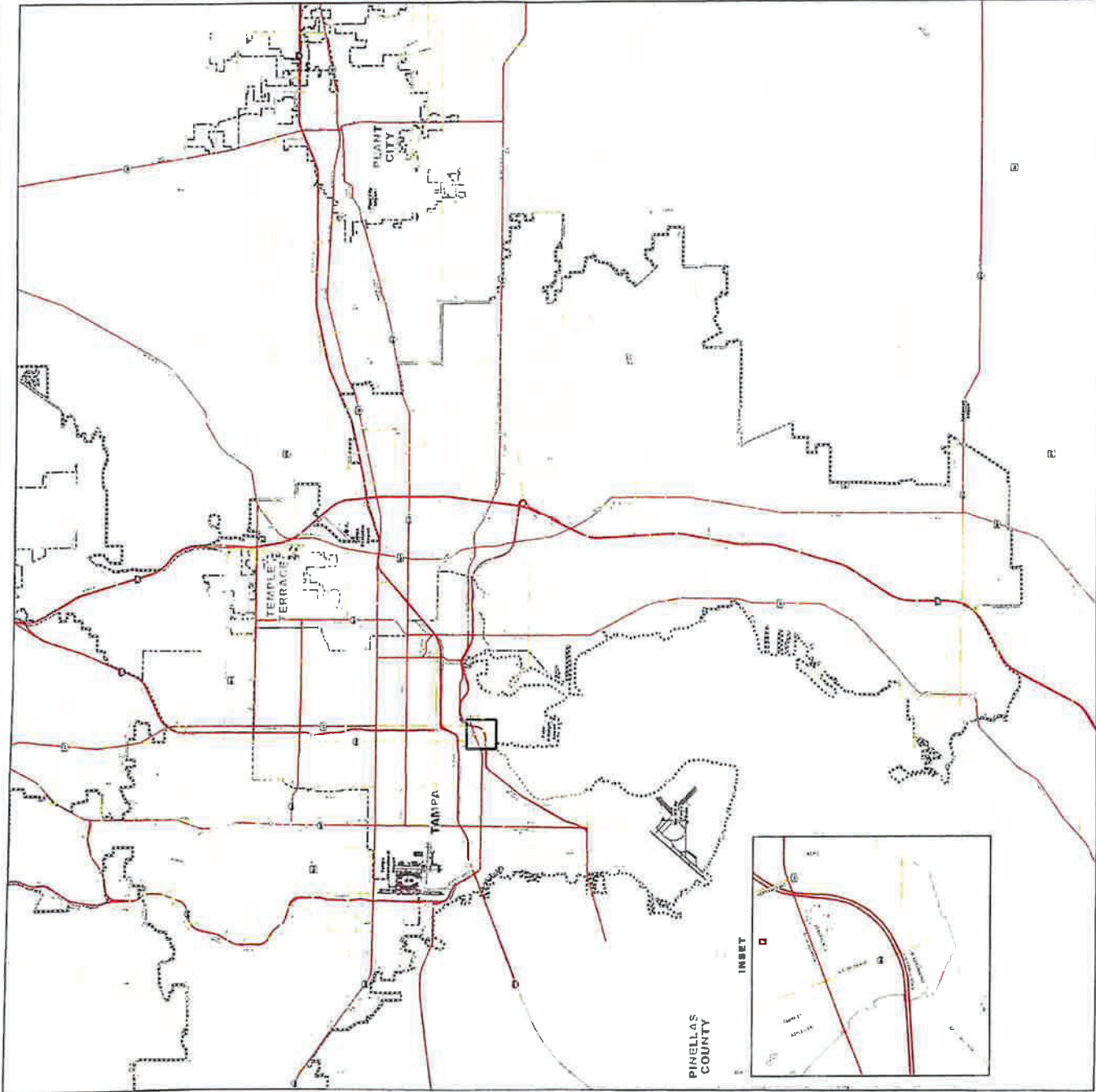


NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, INCLUDING MERCHANTABILITY. THE USER ASSUMES ALL LIABILITY FOR ANY AND ALL DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING FROM THE USE OF THIS MAP.

SOURCE: This map has been prepared for the inventory of road projects within Hillsborough County and is not intended to be used for any other purpose. It has been based on BEST AVAILABLE data.

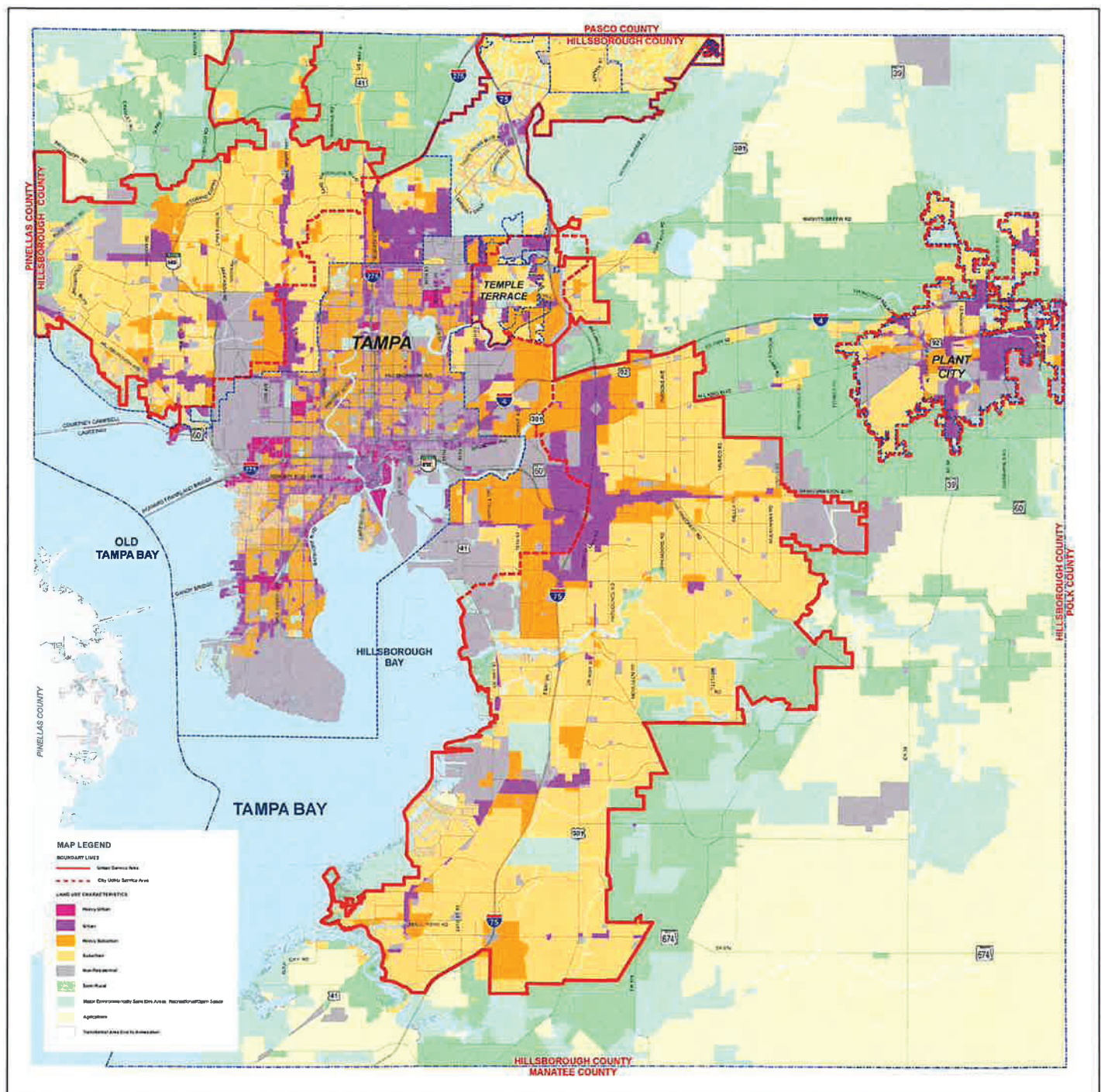
For more information, please contact the Planning and Development Department at (813) 272-5810.

884 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5810
planning@hillsboroughcounty.org



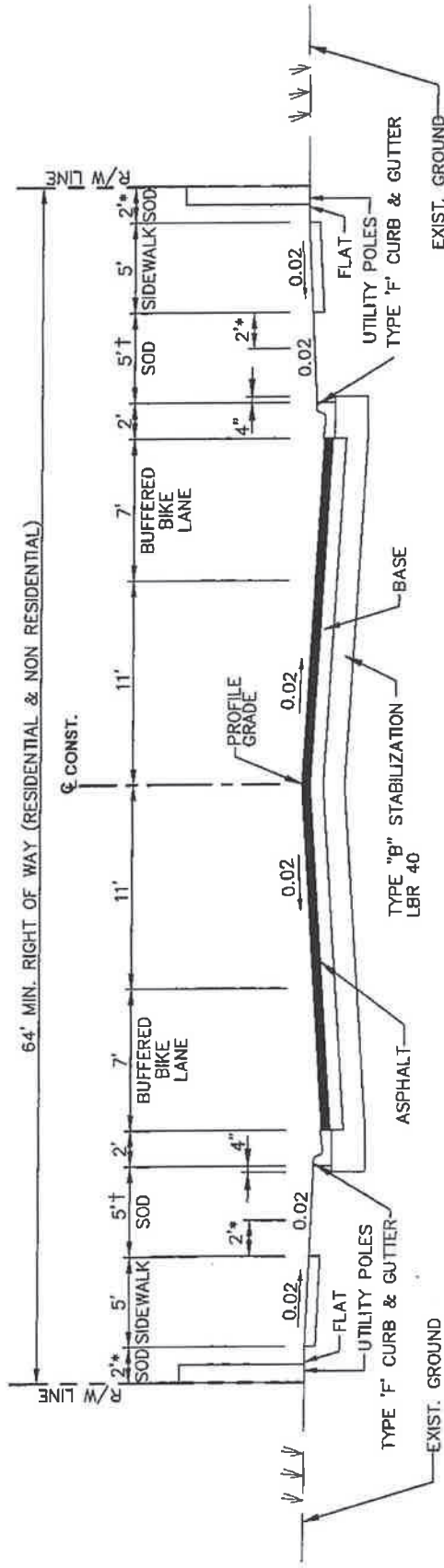
HILLSBOROUGH COUTNY
URBAN SERVICE AREA





TS-4





TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:

10/17

TRANSPORTATION
TECHNICAL
MANUAL



Hillsborough
County Florida

URBAN COLLECTORS
(2 LANE UNDIVIDED)
TYPICAL SECTION

DRAWING NO. TS-4

SHEET NO. 1 OF 1



LINCKS & ASSOCIATES, INC.

April 26, 2021

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: West Village Car Wash
Folio Number: 18960.0361
PRS 21-0357
Lincks Project Number: 21069

The purpose of this letter is to request a Design Exception to Section 6.04.07 of the Hillsborough County Land Development Code for West Village Drive from Ehrlich Road to the northern project access for the West Village Commons Shopping Center. The developer proposes to modify the existing Planned Development for the subject property to develop an outparcel for a car wash within the existing West Village Commons Shopping Center.

The existing West Village Commons Shopping Center has the following accesses:

- Three full accesses to Lynn-Turner Road
- Three full accesses to West Village Drive
- One right-in/right-out access to Ehrlich Road

No modification to the type or number of existing accesses is proposed with the development of the car wash.

Table 1 provides the trip generation for the proposed car wash.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, West Village Drive is a collector roadway.

The following individuals met on April 16, 2021 to discuss proposed project and Design Exception for West Village Drive.

- Mike Williams
- Sheida Tirado

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.Lincks.com Website

21-0357

Mr. Mike Williams
April 26, 2021
Page 2

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for West Village Drive from the northern project access to Ehrlich Road, which is currently a two-lane roadway. The following exceptions are requested to accommodate the proposed project.

- 1) Lane Width – TS-4 has 11' lanes. According to the field measurements, the existing roadway has 10-foot lanes. The posted speed limit on the roadway is 30 MPH. According to Table 201.2.1 of the 2020 Florida Design Manual, 10-foot lanes are acceptable for Suburban (C3)/Urban General (C4) roadways with a design speed between 25 MPH and 35 MPH.
- 2) Bike lanes – TS-4 has 7' buffered bike lanes. The subject section of the roadway has 2' bike lanes on both sides of the roadway.
- 3) Sidewalk – TS-4 has 5' sidewalk on both sides of the road. There is a 4' sidewalk on the west side of West Village Drive from the northern project access to Ehrlich Road. In conjunction with the redevelopment of the car wash, this sidewalk is to be replaced with 5' sidewalk.

Based on the above, it is our opinion, the proposed improvements to West Village Drive mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

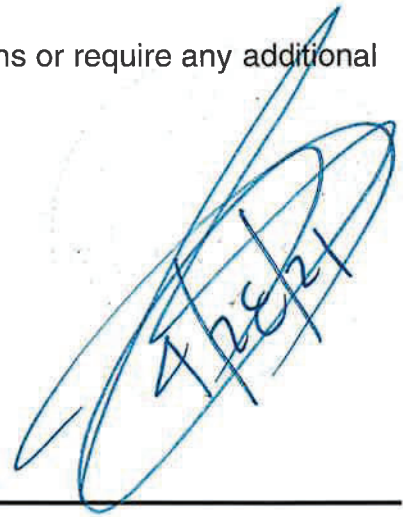
Mr. Mike Williams
April 26, 2021
Page 3

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

Best Regards,



Steven J. Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

_____ Disapproved

_____ Approved

If there are any further questions or you need clarification, please contact Charles White, AICP, PTP, or James Ratliff, AICP.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
 ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends (2)</u>	<u>AM Peak Hour Trip Ends (3)</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Car Wash	948	1 Tunnel	780	19	19	38	39	39	78

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

(2) Daily Trip Ends - $78/0.10 = 780$

(3) AM Peak Hour Trip Ends:

In - $39/2 = 19$

Out - $39/2 = 19$

APPENDIX



SITE PLAN

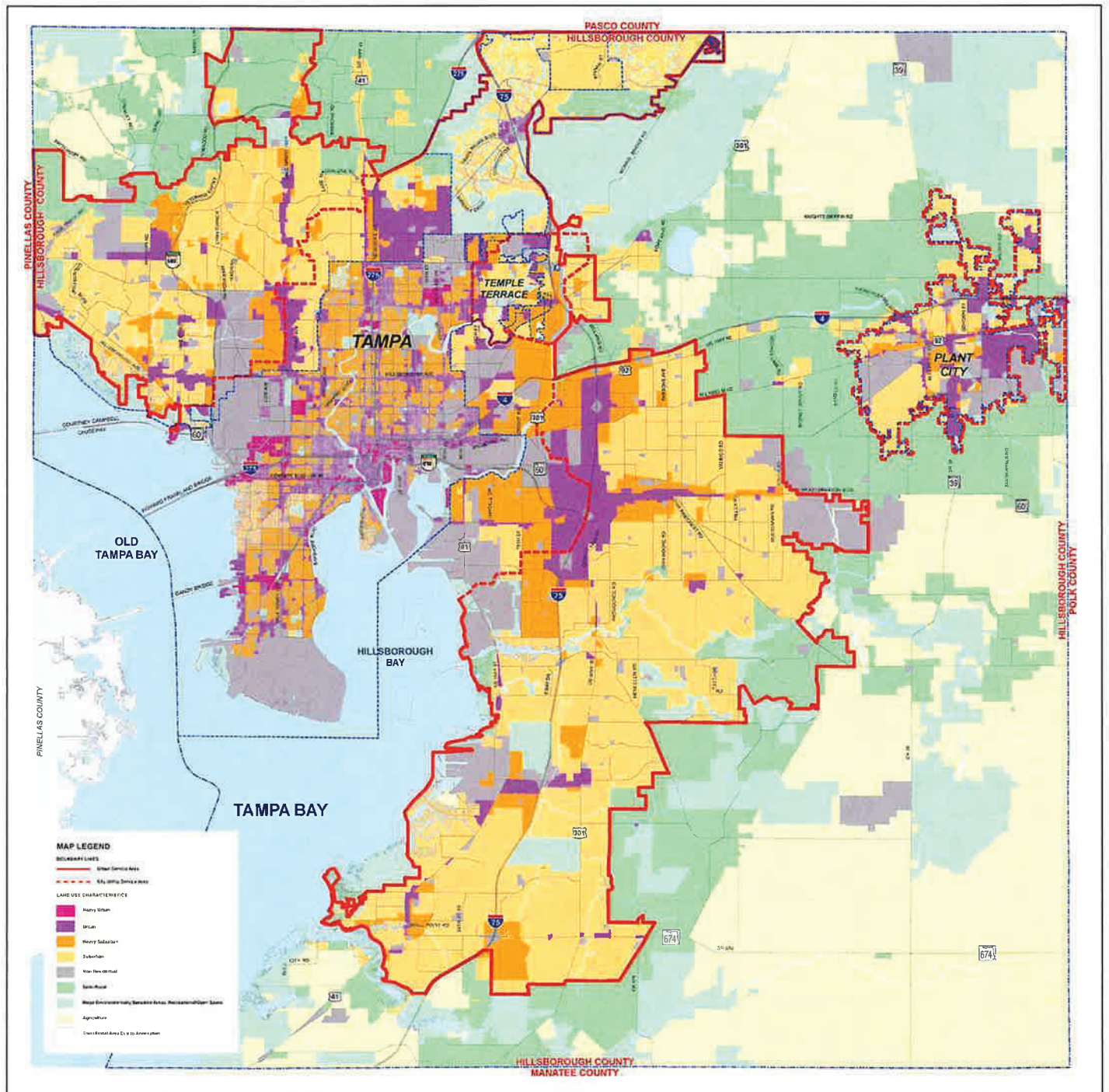


LINCKS & ASSOCIATES, INC.

21-0357

HILLSBOROUGH COUTNY
URBAN SERVICE AREA





HILLSBOROUGH COUTNY
ROADWAYS FUNCTIONAL CLASSIFICATION





Legend

Functional Classifications

Authority, Classification

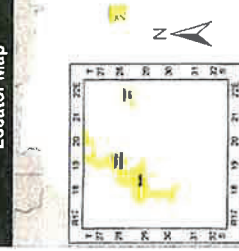
- State, Principal Arterial
State, Arterial
Hillsborough, Arterial
Hillsborough, Collector
Urban Service Area Boundary
City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3 02 00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
PART 3 03 00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
PART 5 10 00 PLANNED DEVELOPMENT DISTRICTS
PART 6 02 00 SUBDIVISION STANDARDS AND GUIDELINES
PART 6 07 00 FENCES AND WALLS
PART 6 11 00 SPECIAL CONDITIONAL USES

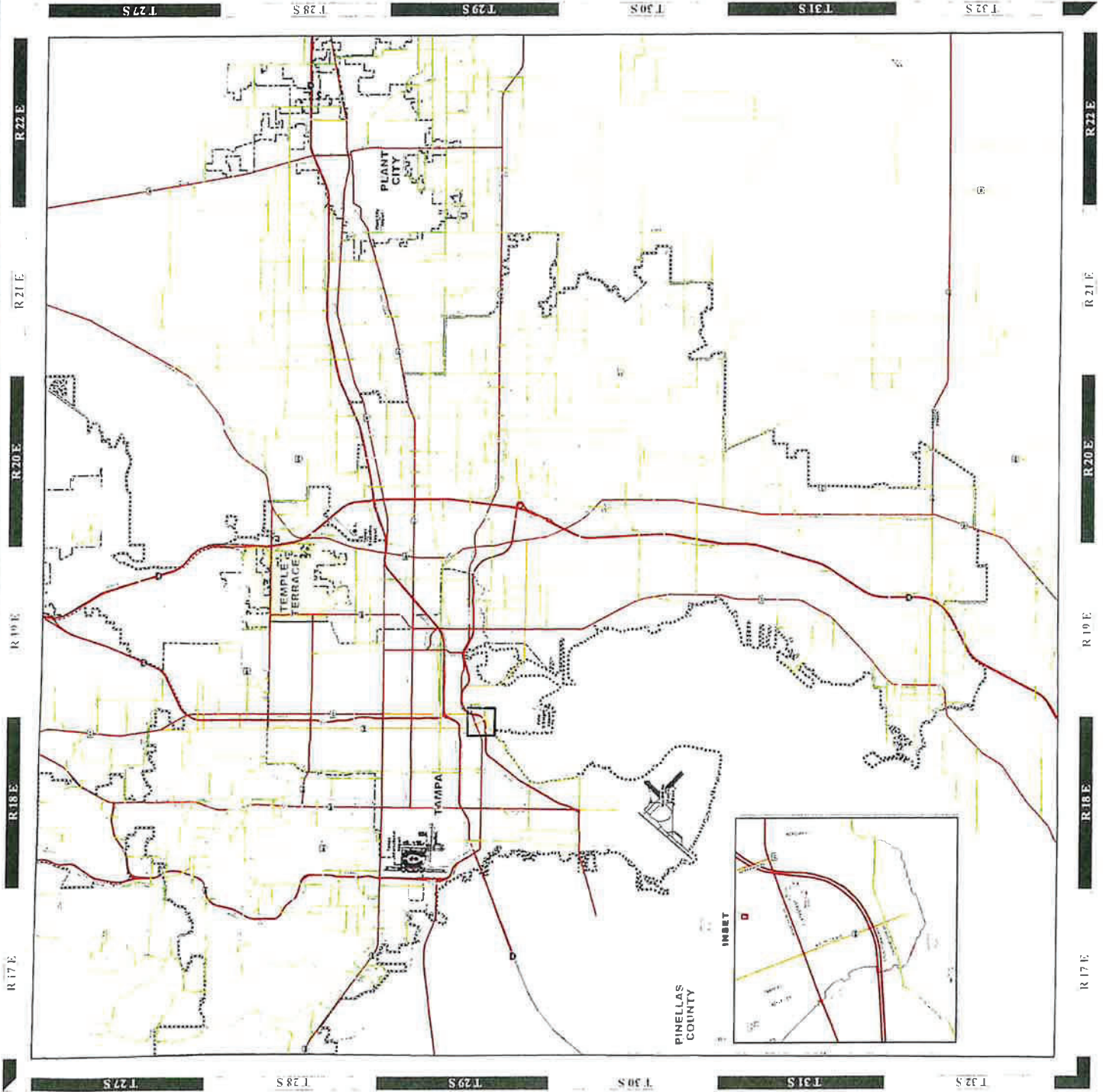
PART 12.01.00 DEFINITIONS
OTHER PARTS OF THE LDC NOT LISTED ABOVE:

Locator Map



NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Halldorsson County does not warrant the accuracy of the information presented on this map. UNCORRECTED INFORMATION FROM SOURCE OR FIELD EXPERTISE IS NOT GUARANTEED. While every effort has been made to ensure the accuracy of the information presented on this map, the user is responsible for the use of the information presented on this map. The user is responsible for the use of the information presented on this map. The user is responsible for the use of the information presented on this map.

601 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5510
printroom@hillsboro.com



TS-4





MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
- † 4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:
10/17

TRANSPORTATION TECHNICAL MANUAL

Hillsborough
County Florida

DRAWING NO. TS-4

SHEET NO. 1 OF 1

**URBAN COLLECTORS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

2020 FLORIDA DESIGN MANUAL



LINCKS & ASSOCIATES, INC.

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

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

Notes:**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths for dual left turn lanes are allowed.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

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

Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 200.4.1 Context Classifications

Context Classification		Description of Adjacent Land Use
C1	Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
C5	Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
C6	Urban Core	Areas with the highest densities and with building heights typically greater than four floors within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

ROAD ASSESSMENT



LINCKS & ASSOCIATES, INC.

21-0357

Lincks & Associates, Inc.
W. Village DriveWest Village Drive (Circle K @ Ehrlich)

Type of Road: 2 lane with left/center lane, aph., crown

Special Field Survey for Substandard Road Assessment

Ehrlich Road south to Sta. 10+00± W. Village Dr.

By: WLR

Date of Survey: 01/27/21

Speed Limit: 30 mph

Lane Pavement		Lane Pavement	
Left Slope*	Right Slope*	Left Slope*	Right Slope*
Minimum: 4.4%	34.3'	2.5%	
Maximum: 6.4%	41'	5.2%	
Average: 5.2%	34.4'	4.7%	

Pav't condition: Fair with cracks

Shoulder condition: Valley gutters, No flush shoulders

Swales: Swales on part of both right & left side

Notes: Urban segment, parabolic pav't section

Dimensions from edge of pavement

* Pavement is Parabolic, Center Lane slope in table

Station	Left Slopes and Swales		Left Shoulder		Lane Pavement		Right Shoulder		Right Slopes and Swales	
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/Slope	Left Slope	Width	Right Slope	Total/Paved/Slope	Front Slope (width/slope)	Back Slope (width/slope)
1+00	8' behind S/W at +10%				4.8%*	41.0'	-5.8%	-	35'/6%	2'
LT Valley gutter (VG) 0' LT; 7' SW 11' LT, 4% from BOC; 0+48 conc. Light pole (L.P.) 4' from BOC; 2+73 U.P. w/ light;										
RT										
Notes	Sta 0+00 at Ehrlich Road EOP, 0+4 to 0+14 crosswalk, 0+19 stop bar, pav't sect.: 1.5', 14', 12', 12', 1.5' (L to R), *LT turn @ 0.2% sl									
3+00	+7% from back of SW				4.4%*	34.3'	-3.2%	-	12'/20%	4'
LT VG 0' LT; 7' SW 13' LT, +7% from BOC; Landscape border 43' LT; 3+32 L.P. 4' from BOC; 4+93 Utility Pole (U.P.) w/ light 10' from BOC										
RT 4' SW 14' RT, 13'/2% to TOB of swale from back of SW										
Notes	* Center lane 2.3% to crown; 2+26 End left turn lane, Start center lane; Pav't sect.: 2', 10', 10', 10', 2' (10' lanes, 2' between lanes and gutters)									
5+00	-5% from back of SW				4.6%*	34.4'	-2.5%	-	+1% from back of S/W	
LT 7' SW 12' LT, +8% from BOC										
RT 15' SW 8' RT, +16% from BOC; hedge 36' RT										
Notes	*Center Lane 1.4% to crown (middle of pavement)									
7+00	-3% from back of SW				6.0%*	34.4'	-5.8%**	-	+1% from back of S/W	
LT 7' SW 10' LT, +4% from BOC; 7+14 U.P. w/ light 11' LT; 8+89 U.P. 7' LT										
RT 15' SW 8' RT, +17% from BOC; hedge 36' RT; 8+96 U.P. 18' RT										
Notes	*Center Lane 3.7% to crown (middle of pavement); **Center lane -0.9% from crown to RT lane; Pav't sect.: 2', 10', 11', 10', 2'									
9+00	5'/30%	5'	9'/30%		6.4%*	34.5'	-6.3%**	-	+4% from back of S/W	
LT 7' SW 10' LT, +7% from BOC; 5' @ -7% to TOB of swale; 9+63 U.P. 9' LT										
RT 15' SW 8' RT, +5% from BOC; hedge 35' RT										
Notes	*Center Lane 3.4% to crown (middle of pavement); **Center lane -2.1% from crown to RT lane; Pav't sect.: 2', 10', 11', 10', 2'									
	10+24 End of roadway segment at beginning edge of crosswalk									
Notes:										
	1. Roadway segment is urban with valley gutters and sidewalks on both sides									
	2. There are 2 dedicated light poles, all other lights are on utility poles. All light and utility poles are a minimum of 4' from back of curbs									
	3. Traffic signs are breakaway									
	4. Asphalt condition is fair with longitudinal and traverse cracking									
	5. 7' Left Sidewalk (S/W) meanders and appears to be a multi-use path									
	6. Signalized Intersection is at the beginning of the segment at Ehrlich Road									

COMMISSION

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Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: April 13, 2021	COMMENT DATE: March 11, 2021
PETITION NO.: 21-0357	PROPERTY ADDRESS: Ehrlich & W. Village Dr.
EPC REVIEWER: Mike Thompson	FOLIO #: 18960.0361
CONTACT INFORMATION: (813) 627-2600 X1219	STR: 06-28S-18E
EMAIL: thompson@epchc.org	
REQUESTED ZONING: Modification to PD	
FINDINGS	
WETLANDS PRESENT	Yes
SITE INSPECTION DATE	01/04/2021
WETLAND LINE VALIDITY	Yes
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands on majority of site
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none">• The 0.57 acres of wetland impacts for the construction of a car wash were approved by the Executive Director of the EPC on January 29, 2021 (authorization expires January 29, 2026). Mitigation offered to compensate for the wetland impacts is a mitigation bank credit purchase from the Bullfrog Creek Mitigation Bank. Prior to any impacts taking place, staff of the EPC must receive documentation of the purchase of the credits from the Bullfrog Creek Mitigation Bank. Under no circumstance may wetland impacts occur until EPC staff has received the documentation of the purchase of the credits.• A conservation easement is required over the remaining 1.47 acres of wetland.	

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

- Prior to the issuance of any building or land alteration permits or other development, the approved wetland line must be incorporated into the site plan. The wetland 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).
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

cc: jcremer@stearnsweaver.com

Rome, Ashley

From: RYALL, OLIVIA J <oryall@teamhcsso.com>
Sent: Monday, May 17, 2021 8:04 AM
To: Rome, Ashley
Subject: Fwd: RE PRS 21-0357

[External]

Good Morning,

We have no concerns at this time.

Thank you,
Olivia

Olivia J. Ryall

Program Specialist
Grants, Research, and Development Unit
Hillsborough County Sheriff's Office
J: 813.247.8232
oryall@teamhcsso.com

From: "PATRICK J MCLANE" <pmclane@teamhcsso.com>
To: "OLIVIA J RYALL" <oryall@teamhcsso.com>
Sent: Monday, May 17, 2021 6:16:13 AM
Subject: Re: RE PRS 21-0357

No concerns!

Thank you,

Corporal Patrick McLane #224885
Hillsborough County Sheriff's Office
District III Traffic Unit
7202 Gunn Hwy.
Tampa, FL 33626
(813) 247-0380
pmclane@teamhcsso.com

From: "OLIVIA J RYALL" <oryall@teamhcsso.com>
To: "PATRICK J MCLANE" <pmclane@teamhcsso.com>
Sent: Thursday, May 13, 2021 4:17:01 PM
Subject: Fwd: RE PRS 21-0357

Hi Cpl. McLane,

I hope you are well. Please let me know if you have any comments or concerns. I believe this is in D3, if it isn't please let me know and i will forward to Cpl. Thomas.

Thank you,

Olivia J. Ryall

Program Specialist
Grants, Research, and Development Unit
Hillsborough County Sheriff's Office
J: 813.247.8232
oryall@teamhcsso.com

From: "Ashley Rome" <RomeA@hillsboroughcounty.org>
To: "Ackett, Kelli" <AckettK@hillsboroughcounty.org>, "marreroa" <marreroa@plancom.org>, "Alvarez, Alicia" <AlvarezA@hillsboroughcounty.org>, "Amber Dickerson" <amber.dickerson@hcps.net>, "Andrea Papandrew" <Papandrewa@plancom.org>, "Ayesha Brinkley" <ayasha.brinkley@sdhc.k12.fl.us>, "Blinck, Jim" <BlinckJ@HillsboroughCounty.ORG>, "Brown, Gregory" <BrownGr@hillsboroughcounty.org>, "Cabrera, Richard" <CabreraR@HillsboroughCounty.ORG>, "Santos, Daniel" <daniel.santos@dot.state.fl.us>, "David Skrelunas" <David.Skrelunas@dot.state.fl.us>, "Dickerson, Ross" <DickersonR@HillsboroughCounty.ORG>, "Ellen Morrison" <ellen.morrison@swfwmd.state.fl.us>, "Franklin, Deborah" <FranklinDS@hillsboroughcounty.org>, "Holman, Emily - PUD" <HolmanE@HillsboroughCounty.ORG>, "Hummel, Christina" <HummelC@hillsboroughcounty.org>, "Ivana Kajtezovic" <Ikajtezovic@tampabaywater.org>, "James Hamilton" <jkhamilton@tecoenergy.com>, "Jiwuan Haley" <haleyj@plancom.org>, "Kaiser, Bernard" <KAISERB@HillsboroughCounty.ORG>, "Katz, Jonah" <KatzJ@hillsboroughcounty.org>, "Kelly O'Connor" <kelly.oconnor@myfwc.com>, "Mineer, Lindsey" <Lindsey.Mineer@dot.state.fl.us>, "Lindstrom, Eric" <LindstromE@hillsboroughcounty.org>, "Mackenzie, Jason" <MackenzieJ@hillsboroughcounty.org>, "Matthew Pleasant" <matthew.pleasant@hcps.net>, "Melanie Ganas" <mxganas@tecoenergy.com>, "Melissa Lienhard" <lienhardm@plancom.org>, "Martin, Monica" <MartinMo@hillsboroughcounty.org>, "OLIVIA J RYALL" <oryall@teamhcsso.com>, "Perez, Richard" <PerezRL@hillsboroughcounty.org>, "Petrovic, Jaksa" <PetrovicJ@HillsboroughCounty.ORG>, "Pezone, Kathleen" <PezoneK@hillsboroughcounty.org>, "Ratliff, James" <RatliffJa@hillsboroughcounty.org>, "Hessinger, Rebecca" <HessingerR@hillsboroughcounty.org>, "Rochelle, Randy" <RochelleR@HillsboroughCounty.ORG>, "Rodriguez, Dan" <RodriguezD@gohart.org>, "Sanchez, Silvia" <sanchezs@epchc.org>, "Schipfer, Andy" <Schipfer@epchc.org>, "Shelton, Carla" <SheltonC@HillsboroughCounty.ORG>, "Tapley, Kimberly" <tapleyk@epchc.org>, "Thompson, Mike" <Thompson@epchc.org>, "Tony Mantegna" <tmantegna@tampairport.com>, "Salisbury, Troy" <SalisburyT@hillsboroughcounty.org>, "Turbiville, John (Forest)" <TurbivilleJ@HillsboroughCounty.ORG>, "Valdez, Rick" <ValdezR@HillsboroughCounty.ORG>, "Yeneka Mills" <millsy@plancom.org>
Cc: "Monsanto, Israel" <Monsantol@hillsboroughcounty.org>, "Bianca Vazquez" <VazquezB@hillsboroughcounty.org>
Sent: Thursday, May 13, 2021 2:17:25 PM
Subject: RE PRS 21-0357

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Good Day All,

Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.

For further information regarding the change/update please contact the assigned planner.

Planner assigned:

Planner: Israel Monsanto

Contact: monsantoi@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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**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: PD21-0357 **REVIEWED BY:** Randy Rochelle **DATE:** 2/15/2021

FOLIO NO.: 18960.0361

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

WATER

- ☒ The property lies within the Hillsborough County Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☐ No Hillsborough County water line of adequate capacity is presently available.
- ☒ A 10 inch water main exists ☒ (adjacent to the site), ☐ (approximately feet from the site) and is located within the west Right-of-Way of West Village Drive.
- ☐ Water distribution improvements may be needed prior to connection to the County's water system.
- ☐ No CIP water line is planned that may provide service to the proposed development.
- ☐ The nearest CIP water main (inches), will be located ☐ (adjacent to the site), ☐ (feet from the site at). Expected completion date is .

WASTEWATER

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

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