

# PD Modification Application PRS 21-0699

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: November 9, 2021



**Hillsborough  
County Florida**

Development Services Department

## 1.0 APPLICATION SUMMARY

Applicant: Landmynd Services LLC

FLU Category: SMU-6

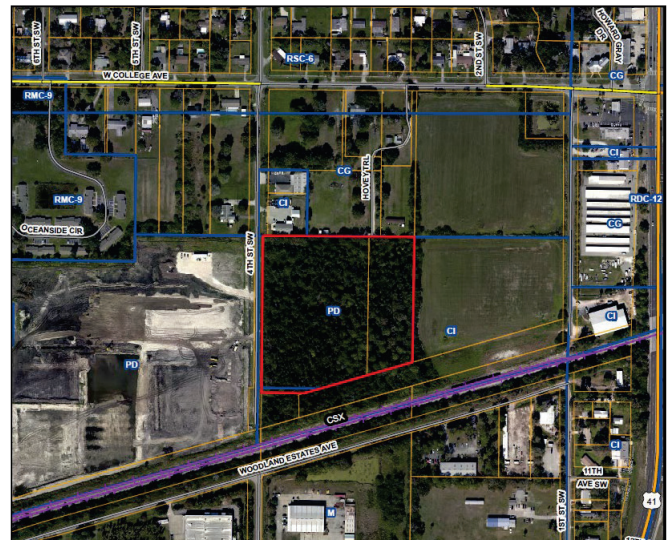
Service Area: Urban

Site Acreage 9.02

Community Plan Area: Ruskin

Overlay: None

Request Limit proposed uses, Change building footprint, access points, operating hours



### Existing Approvals:

The project is approved for 75,000 square feet (sf) of building area with Commercial Intensive (CI) uses. The maximum floor to area ratio is 0.20 percent. Hours of operation are approved from 7:00 AM to 8:00 PM Monday through Friday and 8:00 AM to 5:00 PM on Saturday.

### Proposed Modifications:

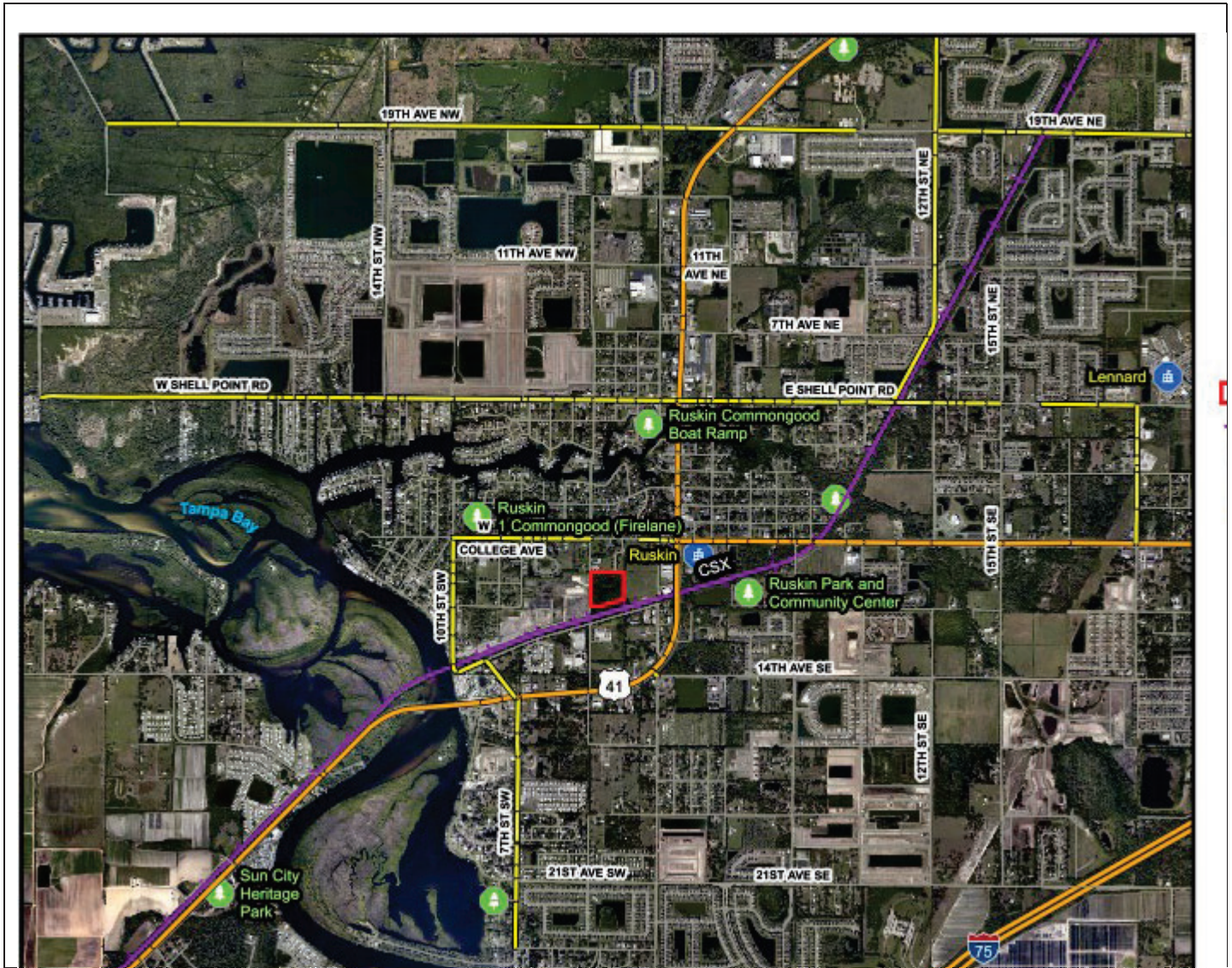
The applicant is proposing a modification to the planned development to narrow the approved uses from CI uses to (Phase - 1) 18,000 sf of Warehouse uses, and 2,000 sf of Contractor's Office with open storage, yard waste composting and transfer, and (Phase - 2) Mini warehouse (58,750 sf) with Accessory Open Storage. Operating hours restrictions will be eliminated, and the building envelope locations will be modified. The applicant is also adding a second vehicular access point on 4<sup>th</sup> street SW and expanding the area for location of a rail spur to the parcel. The location of the stormwater retention ponds will also be modified to be located at the northeastern corner of the property. The applicant is also seeking to add 3,750 square feet to the currently approved building area limits which comprises 5 percent of the approved building area.

### Additional Information:

PD Variations	The applicant is not seeking a PD variation
Waivers	The applicant is not seeking a PD waiver
Planning Commission Recommendation	N/A
Development Services Department Recommendation	Approvable, subject to Revised Conditions of Approval

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



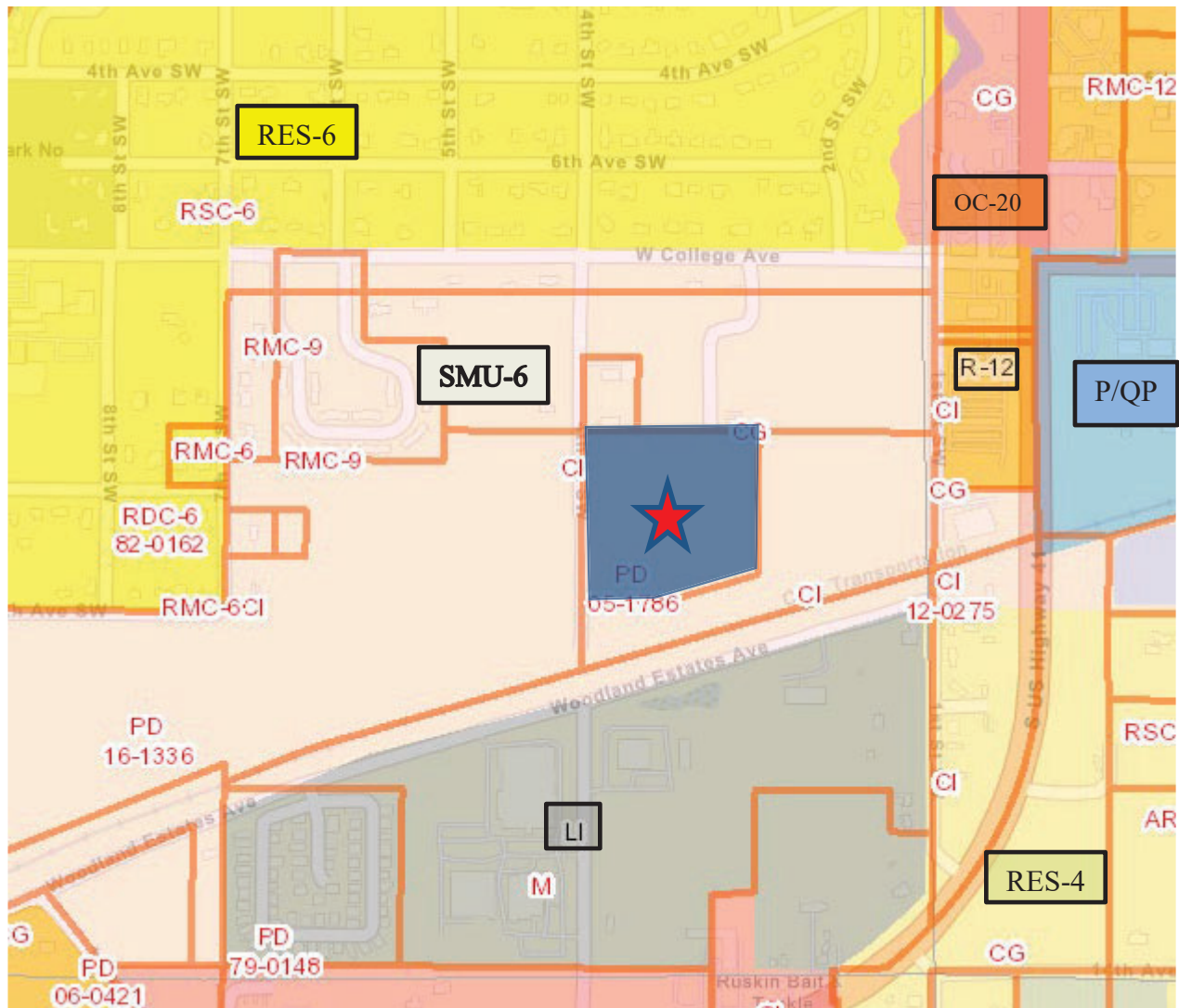
#### Context of Surrounding Area:

The parcels surrounding the subject site have zoning designations allowing commercial intensive and industrial uses. A CSX rail line is located to the south of the parcel with the potential to serve the subject parcel and surrounding parcels. The parcel to the west is zoned PD and is approved for industrial uses. Parcels to the east of the subject parcel are vacant and zoned CI. The parcels located north of the subject site are primarily zoned CG with residential uses and CI with light industrial uses.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Future Land Use Map



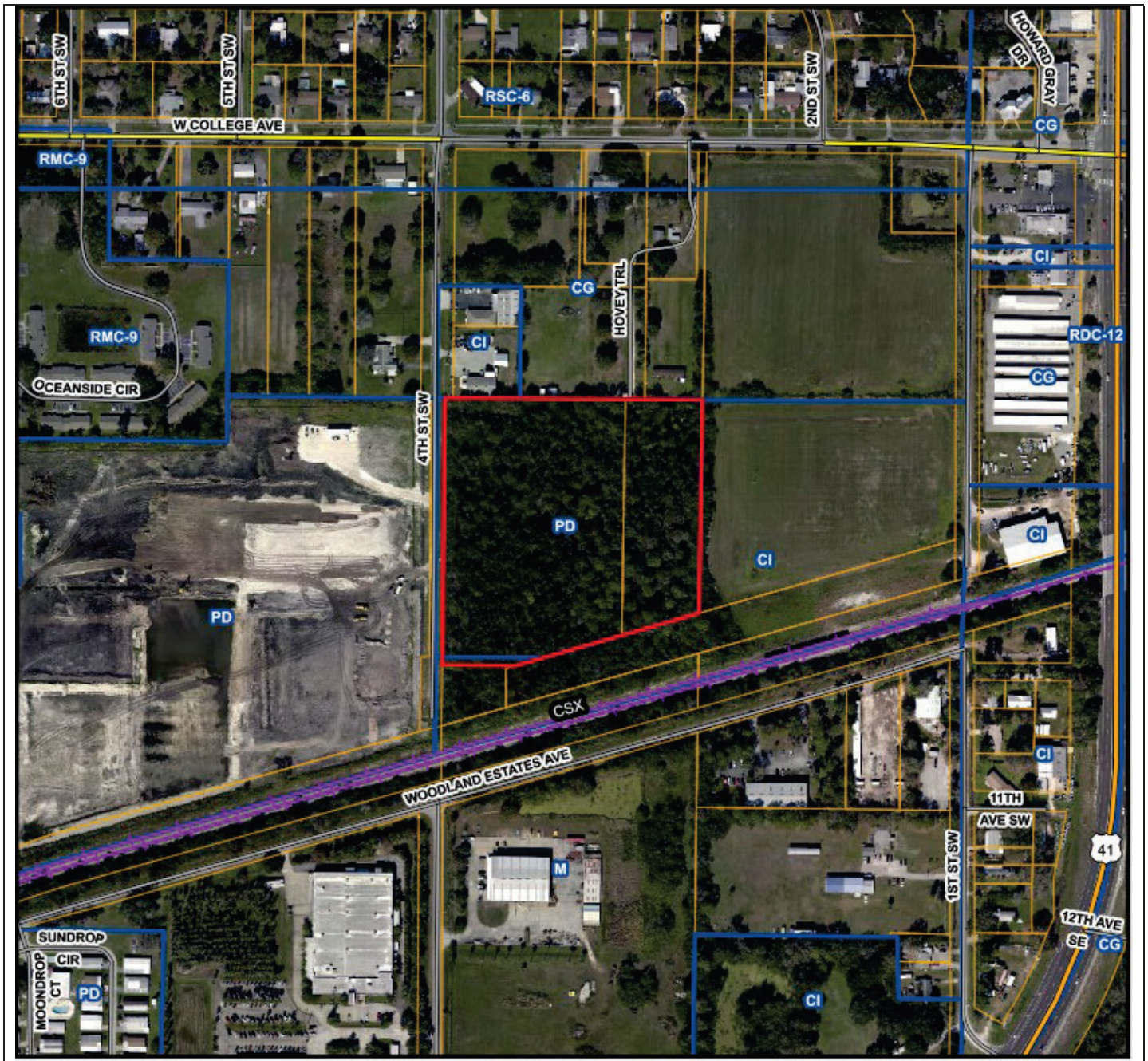
#### Future Land Use Category Description:

Maximum FAR: Suburban scale neighborhood commercial, projects limited to 175,000 sq. ft. or 0.25 FAR, whichever is less intense for free standing projects (pursuant to the locational criteria) or 20% of the projects land area when part of larger planned research/corporate park. Actual square footage is dependent on the classification of the roadway intersection where a project is located.

Maximum Density: Up to 6.0 dwelling units per gross acre, provided the project demonstrates a clustered, planned development utilizing open space which ensures the preservation of the natural and scenic qualities of open lands

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map



Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	CI/CG	SMU-6	6 DU per Acre/0.25 FAR	Commercial Intensive/Commercial General	Light Industrial/Non-Conforming SF Home



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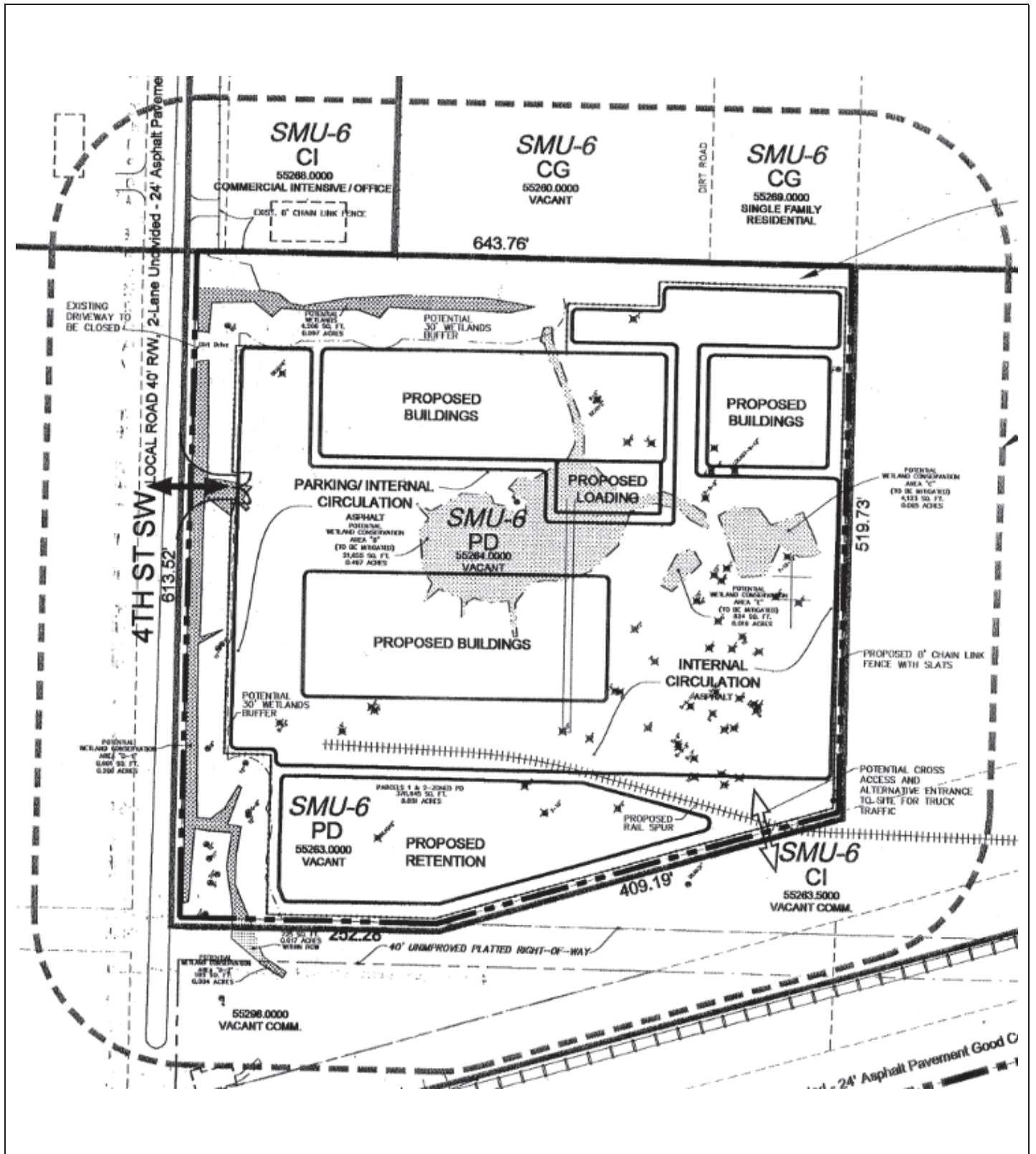
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South	CI	SMU-6	6 DU per Acre/0.25 FAR	Commercial Intensive	Vacant
West	PD 16-1336	SMU-6	6 DU per Acre/0.25 FAR	Light Industrial	Vacant
East	CI	SMU-6	6 DU per Acre/0.25 FAR	Commercial Intensive	Vacant

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.4 Existing Site Plan





## 2.5 Proposed Site Plan - Proposed Building Envelope Highlighted In Blue



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**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
College Ave	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
4 <sup>th</sup> Street SW	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)****Project Trip Generation** ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	295	47	50
Proposed	140	12	17
Difference (+/-)	-155	-35	-33

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

**Connectivity and Cross Access** ☐ Not applicable for this request

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

Notes:

**Design Exception/Administrative Variance** ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
4 <sup>th</sup> St SW: North of Project/ Substandard Road	Administrative Variance Requested	Approvable
4 <sup>th</sup> St SW: Project Frontage/Substandard Road	Design Exception Requested	Approvable
College Ave./Substandard Road	Design Exception Requested	Approvable

Notes:

**4.0 Additional Site Information & Agency Comments Summary**

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



**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
<b>Environmental:</b>			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No Wetlands, EPC has previously determined that Other Surface Waters (OSW) qualified for EPC Noticed Exemption
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No Comments
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No Comments
Check if Applicable: <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Wetlands/Other Surface Waters  <input type="checkbox"/> Use of Environmentally Sensitive Land Credit  <input type="checkbox"/> Wellhead Protection Area  <input type="checkbox"/> Surface Water Resource Protection Area  <input type="checkbox"/> Potable Water Wellfield Protection Area             </div> <div> <input type="checkbox"/> Significant Wildlife Habitat  <input checked="" type="checkbox"/> Coastal High Hazard Area  <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor  <input type="checkbox"/> Adjacent to ELAPP property  <input type="checkbox"/> Other _____             </div> </div>			
<b>Public Facilities:</b>			
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exception Requested <input checked="" type="checkbox"/> Off-site Improvements Required	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Utilities Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> No Comment			
<b>Comprehensive Plan:</b>			

<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No Comment Provided
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## 5.0 IMPLEMENTATION RECOMMENDATION

### 5.1 Compatibility

The proposed uses identified on the site plan and the applicant's narrative narrow the potential uses from the full group of CI uses a phased approach with 18,000 sf of Warehouse uses, and 2,000 sf of Contractor's Office with open storage, yard waste composting and transfer identified as Phase One. Phase Two includes Mini Warehouse (58,750 sf) with Accessory Open Storage. The proposed eliminate some of the more intensive CI uses such as a lumber yard which was previously the focus for this site. The limitation of hours of operation were included in the conditions of approve when the lumber yard use was envisioned as the likely use on the site and limiting after-hours delivery impacts was imperative. With the narrowing of the proposed uses to those indicated above, the likelihood of significant after-hours activity at the site is reduced, and the elimination of hours of operation restrictions is justified.

Compatibility of the proposed project is enhanced by the relocation of the stormwater retention pond which, according to the applicant, follows the existing drainage pattern of the site. The additional access conforms with accepted spacing guidelines. Replacing the building locations with building envelopes affords the project more design flexibility. Similarly expanding the rail spur access area to cover the southern boundary increases flexibility in design of the project.

Based on the above information, staff finds proposed modifications to the PD will not create new incompatibilities with the surrounding area.

### 5.2 Recommendation

Based on the above considerations, Staff finds the proposed modifications supportable subject to the revised conditions below.



## 6.0 PROPOSED CONDITIONS

Approval - Approval is subject to the conditions listed below, is based on site plan received October 21, 2021.

1. The project shall be permitted a maximum of ~~75,000~~ 78,750 square feet of building area. Phase One to include 18,000 sf of Warehouse uses, and 2,000 sf of Contractor's Office with open storage, yard waste composting and transfer. Phase Two to include 58,750 sf of Mini Warehouse uses with Accessory Open Storage ~~Commercial Intensive (CI) zoning district uses.~~ The project will be subject to the Commercial Intensive (CI) zoning district development standards, except as referenced herein. ~~The maximum floor area ratio (FAR) shall be 20 percent.~~ LDC Sections 6.11.103 and 6.11.104 shall apply for Yard Waste Uses.
  - ~~1.1 Hours of operation shall be Monday to Friday 7:00 am to 8:00 pm, and Saturday 8:00 am to 5:00 pm.~~
2. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
3. The project may be permitted a maximum of ~~75,000~~ 78,750 square feet of ~~Commercial Intensive~~ uses, as identified in Condition 1, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum square footage for the project as permitted herein exceeds the maximum intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the square footage of the project shall decrease as necessary to conform to the Comprehensive Plan.
4. ~~Buildings shall be as generally located on the site plan received June 12, 2007 August 6, 2021, unless a modification is required to avoid impacts to mature trees on the site.~~
4. Solid Waste Storage structures (dumpsters) shall be subject to the Accessory Structure design standards, along with the buffering and screening requirements of the LDC. Enclosure shall be constructed of materials in character with the materials on the front wall of the main building.
  - 4.1 Dumpster location and enclosure must be in compliance with the LDC and be reflected on the general site plan submitted for certification.
5. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
  - 5.1 Ground signs shall be limited to monument signs.
  - 5.2 Billboards, pennants and banners shall be prohibited.
6. The project shall construct two (2) access connections to 4th St. SW as generally shown on the site plan ~~The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~

7. ~~Prior to Concurrence approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, identifying the needed improvements to mitigate the projects impacts.~~
7. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
8. ~~Based on the projected trip generation to the site, access onto the public road would be via "Type II" Minor Roadway Connection (less than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 50 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.~~
8. The developer shall construct a vehicular and pedestrian cross access stubout to its southern project boundary with folio 55296.0000.
9. ~~The Developer shall improve 4<sup>th</sup> Street SW to current County standards from the project's Southern boundary to W. College Avenue. The Developer shall include the roadway improvements on the submitted Construction Plans.~~
9. If PRS 21-0699 is approved, the County Engineer will approve a Sec. 6.04.02. B. Administrative Variance (dated September 13, 2021, and revised October 21, 2021) from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards north of the project entrance on 4th Street SW to College Ave. The request was found approvable by the County Engineer on October 26, 2021.
10. If PRS 21-0699 is approved, the County Engineer will approve a Design Exception (dated September 13, 2021 and revised October 21, 2021) which was found approvable by the County Engineer (on October 26, 2021), for the 4th St. SW substandard road improvements between the southern project driveway and northern property boundary. As 4th St. SW is a substandard collector roadway, the developer will be required to construct certain improvements to 4th St. SW consistent with the Design Exception. Specifically, the developer will be required to improve the drainage ditches along the east side of 4th St. SW consistent with the Design Exception. This includes additional areas to be improved as proffered by the developer during the Design Exception process. Specifically, drainage along those portions of the 4th St. SW between the southernmost driveway connection and southern project boundary shall also be improved as indicated above.
11. If PRS 21-0699 is approved, the County Engineer will approve a Design Exception (dated September 29, 2021 and revised October 21, 2021) which was found approvable by the County Engineer (on October 26, 2021), for the College Ave. substandard road improvements between 4th St. SW and US Hwy. 41. As College Ave. is a substandard collector roadway, the developer will be required to construct certain improvements within this section of College Ave. Specifically, the developer will be required to construct an 8-foot wide shoulder, of which 5-feet shall be paved for use as a bicycle facility along the north side of the above section of College Ave. The project shall be permitted to construct up to 18,000 s.f. of warehouse uses with 2,000 s.f. of associated office uses without triggering any improvement to College Ave. The above described improvement shall be required prior to or concurrent with development of up to 58,750 s.f. of the mini-storage/warehouse uses.
12. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and comply with LDC requirements for providing internal sidewalks.
13. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.

14. Outdoor lighting shall be per the requirements of the Hillsborough County Land Development Code (LDC) and any outdoor lighting, other than security lighting, shall be subject to the permitted hours of operation.
15. Buffering and screening shall be consistent with the Land Development Code unless otherwise specified herein including but not limited to LDC Section 6.06.00, 6.11.103 and 6.11.104
16. ~~An eight (8) foot high fence shall be permitted as long as the subject property is developed as a retail, wholesale and distribution center for lumber. Otherwise, Fences and Walls shall comply with Section Part 6.07 .00 of the Land Development Code shall apply.~~
17. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
18. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
19. Notwithstanding anything shown on the PD site plan to the contrary, access to the Tampa Southern Railroad may occur anywhere along the southern PD boundary; however, such rail access shall not conflict with or restrict the required vehicular and pedestrian cross access to the south. If the applicant proposes access to the rail road, a cross access agreement letter from the adjoining property owner to the south with tax folio 55263.5000 (Atlantic Land and Imp Co.) shall be provided during preliminary plan review, if applicable.
20. 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.
21. 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.
22. Within 90 days of approval by Hillsborough County Board of County Commissioners, the applicant shall submit to the ~~Planning and Growth Management~~ 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.
23. 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.



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**Zoning Administrator Sign Off:**

A handwritten signature in black ink, appearing to read "J. Brian Grady". The signature is stylized with a large, looped initial "J".

J. Brian Grady  
Wed Oct 27 2021 13:40:30

**7.0 ADDITIONAL INFORMATION****7.1 SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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

**7.2 PROPOSED SITE PLAN**





**APPLICATION NUMBER:** PRS 21-0699

**ZHM HEARING DATE:** NA

**BOCC LUM MEETING DATE:** November 09, 2021

Case Reviewer: Steve Beachy, AICP

## **8.0 FULL TRANSPORTATION REPORT**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 9/29/2021

*Revised: 10/07/2021*

*10/26/2021*

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Ruskin/South

PETITION NO: PRS 21-0699

- ☐ 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 decrease the maximum trip generation potential of the subject property (by -155 average daily trips, -35 a.m. peak hour trips, and -33 p.m. peak hour trips).
- 4<sup>th</sup> Street SW is a substandard collector roadway from north of the project entrance to College Ave. The applicant requested a Section 6.04.02.B. Administrative Variance from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards north of the project entrance, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the administrative variance to waive improvements for this segment of 4<sup>th</sup> Street SW.
- 4<sup>th</sup> Street SW is a substandard collector roadway along the project frontage. The applicant requested a Design Exception from the typical section 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 construct a 5ft wide sidewalk on the east side of the roadway and make drainage ditch improvement along the project frontage.
- College Ave., between 4<sup>th</sup> Street SW and US Hwy 41, is a substandard collector roadway between the project access and the nearest standard roadway. The applicant requested a Design Exception from the typical section 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 construct an 8-foot wide shoulder, of which 5-feet shall be paved for use as a bicycle facility along the north side of the above section of College Ave.
- Cross access connection provided to the adjacent property to the south 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**

### **Revised Conditions**

7. ~~The project shall construct two (2) access connections to 4<sup>th</sup> St. SW as generally shown on the site plan. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~

*[Transportation Review Section staff proposed to modify this condition to reflect the new proposed access plan. The remainder of the condition is being deleted, as it does not comport with the definition of a PD zoning, which by its nature is a site plan-controlled zoning district. Only minor deviations are permitted in location of an access shown on the PD site plan.]*

8. ~~Prior to Concurrence approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, identifying the needed improvements to mitigate the projects impacts.~~

*[Transportation Review Section (TRS) staff is proposing to delete this condition. as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable. Additionally, turn lanes which were found to be warranted pursuant to Section 6.04.04.D. and based on the applicant's submitted transportation analysis have been included as a separate condition].*

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

*[Transportation Review Section staff proposed to modify this condition to comport with current practice. The development will be required to comply with all applicable site development regulations at the time of site/plat/construction plan review, regardless of whether this condition is present.]*

10. ~~The Developer shall improve 4<sup>th</sup> Street SW to current County standards from the project's Southern boundary to W. College Avenue. The Developer shall include the roadway improvements on the submitted Construction Plans. If PRS 21-0699 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated August 5, 2021 and revised September 13, 2021) which was found approvable by the County Engineer (on September 22, 2021), for the 4<sup>th</sup> St. SW substandard road improvements. Approval of this Administrative Variance will waive the 4<sup>th</sup> St. SW substandard road improvements required by Section 6.04.03.L. of the Land Development Code between the northern project boundary and College Ave.~~

18. ~~Notwithstanding anything shown on the PD site plan to the contrary, access to the Tampa Southern Railroad may occur anywhere along the southern PD boundary; however, such rail access shall not conflict with or restrict the required vehicular and pedestrian cross access to the south. If the applicant proposes access to the rail road, a cross access agreement letter form the adjoining property owner to the south with tax folio 55263.5000 (Atlantic Land and Imp Co.) shall be provided during preliminary plan review, if applicable.~~



*[Transportation Review Section staff proposed to modify this condition to reflect the applicant's current plan with regards to potential rail access.]*

#### New Conditions

- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- The developer shall construct a vehicular and pedestrian cross access stubout to its southern project boundary with folio 55296.0000.
- If PRS 21-0699 is approved, the County Engineer will approve a Sec. 6.04.02. B. Administrative Variance (dated September 13, 2021, and revised October 21, 2021) from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards north of the project entrance on 4th Street SW to College Ave. The request was found approvable by the County Engineer on October 26, 2021.
- If PRS 21-0699 is approved, the County Engineer will approve a Design Exception (dated September 13, 2021 and revised October 21, 2021) which was found approvable by the County Engineer (on October 26, 2021), for the 4<sup>th</sup> St. SW substandard road improvements between the southern project driveway and northern property boundary. As 4<sup>th</sup> St. SW is a substandard collector roadway, the developer will be required to construct certain improvements to 4<sup>th</sup> St. SW consistent with the Design Exception. Specifically, the developer will be required to improve the drainage ditches along the east side of 4<sup>th</sup> St. SW consistent with the Design Exception. This includes additional areas to be improved as proffered by the developer during the Design Exception process. Specifically, drainage along those portions of the 4<sup>th</sup> St. SW between the southernmost driveway connection and southern project boundary shall also be improved as indicated above.
- If PRS 21-0699 is approved, the County Engineer will approve a Design Exception (dated September 29, 2021 and revised October 21, 2021) which was found approvable by the County Engineer (on October 26, 2021), for the College Ave. substandard road improvements between 4<sup>th</sup> St. SW and US Hwy. 41. As College Ave. is a substandard collector roadway, the developer will be required to construct certain improvements within this section of College Ave. Specifically, the developer will be required to construct an 8-foot wide shoulder, of which 5-feet shall be paved for use as a bicycle facility along the north side of the above section of College Ave. The project shall be permitted to construct up to 18,000 s.f. of warehouse uses with 2,000 s.f. of associated office uses without triggering any improvement to College Ave. The above described improvement shall be required prior to or concurrent with development of up to 58,750 s.f. of the mini-storage/warehouse uses.

#### PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification to PD 05-1786 to reconfigure the site, move the proposed vehicular access location, add a second vehicular access and increase the proposed total building footprint to a maximum of 78,750 square feet of office, mini-warehouse and warehouse. The subject property totals +/- 9.02 acres. The original PD allows for 75,000 square feet of CI uses.

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: 75,000 SF, Manufacturing (ITE Code 140)	295	47	50

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 18,000 SF, Warehouse (ITE 150)	31	3	3
PD: 58,750 SF, Mini-Warehouse (ITE 151)	89	6	10
PD: 2,000 SF, Specialty Trade Contractor (ITE 180)	20	3	4
Total Trips	140	12	17

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	-155	-35	-33

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The subject site fronts 4<sup>th</sup> Street SW. College Avenue is the nearest regulated roadway. The nearest truck routes to the project are US 41 and College Ave./SR 674 (east of US 41).

4<sup>th</sup> St. SW is a 2-lane, undivided, substandard, unregulated collector roadway characterized by +/- 11 ft wide lanes in average condition, +/- 8 ft wide shoulders with +/- 5 paved, lying within a +/- 60-foot wide right-of-way along the project's frontage. The right-of-way north of the project site appears to be +/- 80 feet in width. There is a 5 ft sidewalk and the west side and no bicycle facilities along 4<sup>th</sup> St. SW south of College Ave. 4<sup>th</sup> Street dead ends at the subject property and due to CSX railroad there is no opportunity to extend the roadway south.

It should be noted that a Design Exception dated June 25, 2019, and associated with PD 16-1336, was approved for the current roadway configuration that was constructed.

College Ave. is a 2-lane, undivided, substandard collector roadway (west of US 41) characterized by +/- 20 feet of pavement in average condition, lying within a +/- 80-foot wide right-of-way. There are no bicycle facilities along College Ave west of US 41.

**SITE ACCESS AND CONNECTIVITY**

Primary access to the site is proposed to be from 4<sup>th</sup> St. SW with two (2) access connections proposed on this roadway.

The proposed PD site plan is providing cross access to the southern boundary consistent with LDC, Sec. 6.04.03. Q. The northern portion of the subject site, where the 58,750 sf of mini-warehouse and open storage is proposed, will be fenced and gated.

The subject property has access to the CSX railroad line to the south. Correspondingly, the proposed PD site plan shows an approximate future rail spur line area and where the required cross-access will traverse it.

#### **ADMINISTRATIVE VARIANCE: 4<sup>TH</sup> STREET SW (NORTH OF PROJECT DRIVEWAY)**

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated September 13, 2021 and revised October 21, 2021) to the Section 6.04.03.L. LDC requirement, which requires projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road. Approval of this Administrative Variance will waive the requirement to improve 4th Street from the northern property line to College Avenue to current County roadway standards. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on October 26, 2021. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

#### **REQUESTED DESIGN EXCEPTION #1: 4<sup>TH</sup> STREET SW (PROJECT FRONTAGE)**

The applicant's Engineer of Record (EOR) submitted a Design Exception request for 4<sup>th</sup> Street SW along the project's frontage. (dated September 13, 2021 and revised October 21, 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 October 26, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 typical section (for 2-lane, undivided, rural collector roadways) consist of a 5-foot sidewalk on the east side of the roadway and drainage ditch improvements along the project frontage.

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

#### **REQUESTED DESIGN EXCEPTION #2: COLLEGE AVE**

The applicant's Engineer of Record (EOR) submitted a Design Exception request for College Ave. (dated September 29, 2021 and revised October 21, 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 October 26, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 typical section (for 2-lane, undivided, rural collector roadways) consists of construction of an 8-foot shoulder with 5-foot bikelane on the northside of College Avenue from US 41 to 4 Street at the time of construction of the 58,750 sf mini-warehouse/warehouse uses (Phase 2).

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

#### **ROADWAY LEVEL OF SERVICE**

Note that College Ave. west of US Hwy 41 is not included in the Hillsborough County Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
College Ave. (SR 674)	US HWY 41	I-75	D	C

Source: Hillsborough County 2020 Level of Service Report.





**LINCKS & ASSOCIATES, INC.**

October 21, 2021

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

Re: 4<sup>th</sup> Street Site  
Folio Number 055264.0000  
055263.0000  
PD 21-0699  
Lincks Project No. 21124

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L Existing Facilities of the Hillsborough County Land Development Code, which requires projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road.

The subject property is proposed to be rezoned to Planned Development (PD) to allow the following land uses:

- Warehouse/Office – 20,000 Square Feet – Phase I
- Mini-Warehouse – 58,750 Square Feet – Phase II

The access for the project is proposed to be via 2 full accesses to 4<sup>th</sup> Street. It should be noted that 4<sup>th</sup> Street dead ends at the subject property and due to CSX railroad there is no opportunity to extend the roadway.

Table 1 provides the trip generation for the project. In addition, as shown in Table 2, 4<sup>th</sup> Street currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, 4<sup>th</sup> Street is a collector roadway.

The request is to waive the requirement to improve 4<sup>th</sup> Street from the northern property line to College Avenue to current County roadway standards, which are found within the Hillsborough County Transportation Technical Manual.

The developer of the subject project proposes to improve approximately 800 linear feet of 4<sup>th</sup> Street as outlined in the Design Exception for the project. The improvements include drainage swales, sidewalk and additional right of way along the property frontage. The

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
813 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
Revised October 21, 2021  
Page 2

proposed Administrative Variance is from the northern property line to College Avenue which is approximately 625 feet.

The variance to the TS-7 standards are as follows:

- 1) Right of Way – TS-7 has 96 feet of right of way. The existing roadway has approximately 60 to 80 feet of right of way.
- 2) Lane Width – TS-7 has 12 foot lanes. According to the latest improvement plans, the existing roadway has 11 foot lanes. 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.
- 3) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. According to the latest improvement plans, there is a 6 foot shoulder with 5 foot paved.
- 4) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. There is existing sidewalk on the west side of the roadway.

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

The subject segment of the roadway was recently improved based on the Design Exception dated June 25, 2019. There is not sufficient right of way to do additional improvements. Therefore, it would be unreasonable to require this project to do additional improvements.

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

Again, the roadway was recently improved. In addition, the proposed project would add a minimal amount of additional traffic. Therefore, the Administrative Variance would not be detrimental to the public health, safety and welfare.

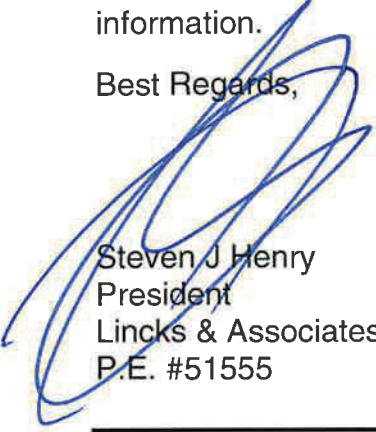
**(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.**

4<sup>th</sup> Street is the only access for the project.

Mr. Mike Williams  
Revised October 21, 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



10/21/21

---

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

\_\_\_\_\_ **Disapproved**  
\_\_\_\_\_ **Approved**  
\_\_\_\_\_ **Approved with Conditions**

**If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.**

**Date** \_\_\_\_\_

**Sincerely,**

**Michael J. Williams**  
**Hillsborough County Engineer**

Mr. Mike Williams  
Revised October 21, 2021  
Page 4

TABLE 1  
ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</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>
Warehouse	150	18,000 SF	31	2	1	3	1	2	3
Mini-Warehouse	151	58,750 SF	89	4	2	6	5	5	10
Contractor's Office	180	2,000 SF	<u>20</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>4</u>
Total			140	8	4	12	7	10	17

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



Mr. Mike Williams  
Revised October 21, 2021  
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TABLE 2

ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (2)</u>	<u>Peak Season Plus Project Traffic</u>	<u>Available Capacity</u>
4th St	College Ave	Project	AM	D	1,197	13	12	25	1,172
			PM	D	1,197	8	17	25	1,172

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated August, 2021.

APPENDIX



PD PLAN







HILLSBOROUGH COUNTY ROADWAYS  
FUNCTIONAL CLASSIFICATION MAP



# 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

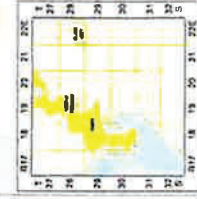
The Hillsborough County Roadway Functional Map will be used to all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of road matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.10.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 3.11.00 SUBDIVISION STANDARDS
- PART 6.07.00 FENCES AND WALLS
- PART 6.08.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.10.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 12.01.00 DERIVATIONS

OTHER PARTS OF THE LDC NOT LISTED ABOVE

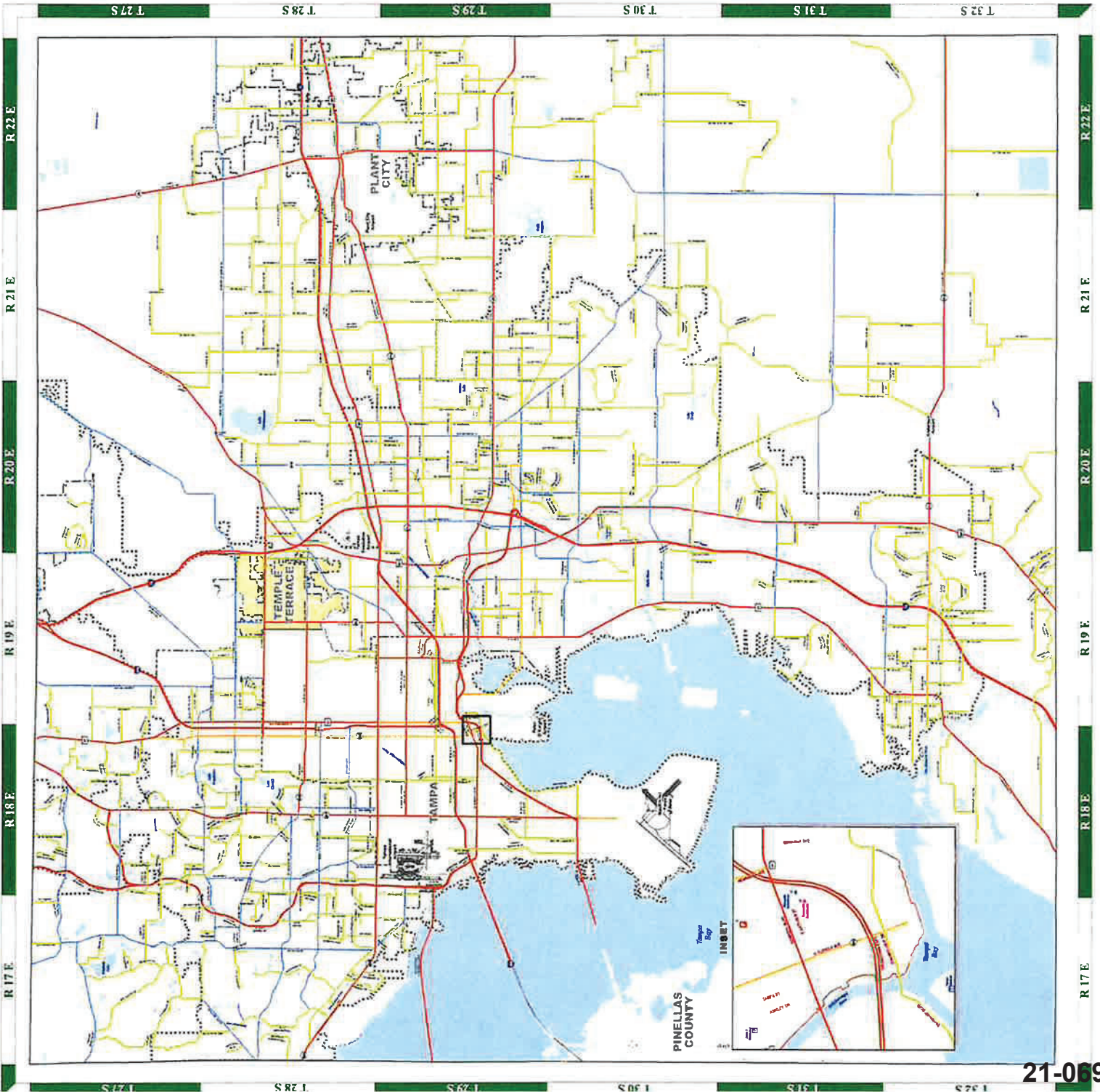
In addition to published matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program

## Locator Map



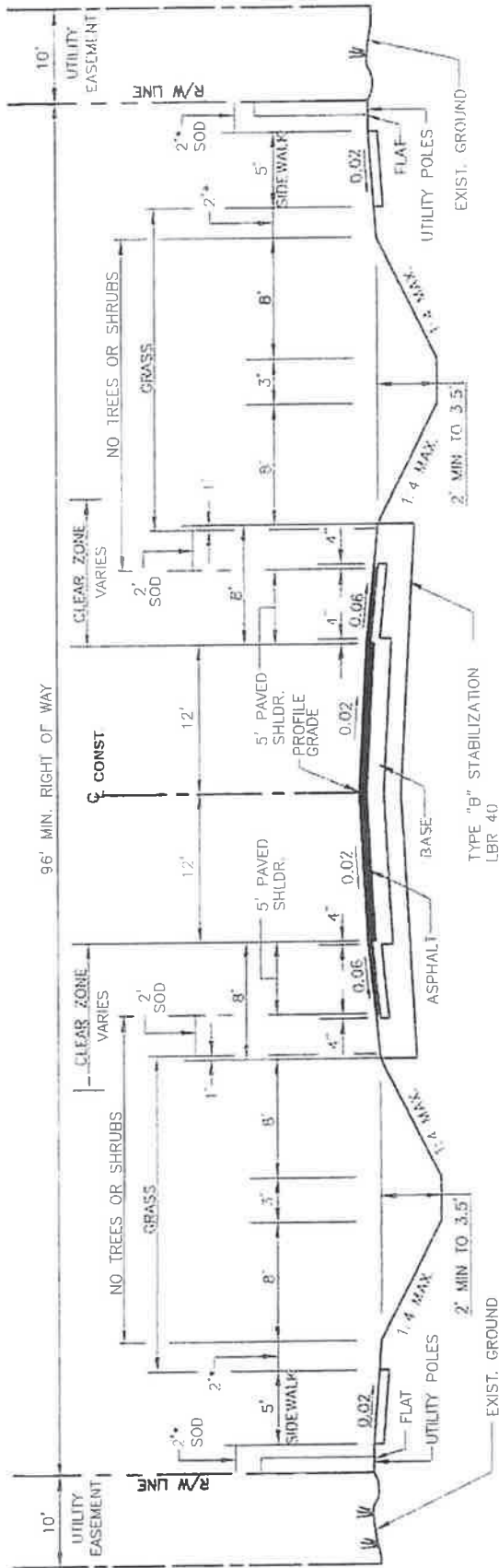
NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of this map. The map is for informational purposes only and is not intended to be used for any other purpose. The map is not a legal document and should not be used for any legal purpose. The map is not a legal document and should not be used for any legal purpose.

801 E. Kennedy Blvd.  
Tampa, FL 33602  
(813) 274-5810  
pintram@hillsboroughcounty.org



TS-7





### TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED ~ 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:

10/17

TRANSPORTATION  
TECHNICAL  
MANUAL



Hillsborough  
County Florida

LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION

DRAWING NO. TS-7

SHEET NO. 1 OF 1



2020 FLORIDA DESIGN MANUAL



**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
<b>C1</b>	Natural	11	11	12	11	11	12	N/A	
<b>C2</b>	Rural	11	11	12	11	11	12		
<b>C2T</b>	Rural Town	11	11	12	11	11	12	12	12
<b>C3</b>	Suburban	10	11	12	10	11	12	11	12
<b>C4</b>	Urban General	10	11	12	10	11	12	11	12
<b>C5</b>	Urban Center	10	11	12	10	11	12	11	12
<b>C6</b>	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.

**Table 200.4.1 Context Classifications**

Context Classification		Description of Adjacent Land Use
<b>C1</b>	<b>Natural</b>	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
<b>C2</b>	<b>Rural</b>	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
<b>C2T</b>	<b>Rural Town</b>	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
<b>C3R</b>	<b>Suburban Residential</b>	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
<b>C3C</b>	<b>Suburban Commercial</b>	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
<b>C4</b>	<b>Urban General</b>	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.
<b>C5</b>	<b>Urban Center</b>	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.
<b>C6</b>	<b>Urban Core</b>	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.



**LINCKS & ASSOCIATES, INC.**

October 21, 2021

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

Re: 4<sup>th</sup> Street Site  
Folio Number 055264.0000  
055263.0000  
PD 21-0699  
Lincks Project No. 21124

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L Existing Facilities for 4<sup>th</sup> Street adjacent to the site.

The subject property is proposed to be rezoned to Planned Development (PD) to allow the following land uses:

- Warehouse/Office – 20,000 Square Feet – Phase I
- Mini-Warehouse – 58,750 Square Feet – Phase II

The access for the PD is via two accesses to 4<sup>th</sup> Street. It should be noted that 4<sup>th</sup> Street dead ends at the subject property and due to the CSX railroad there is no opportunity to extend the roadway.

Table 1 provides the trip generation for the project. In addition, as shown in Table 2, 4<sup>th</sup> Street currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, 4<sup>th</sup> Street is a collector roadway.

The request is for a Design Exception to TS-7 of Hillsborough County Transportation Technical Manual for 4<sup>th</sup> Street adjacent to the site. The following exceptions to TS-7 are required for the project. It should be noted a Design Exception dated June 25, 2019 was approved for the following roadway parameters and the roadway has been constructed.

- 1) Lane Width – TS-7 has 12 foot lanes. The existing road was recently improved to provide 11 foot lanes.

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website



Mr. Mike Williams  
October 21, 2021  
Page 2

- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing road was recently improved to provide 6 to 8 foot shoulders with 5 foot paved.
- 3) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. The existing road has 5 foot sidewalk on the west side of the roadway.

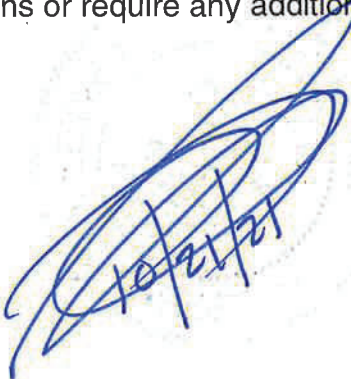
The developer proposes to provide sidewalk on the east side of 4<sup>th</sup> Street along the property frontage. In addition, the existing substandard drainage ditch along the property on the east side will be modified, as shown in Figure 1. The proposed improvements by the developer for the subject property along with the improvements constructed by the project on the west side of 4<sup>th</sup> Street will provide the attributes of TS-7 roadway for the frontage of the project which is approximately 800 feet.

Mr. Mike Williams  
October 21, 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

  
10/21/21

---

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

\_\_\_\_\_ Disapproved  
\_\_\_\_\_ Approved  
\_\_\_\_\_ Approved with conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.

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</u>	<u>AM Peak Hour Trip Ends</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>
Warehouse	150	18,000 SF	31	2	1	3	1	2	3
Mini-Warehouse	151	58,750 SF	89	4	2	6	5	5	10
Contractor's Office	180	2,000 SF	<u>20</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>4</u>
Total			140	8	4	12	7	10	17

(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

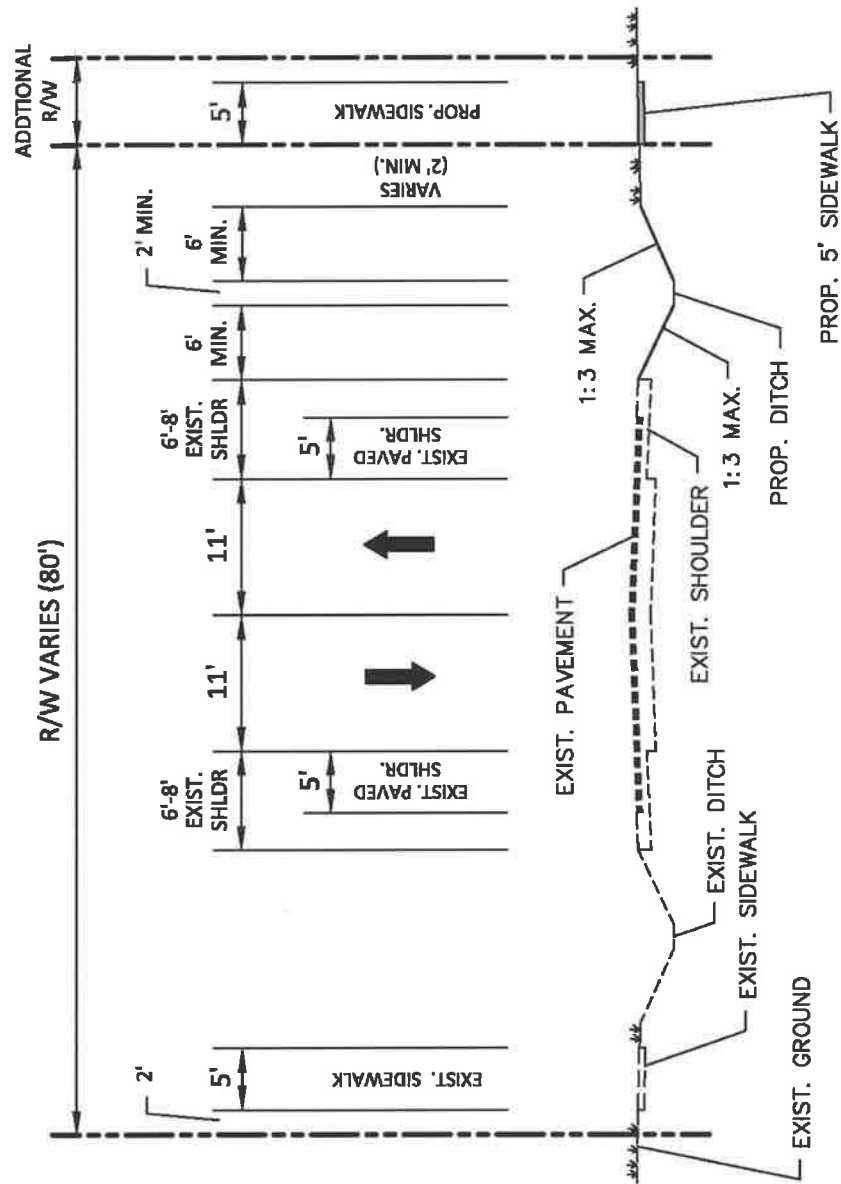
Mr. Mike Williams  
October 21, 2021  
Page 5

TABLE 2  
ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (2)</u>	<u>Peak Season Plus Project Traffic</u>	<u>Available Capacity</u>
4th St	College Ave	Project	AM	D	1,197	13	12	25	1,172
			PM	D	1,197	8	17	25	1,172

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated August, 2021.



**TYPICAL SECTION**  
**4th STREET**

## FIGURE 1



APPENDIX



PD PLAN





PREVIOUS DESIGN EXCEPTION





June 25, 2019

Mr. Benjamin Kniesly, PE, Manager  
Hillsborough County Government  
Development Services  
601 E. Kennedy Boulevard, 19<sup>th</sup> Floor  
Tampa, FL 33602

Re: Triple M. Tube Tech Manufacturing Facility  
**Design Exception Request**  
**4<sup>th</sup> Street Improvements Typical Sections**  
Folio #056418.0000 / Project ID 4799  
Tri<sup>3</sup> Project #2018.009

Dear Mr. Kniesly:

Tri<sup>3</sup> Civil Engineering Design Studio, Inc. is pleased to submit our request for a **Design Exception** for the proposed roadway improvements within the 4<sup>th</sup> Street right-of-way. A Design Exception request is required due to existing right-of-way width restrictions. Our request shall incorporate Hillsborough County's typical section TS-7 from the County's TTM.

Proposed improvements begin at the southern intersection of 4<sup>th</sup> Street and West College Avenue. Improvements run south and terminate just north of the CSX Railroad right-of-way. Due to West College Avenue ROW constraints, the radius returns at the southeast and southwest corners intersecting with 4<sup>th</sup> Street are designed with 45' radius. This proposed radius appears to match what currently exists on the north side of West College Avenue's intersection with 4<sup>th</sup> Street.

The existing pavement within the 4<sup>th</sup> Street ROW runs approximately 1400 linear feet south starting from its intersection with West College Avenue. The paved street is substandard and does not currently meet the Hillsborough County required typical roadway section TS-7. The existing 4<sup>th</sup> Street ROW is 80 feet wide starting at the intersection with West College Avenue running southerly and then decreases to a 60-foot wide ROW just north of the applicant's North-East property corner. It is also important to note that within the 60-foot ROW, over ½ of the existing ditch running along the east side of the unimproved road lies outside of the ROW, inhibiting eastside ditch implements. **Exhibits "B" and "C"** provide the approximate location of the existing eastside ditch.



Triple M. Tube Tech  
Manufacturing Facility  
Design Exception Request  
June 25, 2019  
Page 2 of 3

Our Design Exception request will require that we incorporate modifications to typical section TS-7 as follows:

**Design Exception from TS-7 - Exhibit "A" (Sta 19+30 to Sta 24+00):**

- 1) Reduce the drive lane width from 12 feet to 11 feet;
- 2) Reduce the side slopes of the roadside ditches from 1:4 to 1:3;
- 3) Reduce the ditch bottom width to 0'-2' in order to provide 6% *maximum* slope from EOP to top of ditch;
- 4) Provide a sidewalk along the West side only.
- 5) The applicant does not have the authority to dedicate a 10' utility easement within private property not belonging to the applicant, therefore an easement will not be provided on either side.

**Design Exception from TS-7 - Exhibit "B" (Sta 18+30 to Sta 19+30):**

- 1) Reduce the drive lane width from 12 feet to 11 feet;
- 2) Provide a consistent 6' wide shoulder from edge of drive isle to top of ditch to include a 5' wide paved and 1' wide stabilized shoulder, in lieu of the typical shoulder section shown in TS-7;
- 3) Reduce the side slopes of the roadside ditches from 1:4 to 1:3;
- 4) Reduce the ditch bottom width to 0'-2' in order to provide 6% *maximum* slope from EOP to top of ditch;
- 5) Provide a sidewalk along the West side only.
- 6) The applicant does not have the authority to dedicate a 10' utility easement within private property not belonging to the applicant, therefore an easement will not be provided on either side.

**Design Exception from TS-7 - Exhibit "C" (Sta 10+00 to Sta 18+30):**

- 1) Reduce the drive lane width from 12 feet to 11 feet;
- 2) Provide a consistent 6' wide shoulder from edge of drive isle to top of ditch to include a 5' wide paved and 1' wide stabilized shoulder, in lieu of the typical shoulder section shown in TS-7;
- 3) Reduce the side slopes of the roadside ditches from 1:4 to 1:3;
- 4) Reduce the ditch bottom width to 0'-2' in order to provide 6% *maximum* slope from EOP to top of ditch;
- 5) Provide a sidewalk along the West side only and within the applicant's property. The applicant shall provide a 10' wide sidewalk and utility easement within the applicant's property.
- 6) The applicant does not have the authority to dedicate a 10' utility easement within private property not belonging to the applicant, therefore an easement will not be provided on the east side.

Triple M. Tube Tech  
Manufacturing Facility  
Design Exception Request  
June 25, 2019  
Page 3 of 3

Thank you in advance for time spent reviewing our Design Exception request. Please feel free to contact our office should you have questions or require additional information.

Very Truly Yours,

Tri<sup>3</sup> Civil Engineering Design Studio, Inc.



Constance D. Silver, P.E., LEED AP  
Principal


Cc: Ms. Laura Sierra, Hillsborough County

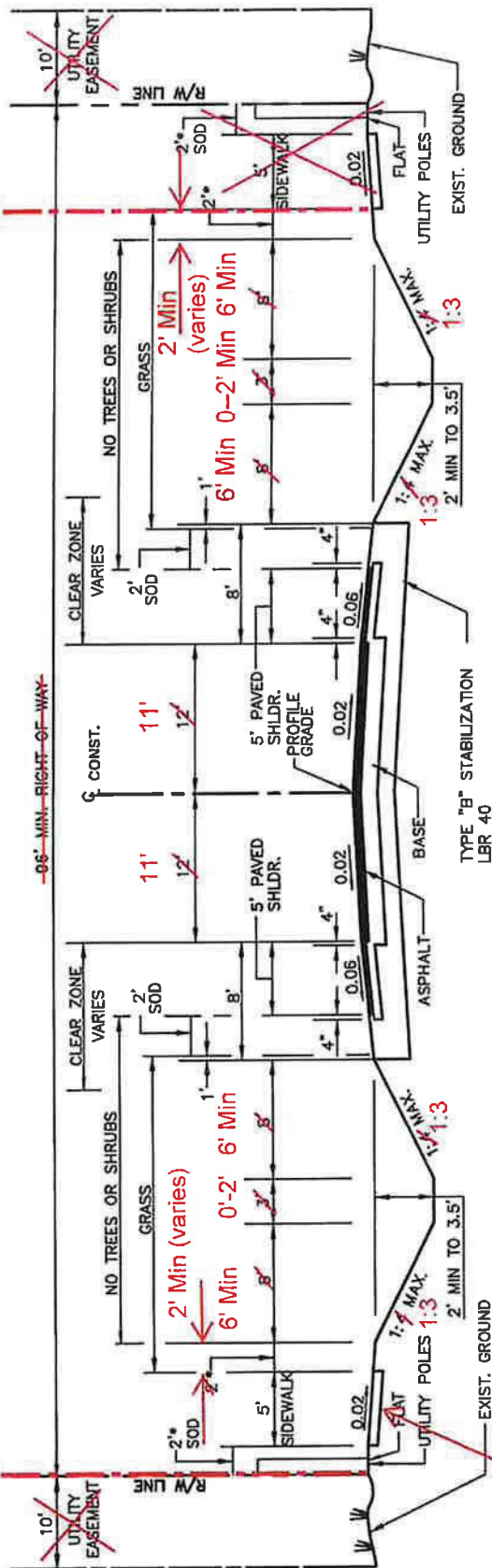
Based on the information provided by the applicant, the request is:

\_\_\_\_\_ Disapproved

  
\_\_\_\_\_ Approved

Michael J. Williams, PE  
Hillsborough County Engineer

  
06/28/19



## N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

**EXHIBIT "A"**

**4TH STREET DESIGN EXCEPTION  
APPROX. STA 19+30 to 24+00**

- APPROVAL: SIA 1973**
1. ALL DIMENSIONS SHOWN ARE MINIMUM.
  2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
  3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
  4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
  5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

Provide sidewalk on one side for connectivity to West College Avenue

REVISION DATE:

10/17

TRANSPORTATION  
TECHNICAL  
MANUALHillsborough  
County Florida

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

DRAWING NO. TS-7

SHEET NO. 1 OF 1

**4TH STREET DESIGN EXCEPTION  
APPROX. STA 18+30 to 19+30**

THIS 2 STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CENTER OF THE ROAD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

SHEET NO. 1 OF 1



**4TH STREET DESIGN EXCEPTION  
APPROX. STA 10+00 to 18+30**

Existing Roadside  
Ditch to Remain

Provide sidewalk on one side within private property for connectivity to West College Avenue. Provide sidewalk Easement

- APPROX. STA 10+00
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.
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  5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE. AS APPROPRIATE.

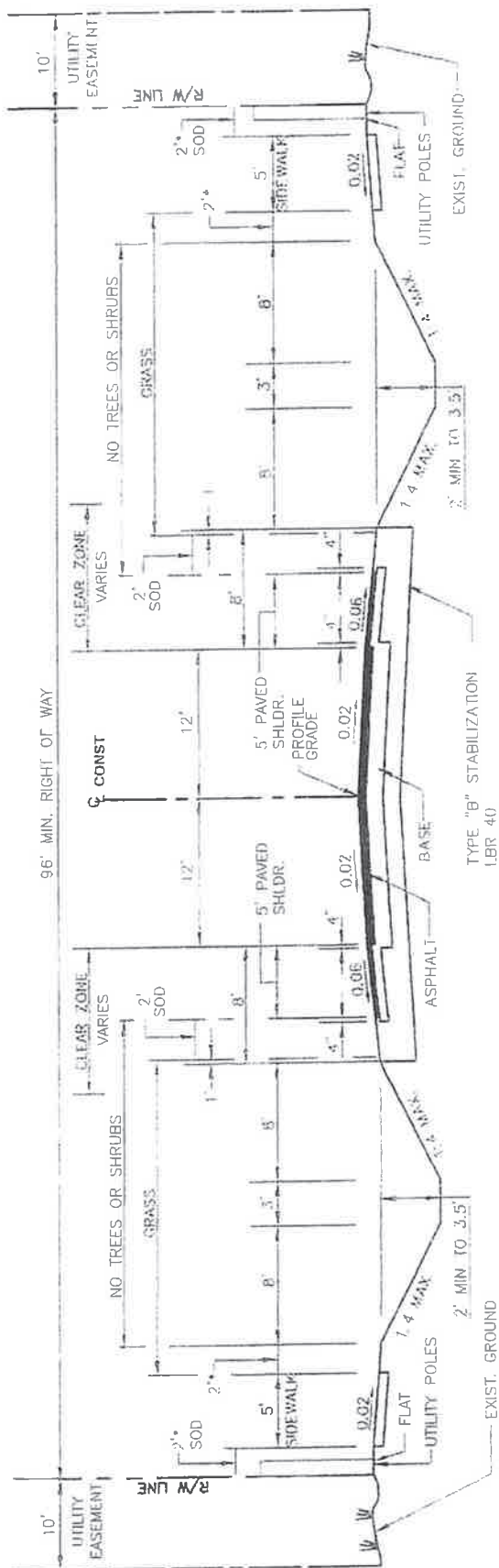
**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

SHEET NO. 1 OF 1



TS-7





## TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

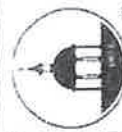
MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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

REVISION DATE:

10/17

# TRANSPORTATION TECHNICAL MANUAL

Hillsborough  
County Florida

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

DRAWING NO. TS-7

SHEET NO. 1 OF 1

2020 FLORIDA DESIGN MANUAL



**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
<b>C1</b>	Natural	11	11	12	11	11	12	N/A	
<b>C2</b>	Rural	11	11	12	11	11	12		
<b>C2T</b>	Rural Town	11	11	12	11	11	12	12	12
<b>C3</b>	Suburban	10	11	12	10	11	12	11	12
<b>C4</b>	Urban General	10	11	12	10	11	12	11	12
<b>C5</b>	Urban Center	10	11	12	10	11	12	11	12
<b>C6</b>	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.

**Table 200.4.1 Context Classifications**

<b>Context Classification</b>		<b>Description of Adjacent Land Use</b>
<b>C1</b>	<b>Natural</b>	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
<b>C2</b>	<b>Rural</b>	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
<b>C2T</b>	<b>Rural Town</b>	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
<b>C3R</b>	<b>Suburban Residential</b>	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
<b>C3C</b>	<b>Suburban Commercial</b>	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
<b>C4</b>	<b>Urban General</b>	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.
<b>C5</b>	<b>Urban Center</b>	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.
<b>C6</b>	<b>Urban Core</b>	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.





**LINCKS & ASSOCIATES, INC.**

October 21, 2021

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

Re: 4<sup>th</sup> Street Site  
Folio Number 055264.0000  
055263.0000  
PD 21-0699  
Lincks Project No. 21124

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L– Existing Facilities for College Avenue from US 41 to 4<sup>th</sup> Street.

The subject property is proposed to be rezoned to Planned Development (PD) to allow the following land uses:

- Warehouse/Office – 20,000 Square Feet – Phase I
- Mini-Warehouse – 58,750 Square Feet – Phase II

The access for the PD is via two accesses to 4<sup>th</sup> Street. It should be noted that 4<sup>th</sup> Street dead ends at the subject property and due to the CSX railroad there is no opportunity to extend the roadway.

Table 1 provides the trip generation for the project. In addition, as shown in Table 2, College Avenue currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

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

The request is for a Design Exception to TS-7 of Hillsborough County Transportation Technical Manual for College Avenue from US 41 to 4<sup>th</sup> Street. The following exceptions to TS-7 are required for the project.

- 1) Lane Width – TS-7 has 12 foot lanes. The existing road has approximately 10.5 foot lanes from US 41 to 4<sup>th</sup> Street.

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
813 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
October 21, 2021  
Page 2

- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing road has unpaved shoulders.
- 3) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. The existing road has 5 foot sidewalk on the north side of the roadway.

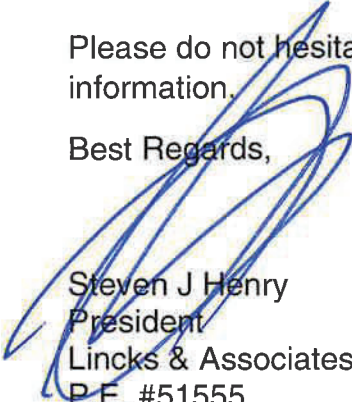
In conjunction with the construction of Phase I, all improvements within 4<sup>th</sup> Street required for the project will be constructed. With the development of Phase II of the project, the developer proposes to construct an 8 foot shoulder with 5 feet paved (bike lane) on the northside of College Avenue from US 41 to 4<sup>th</sup> Street . The proposed typical section is shown in Figure 1. The developer is not proposing to construct the shoulder on the south side of College Avenue for the following reasons:

1. The scale of the development does not justify the improvement.
2. Due to potential right of way and utility conflicts the improvement is not feasible due to the impact of the project.

Mr. Mike Williams  
October 21, 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



10/21/21

---

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

\_\_\_\_\_ **Disapproved**

\_\_\_\_\_ **Approved**

\_\_\_\_\_ **Approved with conditions**

**If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.**

**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</u>	<u>AM Peak Hour Trip Ends</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>
Warehouse	150	18,000 SF	31	2	1	3	1	2	3
Mini-Warehouse	151	58,750 SF	89	4	2	6	5	5	10
Contractor's Office	180	2,000 SF	<u>20</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>4</u>
Total			140	8	4	12	7	10	17

(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

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October 21, 2021  
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TABLE 2

## ARTERIAL ANALYSIS

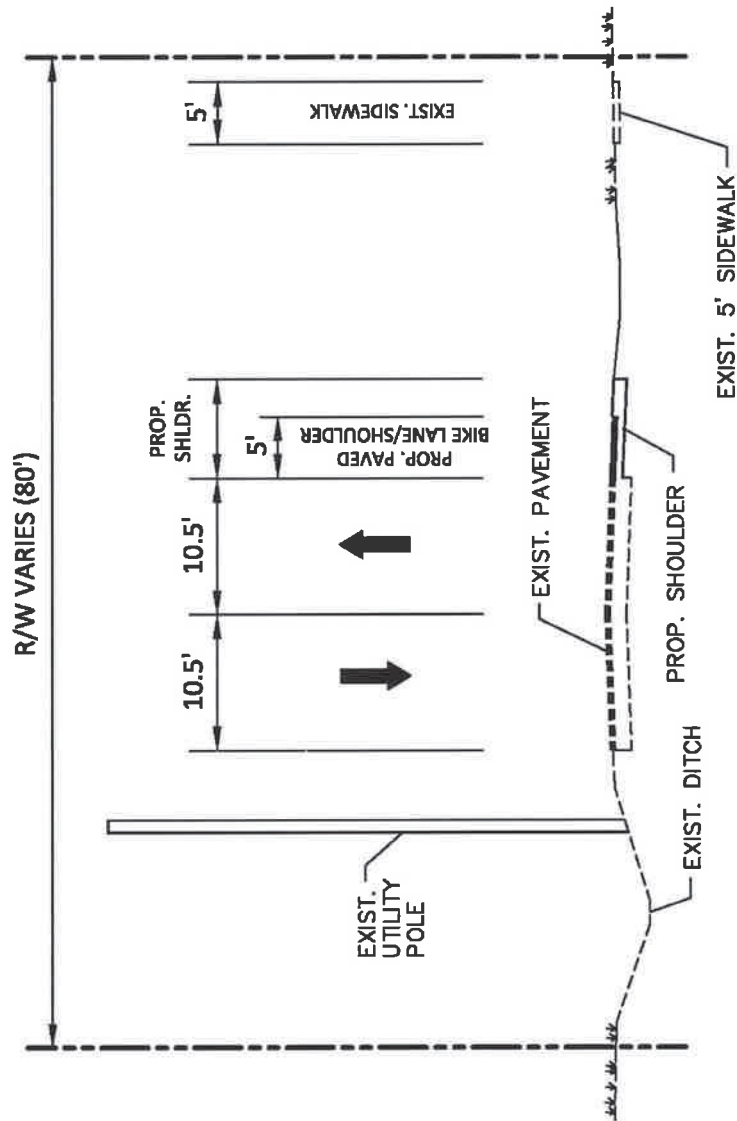
<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (2)</u>	<u>Peak Season Plus Project Traffic</u>	<u>Available Capacity</u>
College Ave	US 41	4th St	AM	D	1,197	239	10	249	948
			PM	D	1,197	249	15	264	933

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated August, 2021.



Mr. Mike Williams  
October 21, 2021  
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**TYPICAL SECTION  
COLLEGE AVENUE**

**FIGURE 1**

APPENDIX



PROPOSED PD PLAN





HILLSBOROUGH COUNTY ROADWAYS  
FUNCTIONAL CLASSIFICATION MAP





# HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION



**pubbly**

**Functional Classifications**  
**Authority, Classification**

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

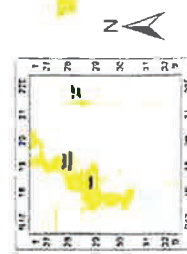
City Limits

No Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) but plots for functional classification of roads. Some, but not all, examples of these matters are as follows:

PART 3.02.00 WATER STATE-75 PLANNED DEVELOPMENT DISTRICT  
PART 3.10.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS  
PART 5.03.00 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 LOC NOT LISTED ABOVE

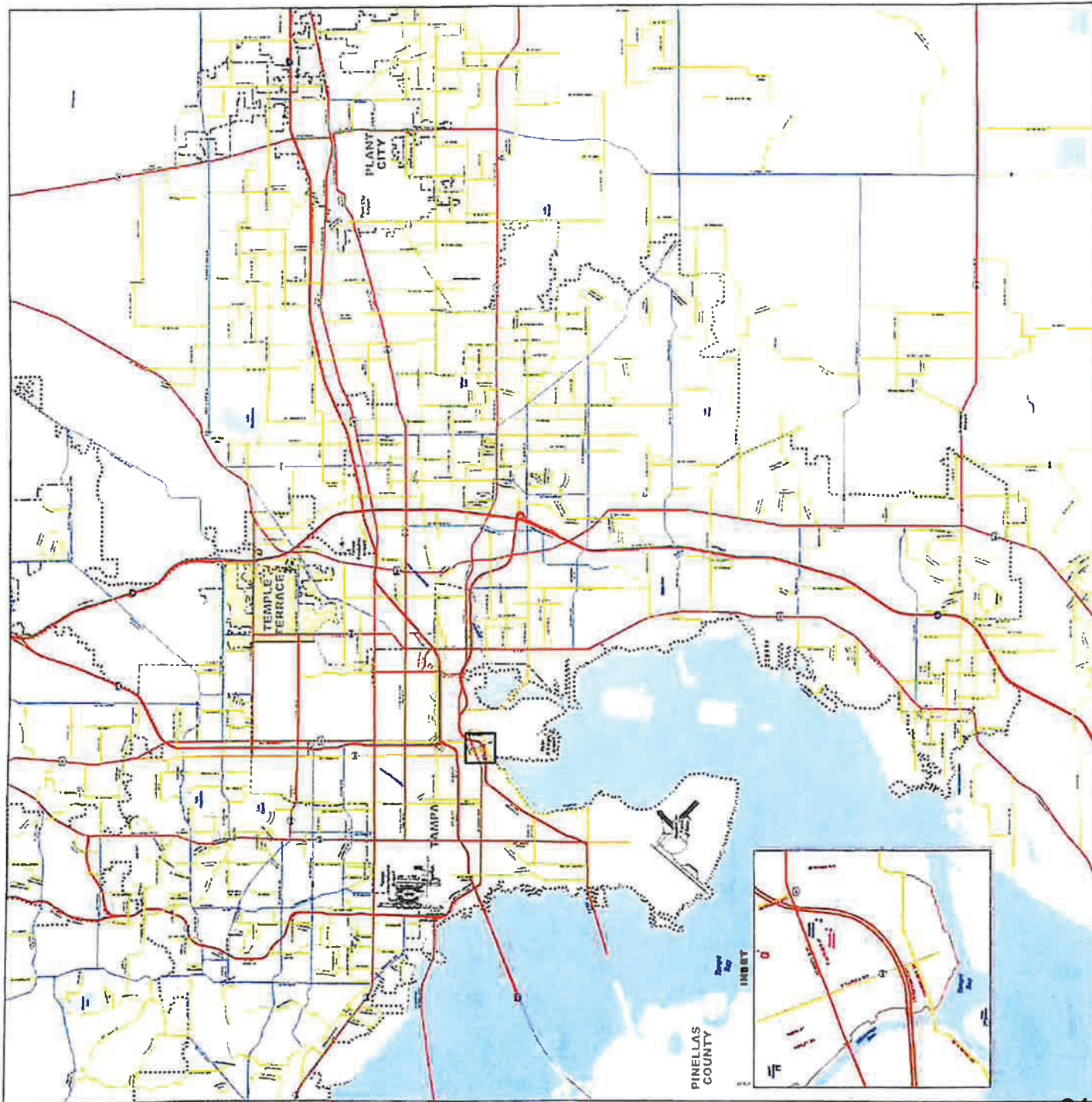
in addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

## Locator Map



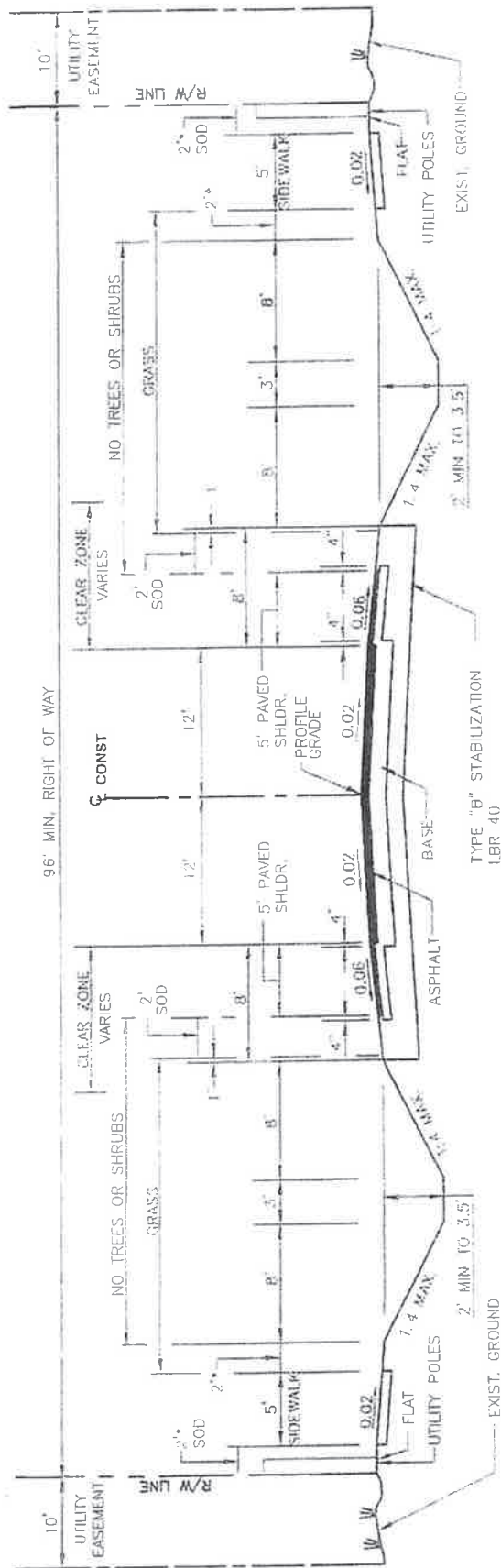
**NOTE:** Every researcher's effort has been made to ensure the accuracy of this map. If through County does not assume any liability for loss of data. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND. THE USER ASSUMES ALL LIABILITY FOR ANY LOSS OF DATA OR FOR ANY DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE INCURRED BY THE USER. NO WARRANTY, GUARANTEE OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE ACCURACY, COMPLETENESS, OR FITNESS FOR A PARTICULAR PURPOSE, IS MADE BY ANY PARTY. THE USER ASSUMES ALL LIABILITY FOR ANY LOSS OF DATA OR FOR ANY DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE INCURRED BY THE USER. NO WARRANTY, GUARANTEE OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE ACCURACY, COMPLETENESS, OR FITNESS FOR A PARTICULAR PURPOSE, IS MADE BY ANY PARTY.

601 E Kennedy Blvd  
Tampa, FL 33602  
(813) 372-5510



TS-7





**TYPICAL SECTION**

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 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.
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5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	<b>LOCAL &amp; COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION</b>	DRAWING NO. TS-7 SHEET NO. 1 OF 1
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2020 FLORIDA DESIGN MANUAL





**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
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<b>C2T</b> Rural Town	11	11	12	11	11	12	12	12
<b>C3</b> Suburban	10	11	12	10	11	12	11	12
<b>C4</b> Urban General	10	11	12	10	11	12	11	12
<b>C5</b> Urban Center	10	11	12	10	11	12	11	12
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**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.
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- (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:**

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- (2) For RRR Projects, the values in the table may be reduced by 1-foot.



**Table 200.4.1 Context Classifications**

<b>Context Classification</b>		<b>Description of Adjacent Land Use</b>
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<b>C3R</b>	<b>Suburban Residential</b>	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
<b>C3C</b>	<b>Suburban Commercial</b>	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
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## Perez, Richard

---

**From:** Williams, Michael  
**Sent:** Tuesday, October 26, 2021 9:33 AM  
**To:** Steven Henry; Jean Abi-Aoun  
**Cc:** MDStuart30@gmail.com; Beachy, Stephen; Perez, Richard; Ratliff, James; Tirado, Sheida; PW-CEIntake  
**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue  
**Attachments:** 21-0699 AVReq 10-22-21.pdf; 21-0699 DReq 4th St 10-22.pdf; 21-0699 DReq US 41 10-22-.pdf  
  
**Importance:** High

Steve/Jean,

I have found the attached revised Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 21-0699 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Pardon ([padroni@hillsboroughcounty.org](mailto:padroni@hillsboroughcounty.org) or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)

Mike

---

**From:** Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>  
**Sent:** Monday, October 25, 2021 4:23 PM  
**To:** Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>  
**Subject:** RE: PRS 21-0699 Updated Design Exception Letter for College Avenue  
**Importance:** High

Hello Jefe,

This project's AV and DEs were already approvable by you but were revised to the new Traffic Study and are still approvable to me, please email the following people in your email.

[shenry@lincks.com](mailto:shenry@lincks.com)  
[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)  
[mdstuart30@gmail.com](mailto:mdstuart30@gmail.com)

[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)  
[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)  
[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)

Best Regards,

**Sheida L. Tirado, PE** *(she/her/hers)*

**Transportation Review Manager**

Development Services Department

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P: (813) 276-8364

E: [tirados@HCFLGov.net](mailto:tirados@HCFLGov.net)

W: [HCFLGov.net](http://HCFLGov.net)

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**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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**From:** Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>

**Sent:** Wednesday, September 29, 2021 6:44 PM

**To:** Steven Henry <[shenry@lincks.com](mailto:shenry@lincks.com)>; Jean Abi-Aoun <[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)>

**Cc:** [MDStuart30@gmail.com](mailto:MDStuart30@gmail.com); Beachy, Stephen <[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)>; Perez, Richard <[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)>; Ratliff, James <[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)>; Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; PW-CEIntake <[PW-CEIntake@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)>

**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue

Steve/Jean,

I have found the attached Section 6.04.02.B. Design Exception (DE) for PD 21-0699 is APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Pardon ([padroni@hillsboroughcounty.org](mailto:padroni@hillsboroughcounty.org) or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)

Mike

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**From:** Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>  
**Sent:** Wednesday, September 29, 2021 3:38 PM  
**To:** Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>  
**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue

Hello Jefe,

This DE is approvable to me, please email the following people in your email.

[shenry@lincks.com](mailto:shenry@lincks.com)  
[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)  
[mdstuart30@gmail.com](mailto:mdstuart30@gmail.com)  
[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)  
[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)  
[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)

Best Regards,

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

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P: (813) 276-8364  
E: [tirados@HCFLGov.net](mailto:tirados@HCFLGov.net)  
W: [HCFLGov.net](http://HCFLGov.net)

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**Hillsborough County**  
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**From:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>  
**Sent:** Wednesday, September 29, 2021 3:24 PM  
**To:** Vazquez, Bianca <[VazquezB@hillsboroughcounty.org](mailto:VazquezB@hillsboroughcounty.org)>  
**Cc:** Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; Padron, Ingrid <[PadronI@hillsboroughcounty.org](mailto:PadronI@hillsboroughcounty.org)>; Rome, Ashley <[RomeA@hillsboroughcounty.org](mailto:RomeA@hillsboroughcounty.org)>  
**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue

Good afternoon,

Revised design exception document

Thank you

**Ana Lizardo**  
**Planning & Zoning Tech**

Development Services Department (DSD)

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P: (813) 276-8403

M: (813) 272-5600

E: [LizardoA@hillsboroughcounty.org](mailto:LizardoA@hillsboroughcounty.org)

W: [HCFLGov.net](http://HCFLGov.net)

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## Hillsborough County

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**From:** Jean Abi-Aoun <[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)>

**Sent:** Wednesday, September 29, 2021 1:32 PM

**To:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>

**Cc:** Beachy, Stephen <[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)>; [MDStuart30@gmail.com](mailto:MDStuart30@gmail.com)

**Subject:** PRS 21-0699 Updated Design Exception Letter for College Avenue

**External email:** Use caution when clicking on links and attachments from outside sources.

Hello;

I have enclosed the revision to add a Design Exception Letter for College Avenue. Please process.

Thanks

Jean Abi-Aoun, P.E., Vice President, LEED® AP



5127 S. Orange Avenue, Suite 200

Orlando, Florida 32809

Phone: (407) 895-0324

Fax: (407) 895-0325

Email: [jabiaoun@feg-inc.us](mailto:jabiaoun@feg-inc.us)

Web: <http://www.feg-inc.us>

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# Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
College Ave	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
4 <sup>th</sup> Street SW	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	295	47	50
Proposed	140	12	17
Difference (+/-)	-155	-35	-33

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

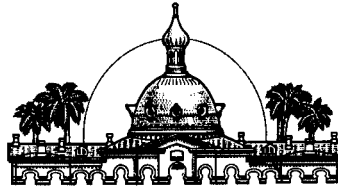
Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	Vehicular & Pedestrian	Meets LDC
East	X	None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
4 <sup>th</sup> St SW: North of Project/ Substandard Road	Administrative Variance Requested	Approvable
4 <sup>th</sup> St SW: Project Frontage/Substandard Road	Design Exception Requested	Approvable
College Ave./Substandard Road	Design Exception Requested	Approvable
Notes:		

## 4.0 Additional Site Information & Agency Comments Summary

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

**CURRENTLY  
APPROVED**



Hillsborough County  
Florida

Office of the County Administrator  
Patricia G. Bean

BOARD OF COUNTY COMMISSIONERS

Brian Blair  
Rose V. Ferlita  
Ken Hagan  
Al Higginbotham  
Jim Norman  
Mark Sharpe  
Kevin White

Deputy County Administrator  
Wally Hill

Assistant County Administrators  
Kenneth C. Griffin  
Carl S. Harness  
Manus J. O' Donnell

August 13, 2007

Reference: MM 07-1055 RU

Engelhardt Hammer & Associates  
3001 N. Rocky Point Dr. # 300  
Tampa, FL 33607

Dear Applicant:

At the regularly scheduled public meeting on August 7, 2007, the Board of County Commissioners granted your request for a Major Modification to PD 05-1786, with the attached amended final conditions.

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

Sincerely,

Paula M. Harvey, AICP, Director  
Planning and Zoning Division

ps

AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: MM 07-1055 RU (05-1786)  
BOCC MEETING DATE: August 7, 2007  
DATE TYPED: August 9, 2007

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Approval - Approval, subject to the conditions listed below, is based on site plan received July 27, 2007.

1. The project shall be permitted a maximum of 75,000 square feet of building area for Commercial Intensive (CI) zoning district uses. The project will be subject to the Commercial Intensive (CI) zoning district development standards, except as referenced herein. The maximum floor area ratio (FAR) shall be 0.20 percent.
  - 1.1 Hours of operation shall be Monday to Friday – 7:00 am to 8:00 pm, and Saturday – 8:00 am to 5:00 pm.
2. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
3. The project may be permitted a maximum of 75,000 square feet of Commercial Intensive uses, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum square footage for the project as permitted herein exceeds the maximum intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the square footage of the project shall decrease as necessary to conform to the Comprehensive Plan.
4. Buildings shall be as generally located on the site plan received June 12, 2007, unless a modification is required to avoid impacts to mature trees on the site.
5. Solid Waste Storage structures (dumpsters) shall be subject to the Accessory Structure design standards, along with the buffering and screening requirements of the LDC. Enclosure shall be constructed of materials in character with the materials on the front wall of the main building.
  - 5.1 Dumpster location and enclosure must be in compliance with the LDC and be reflected on the general site plan submitted for certification.
6. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
  - 6.1 Ground signs shall be limited to monument signs.
  - 6.2 Billboards, pennants and banners shall be prohibited.
7. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management

AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: MM 07-1055 RU (05-1786)  
BOCC MEETING DATE: August 7, 2007  
DATE TYPED: August 9, 2007

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Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.

8. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, identifying the needed improvements to mitigate the projects impacts.
9. Based on the projected trip generation to the site, access onto the public road would be via "Type II" Minor Roadway Connection (less than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 50 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.
10. The Developer shall improve 4<sup>th</sup> Street SW to current County standards from the project's Southern boundary to W. College Avenue. The Developer shall include the roadway improvements on the submitted Construction Plans.
11. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and comply with LDC requirements for providing internal sidewalks.
12. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.
13. Outdoor lighting shall be per the requirements of the Hillsborough County Land Development Code (LDC) and any outdoor lighting, other than security lighting, shall be subject to the permitted hours of operation.
14. Buffering and screening shall be consistent with the Land Development Code unless otherwise specified herein.
15. An eight (8) foot high fence shall be permitted as long as the subject property is developed as a retail, wholesale and distribution center for lumber. Otherwise, Part 6.07.00 of the Land Development Code shall apply.
16. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
17. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the



AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: MM 07-1055 RU (05-1786)  
BOCC MEETING DATE: August 7, 2007  
DATE TYPED: August 9, 2007

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development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.

18. If the applicant proposes access to the rail road, a cross access agreement letter form the adjoining property owner to the south with tax folio 55263.5000 (Atlantic Land and Imp Co.) shall be provided during preliminary plan review, if applicable.
19. 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.
20. 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.
21. Within 90 days of approval by Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which 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.
22. 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: 9/29/2021

*Revised: 10/07/2021*

*10/26/2021*

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Ruskin/South

PETITION NO: PRS 21-0699

- ☐ 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 decrease the maximum trip generation potential of the subject property (by -155 average daily trips, -35 a.m. peak hour trips, and -33 p.m. peak hour trips).
- 4<sup>th</sup> Street SW is a substandard collector roadway from north of the project entrance to College Ave. The applicant requested a Section 6.04.02.B. Administrative Variance from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards north of the project entrance, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the administrative variance to waive improvements for this segment of 4<sup>th</sup> Street SW.
- 4<sup>th</sup> Street SW is a substandard collector roadway along the project frontage. The applicant requested a Design Exception from the typical section 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 construct a 5ft wide sidewalk on the east side of the roadway and make drainage ditch improvement along the project frontage.
- College Ave., between 4<sup>th</sup> Street SW and US Hwy 41, is a substandard collector roadway between the project access and the nearest standard roadway. The applicant requested a Design Exception from the typical section 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 construct an 8-foot wide shoulder, of which 5-feet shall be paved for use as a bicycle facility along the north side of the above section of College Ave.
- Cross access connection provided to the adjacent property to the south 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**

### **Revised Conditions**

7. ~~The project shall construct two (2) access connections to 4<sup>th</sup> St. SW as generally shown on the site plan. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~

*[Transportation Review Section staff proposed to modify this condition to reflect the new proposed access plan. The remainder of the condition is being deleted, as it does not comport with the definition of a PD zoning, which by its nature is a site plan-controlled zoning district. Only minor deviations are permitted in location of an access shown on the PD site plan.]*

8. ~~Prior to Concurrence approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, identifying the needed improvements to mitigate the projects impacts.~~

*[Transportation Review Section (TRS) staff is proposing to delete this condition. as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable. Additionally, turn lanes which were found to be warranted pursuant to Section 6.04.04.D. and based on the applicant's submitted transportation analysis have been included as a separate condition].*

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

*[Transportation Review Section staff proposed to modify this condition to comport with current practice. The development will be required to comply with all applicable site development regulations at the time of site/plat/construction plan review, regardless of whether this condition is present.]*

10. ~~The Developer shall improve 4<sup>th</sup> Street SW to current County standards from the project's Southern boundary to W. College Avenue. The Developer shall include the roadway improvements on the submitted Construction Plans. If PRS 21-0699 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated August 5, 2021 and revised September 13, 2021) which was found approvable by the County Engineer (on September 22, 2021), for the 4<sup>th</sup> St. SW substandard road improvements. Approval of this Administrative Variance will waive the 4<sup>th</sup> St. SW substandard road improvements required by Section 6.04.03.L. of the Land Development Code between the northern project boundary and College Ave.~~

18. ~~Notwithstanding anything shown on the PD site plan to the contrary, access to the Tampa Southern Railroad may occur anywhere along the southern PD boundary; however, such rail access shall not conflict with or restrict the required vehicular and pedestrian cross access to the south. If the applicant proposes access to the rail road, a cross access agreement letter form the adjoining property owner to the south with tax folio 55263.5000 (Atlantic Land and Imp Co.) shall be provided during preliminary plan review, if applicable.~~

*[Transportation Review Section staff proposed to modify this condition to reflect the applicant's current plan with regards to potential rail access.]*

#### New Conditions

- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- The developer shall construct a vehicular and pedestrian cross access stubout to its southern project boundary with folio 55296.0000.
- If PRS 21-0699 is approved, the County Engineer will approve a Sec. 6.04.02. B. Administrative Variance (dated September 13, 2021, and revised October 21, 2021) from the Section 6.04.03.L. requirement to improve the substandard roadway to typical standards north of the project entrance on 4th Street SW to College Ave. The request was found approvable by the County Engineer on October 26, 2021.
- If PRS 21-0699 is approved, the County Engineer will approve a Design Exception (dated September 13, 2021 and revised October 21, 2021) which was found approvable by the County Engineer (on October 26, 2021), for the 4<sup>th</sup> St. SW substandard road improvements between the southern project driveway and northern property boundary. As 4<sup>th</sup> St. SW is a substandard collector roadway, the developer will be required to construct certain improvements to 4<sup>th</sup> St. SW consistent with the Design Exception. Specifically, the developer will be required to improve the drainage ditches along the east side of 4<sup>th</sup> St. SW consistent with the Design Exception. This includes additional areas to be improved as proffered by the developer during the Design Exception process. Specifically, drainage along those portions of the 4<sup>th</sup> St. SW between the southernmost driveway connection and southern project boundary shall also be improved as indicated above.
- If PRS 21-0699 is approved, the County Engineer will approve a Design Exception (dated September 29, 2021 and revised October 21, 2021) which was found approvable by the County Engineer (on October 26, 2021), for the College Ave. substandard road improvements between 4<sup>th</sup> St. SW and US Hwy. 41. As College Ave. is a substandard collector roadway, the developer will be required to construct certain improvements within this section of College Ave. Specifically, the developer will be required to construct an 8-foot wide shoulder, of which 5-feet shall be paved for use as a bicycle facility along the north side of the above section of College Ave. The project shall be permitted to construct up to 18,000 s.f. of warehouse uses with 2,000 s.f. of associated office uses without triggering any improvement to College Ave. The above described improvement shall be required prior to or concurrent with development of up to 58,750 s.f. of the mini-storage/warehouse uses.

#### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a minor modification to PD 05-1786 to reconfigure the site, move the proposed vehicular access location, add a second vehicular access and increase the proposed total building footprint to a maximum of 78,750 square feet of office, mini-warehouse and warehouse. The subject property totals +/- 9.02 acres. The original PD allows for 75,000 square feet of CI uses.

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: 75,000 SF, Manufacturing (ITE Code 140)	295	47	50

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 18,000 SF, Warehouse (ITE 150)	31	3	3
PD: 58,750 SF, Mini-Warehouse (ITE 151)	89	6	10
PD: 2,000 SF, Specialty Trade Contractor (ITE 180)	20	3	4
Total Trips	140	12	17

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	-155	-35	-33

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The subject site fronts 4<sup>th</sup> Street SW. College Avenue is the nearest regulated roadway. The nearest truck routes to the project are US 41 and College Ave./SR 674 (east of US 41).

4<sup>th</sup> St. SW is a 2-lane, undivided, substandard, unregulated collector roadway characterized by +/- 11 ft wide lanes in average condition, +/- 8 ft wide shoulders with +/- 5 paved, lying within a +/- 60-foot wide right-of-way along the project's frontage. The right-of-way north of the project site appears to be +/- 80 feet in width. There is a 5 ft sidewalk and the west side and no bicycle facilities along 4<sup>th</sup> St. SW south of College Ave. 4<sup>th</sup> Street dead ends at the subject property and due to CSX railroad there is no opportunity to extend the roadway south.

It should be noted that a Design Exception dated June 25, 2019, and associated with PD 16-1336, was approved for the current roadway configuration that was constructed.

College Ave. is a 2-lane, undivided, substandard collector roadway (west of US 41) characterized by +/- 20 feet of pavement in average condition, lying within a +/- 80-foot wide right-of-way. There are no bicycle facilities along College Ave west of US 41.

**SITE ACCESS AND CONNECTIVITY**

Primary access to the site is proposed to be from 4<sup>th</sup> St. SW with two (2) access connections proposed on this roadway.

The proposed PD site plan is providing cross access to the southern boundary consistent with LDC, Sec. 6.04.03. Q. The northern portion of the subject site, where the 58,750 sf of mini-warehouse and open storage is proposed, will be fenced and gated.

The subject property has access to the CSX railroad line to the south. Correspondingly, the proposed PD site plan shows an approximate future rail spur line area and where the required cross-access will traverse it.

#### **ADMINISTRATIVE VARIANCE: 4<sup>TH</sup> STREET SW (NORTH OF PROJECT DRIVEWAY)**

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated September 13, 2021 and revised October 21, 2021) to the Section 6.04.03.L. LDC requirement, which requires projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road. Approval of this Administrative Variance will waive the requirement to improve 4th Street from the northern property line to College Avenue to current County roadway standards. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on October 26, 2021. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

#### **REQUESTED DESIGN EXCEPTION #1: 4<sup>TH</sup> STREET SW (PROJECT FRONTAGE)**

The applicant's Engineer of Record (EOR) submitted a Design Exception request for 4<sup>th</sup> Street SW along the project's frontage. (dated September 13, 2021 and revised October 21, 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 October 26, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 typical section (for 2-lane, undivided, rural collector roadways) consist of a 5-foot sidewalk on the east side of the roadway and drainage ditch improvements along the project frontage.

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

#### **REQUESTED DESIGN EXCEPTION #2: COLLEGE AVE**

The applicant's Engineer of Record (EOR) submitted a Design Exception request for College Ave. (dated September 29, 2021 and revised October 21, 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 October 26, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 typical section (for 2-lane, undivided, rural collector roadways) consists of construction of an 8-foot shoulder with 5-foot bikelane on the northside of College Avenue from US 41 to 4 Street at the time of construction of the 58,750 sf mini-warehouse/warehouse uses (Phase 2).

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

#### **ROADWAY LEVEL OF SERVICE**

Note that College Ave. west of US Hwy 41 is not included in the Hillsborough County Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
College Ave. (SR 674)	US HWY 41	I-75	D	C

Source: Hillsborough County 2020 Level of Service Report.



**LINCKS & ASSOCIATES, INC.**

October 21, 2021

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

Re: 4<sup>th</sup> Street Site  
Folio Number 055264.0000  
055263.0000  
PD 21-0699  
Lincks Project No. 21124

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L Existing Facilities of the Hillsborough County Land Development Code, which requires projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road.

The subject property is proposed to be rezoned to Planned Development (PD) to allow the following land uses:

- Warehouse/Office – 20,000 Square Feet – Phase I
- Mini-Warehouse – 58,750 Square Feet – Phase II

The access for the project is proposed to be via 2 full accesses to 4<sup>th</sup> Street. It should be noted that 4<sup>th</sup> Street dead ends at the subject property and due to CSX railroad there is no opportunity to extend the roadway.

Table 1 provides the trip generation for the project. In addition, as shown in Table 2, 4<sup>th</sup> Street currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, 4<sup>th</sup> Street is a collector roadway.

The request is to waive the requirement to improve 4<sup>th</sup> Street from the northern property line to College Avenue to current County roadway standards, which are found within the Hillsborough County Transportation Technical Manual.

The developer of the subject project proposes to improve approximately 800 linear feet of 4<sup>th</sup> Street as outlined in the Design Exception for the project. The improvements include drainage swales, sidewalk and additional right of way along the property frontage. The

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
813 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
Revised October 21, 2021  
Page 2

proposed Administrative Variance is from the northern property line to College Avenue which is approximately 625 feet.

The variance to the TS-7 standards are as follows:

- 1) Right of Way – TS-7 has 96 feet of right of way. The existing roadway has approximately 60 to 80 feet of right of way.
- 2) Lane Width – TS-7 has 12 foot lanes. According to the latest improvement plans, the existing roadway has 11 foot lanes. 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.
- 3) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. According to the latest improvement plans, there is a 6 foot shoulder with 5 foot paved.
- 4) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. There is existing sidewalk on the west side of the roadway.

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

The subject segment of the roadway was recently improved based on the Design Exception dated June 25, 2019. There is not sufficient right of way to do additional improvements. Therefore, it would be unreasonable to require this project to do additional improvements.

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

Again, the roadway was recently improved. In addition, the proposed project would add a minimal amount of additional traffic. Therefore, the Administrative Variance would not be detrimental to the public health, safety and welfare.

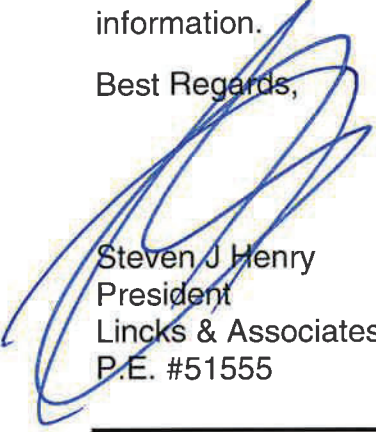
**(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.**

4<sup>th</sup> Street is the only access for the project.

Mr. Mike Williams  
Revised October 21, 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



10/21/21

---

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

\_\_\_\_\_ **Disapproved**  
\_\_\_\_\_ **Approved**  
\_\_\_\_\_ **Approved with Conditions**

**If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.**

**Date** \_\_\_\_\_

**Sincerely,**

**Michael J. Williams**  
**Hillsborough County Engineer**

Mr. Mike Williams  
Revised October 21, 2021  
Page 4

TABLE 1  
ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</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>
Warehouse	150	18,000 SF	31	2	1	3	1	2	3
Mini-Warehouse	151	58,750 SF	89	4	2	6	5	5	10
Contractor's Office	180	2,000 SF	<u>20</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>4</u>
Total			140	8	4	12	7	10	17

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



Mr. Mike Williams  
Revised October 21, 2021  
Page 5

TABLE 2

ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (2)</u>	<u>Peak Season Plus Project Traffic</u>	<u>Available Capacity</u>
4th St	College Ave	Project	AM	D	1,197	13	12	25	1,172
			PM	D	1,197	8	17	25	1,172

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated August, 2021.

APPENDIX



PD PLAN





HILLSBOROUGH COUNTY ROADWAYS  
FUNCTIONAL CLASSIFICATION MAP





# 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

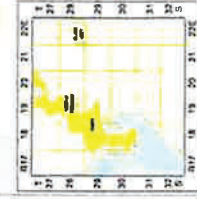
The Hillsborough County Roadway Functional Map will be used to all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of road matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.10.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 3.11.00 SUBDIVISION STANDARDS
- PART 6.07.00 FENCES AND WALLS
- PART 6.08.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.10.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 12.01.00 DERIVATIONS

OTHER PARTS OF THE LDC NOT LISTED ABOVE

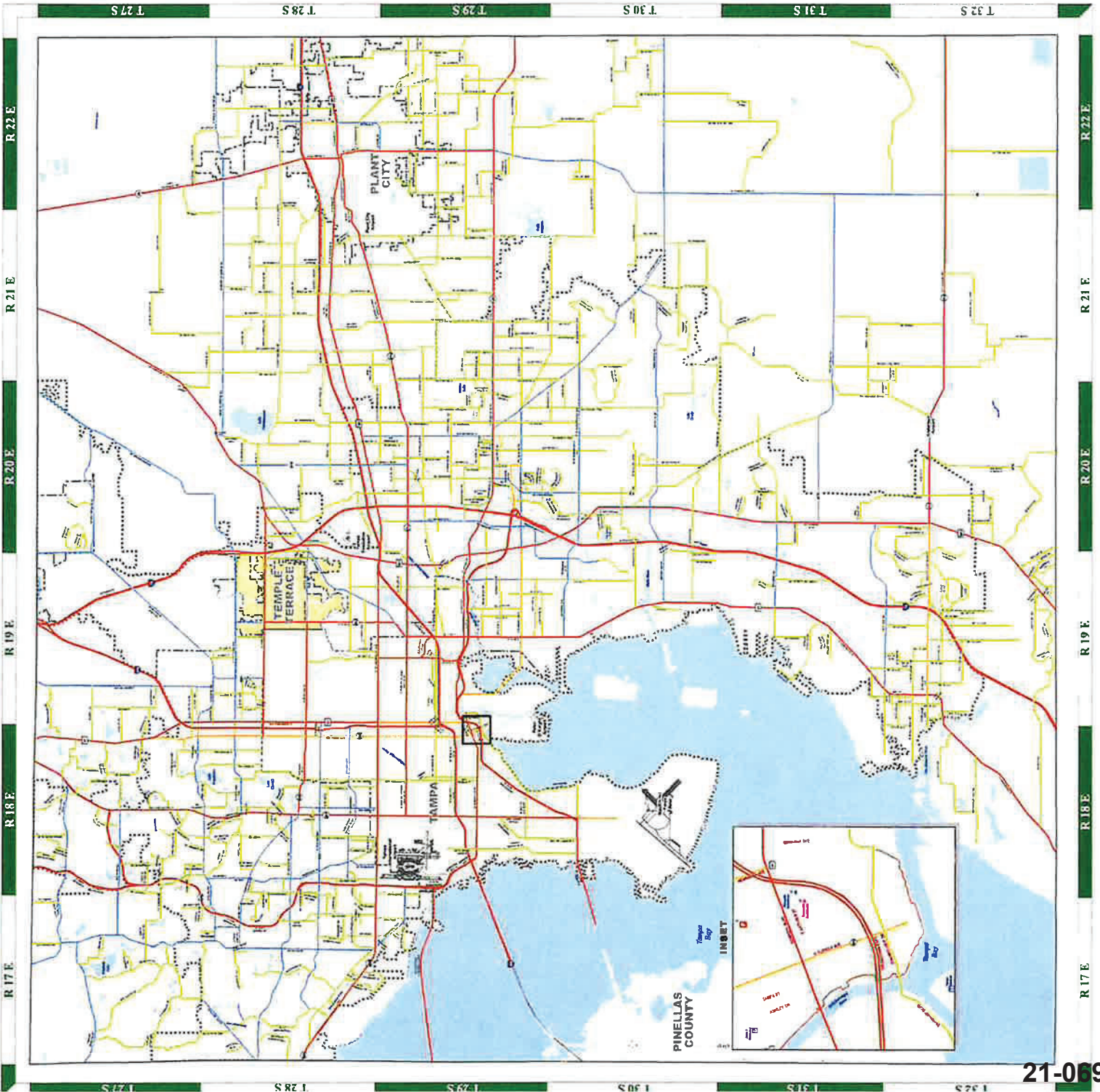
In addition to published matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program

## Locator Map



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of this map. The map is for informational purposes only and is not intended to be used for any other purpose. The map is not a legal document and should not be used for any legal purpose. The map is not a legal document and should not be used for any legal purpose.

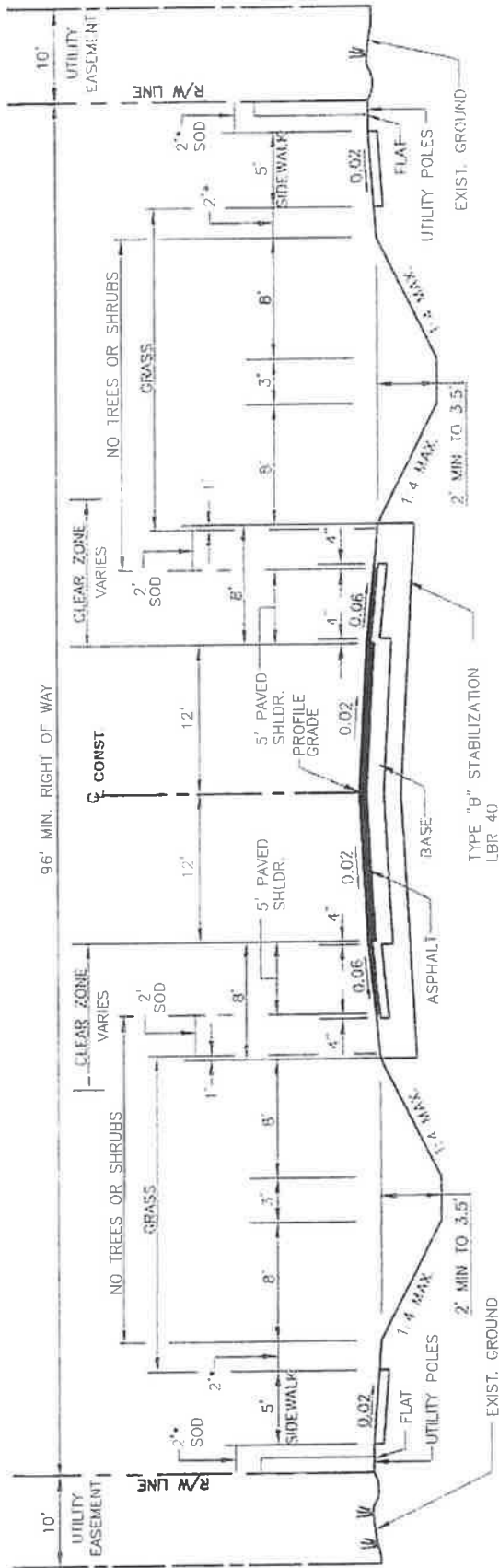
801 E. Kennedy Blvd  
Tampa, FL 33602  
(813) 274-5810  
pintram@hillsboroughcounty.org





TS-7





### TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED ~ 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:

10/17

TRANSPORTATION  
TECHNICAL  
MANUAL



Hillsborough  
County Florida

LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION

DRAWING NO. TS-7

SHEET NO. 1 OF 1

2020 FLORIDA DESIGN MANUAL



**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
<b>C1</b>	Natural	11	11	12	11	11	12	N/A	
<b>C2</b>	Rural	11	11	12	11	11	12		
<b>C2T</b>	Rural Town	11	11	12	11	11	12	12	12
<b>C3</b>	Suburban	10	11	12	10	11	12	11	12
<b>C4</b>	Urban General	10	11	12	10	11	12	11	12
<b>C5</b>	Urban Center	10	11	12	10	11	12	11	12
<b>C6</b>	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.

**Table 200.4.1 Context Classifications**

Context Classification		Description of Adjacent Land Use
<b>C1</b>	<b>Natural</b>	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
<b>C2</b>	<b>Rural</b>	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
<b>C2T</b>	<b>Rural Town</b>	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
<b>C3R</b>	<b>Suburban Residential</b>	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
<b>C3C</b>	<b>Suburban Commercial</b>	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
<b>C4</b>	<b>Urban General</b>	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.
<b>C5</b>	<b>Urban Center</b>	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.
<b>C6</b>	<b>Urban Core</b>	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.



**LINCKS & ASSOCIATES, INC.**

October 21, 2021

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

Re: 4<sup>th</sup> Street Site  
Folio Number 055264.0000  
055263.0000  
PD 21-0699  
Lincks Project No. 21124

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L Existing Facilities for 4<sup>th</sup> Street adjacent to the site.

The subject property is proposed to be rezoned to Planned Development (PD) to allow the following land uses:

- Warehouse/Office – 20,000 Square Feet – Phase I
- Mini-Warehouse – 58,750 Square Feet – Phase II

The access for the PD is via two accesses to 4<sup>th</sup> Street. It should be noted that 4<sup>th</sup> Street dead ends at the subject property and due to the CSX railroad there is no opportunity to extend the roadway.

Table 1 provides the trip generation for the project. In addition, as shown in Table 2, 4<sup>th</sup> Street currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, 4<sup>th</sup> Street is a collector roadway.

The request is for a Design Exception to TS-7 of Hillsborough County Transportation Technical Manual for 4<sup>th</sup> Street adjacent to the site. The following exceptions to TS-7 are required for the project. It should be noted a Design Exception dated June 25, 2019 was approved for the following roadway parameters and the roadway has been constructed.

- 1) Lane Width – TS-7 has 12 foot lanes. The existing road was recently improved to provide 11 foot lanes.

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website



Mr. Mike Williams  
October 21, 2021  
Page 2

- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing road was recently improved to provide 6 to 8 foot shoulders with 5 foot paved.
- 3) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. The existing road has 5 foot sidewalk on the west side of the roadway.

The developer proposes to provide sidewalk on the east side of 4<sup>th</sup> Street along the property frontage. In addition, the existing substandard drainage ditch along the property on the east side will be modified, as shown in Figure 1. The proposed improvements by the developer for the subject property along with the improvements constructed by the project on the west side of 4<sup>th</sup> Street will provide the attributes of TS-7 roadway for the frontage of the project which is approximately 800 feet.

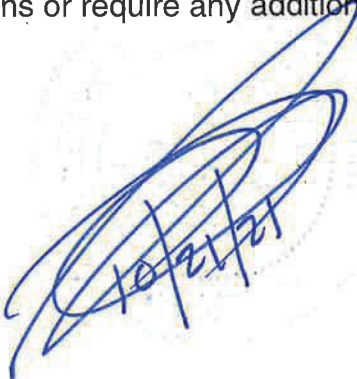
Mr. Mike Williams  
October 21, 2021  
Page 3

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



10/21/21

---

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

\_\_\_\_\_ Disapproved  
\_\_\_\_\_ Approved  
\_\_\_\_\_ Approved with conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.

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</u>	<u>AM Peak Hour Trip Ends</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>
Warehouse	150	18,000 SF	31	2	1	3	1	2	3
Mini-Warehouse	151	58,750 SF	89	4	2	6	5	5	10
Contractor's Office	180	2,000 SF	<u>20</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>4</u>
Total			140	8	4	12	7	10	17

(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

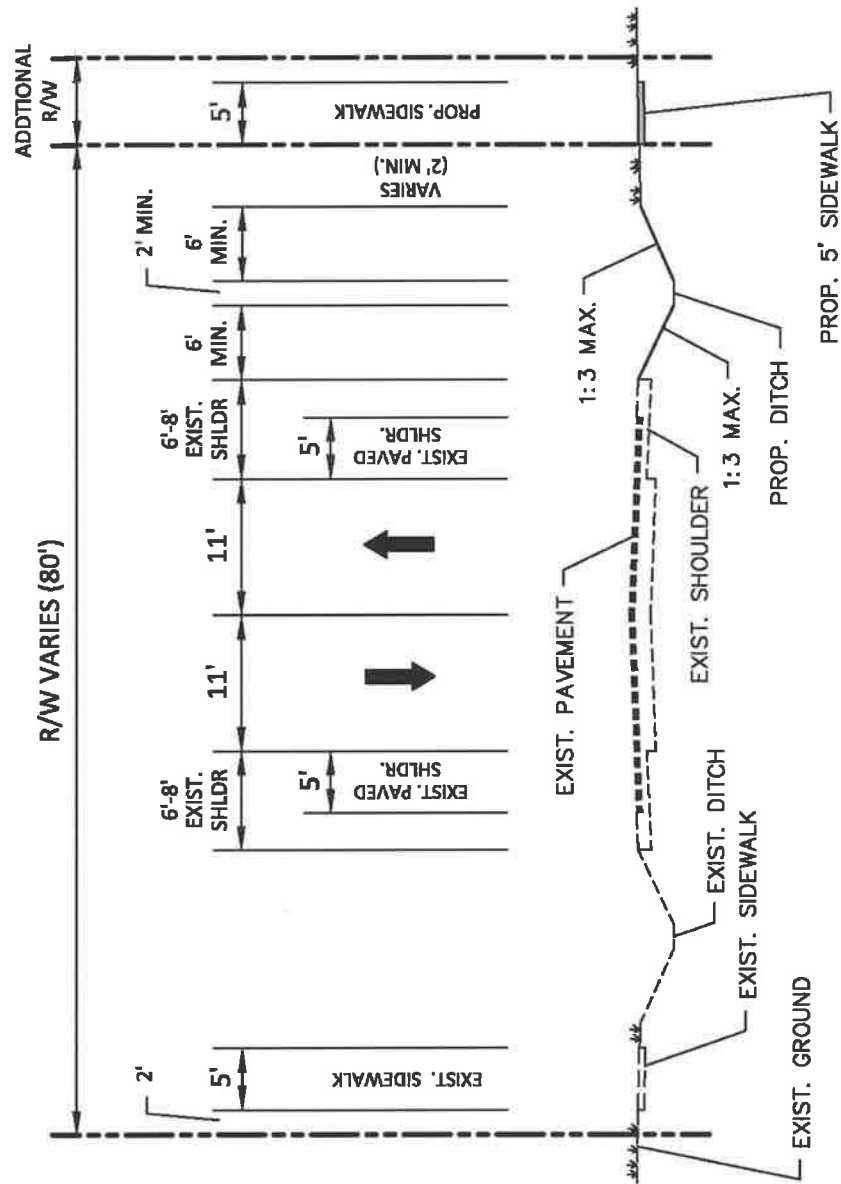
Mr. Mike Williams  
October 21, 2021  
Page 5

TABLE 2  
ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (2)</u>	<u>Peak Season Plus Project Traffic</u>	<u>Available Capacity</u>
4th St	College Ave	Project	AM	D	1,197	13	12	25	1,172
			PM	D	1,197	8	17	25	1,172

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated August, 2021.



**TYPICAL SECTION**  
**4th STREET**

## FIGURE 1

APPENDIX





PD PLAN





PREVIOUS DESIGN EXCEPTION





June 25, 2019

Mr. Benjamin Kniesly, PE, Manager  
Hillsborough County Government  
Development Services  
601 E. Kennedy Boulevard, 19<sup>th</sup> Floor  
Tampa, FL 33602

Re: Triple M. Tube Tech Manufacturing Facility  
**Design Exception Request**  
**4<sup>th</sup> Street Improvements Typical Sections**  
Folio #056418.0000 / Project ID 4799  
Tri<sup>3</sup> Project #2018.009

Dear Mr. Kniesly:

Tri<sup>3</sup> Civil Engineering Design Studio, Inc. is pleased to submit our request for a **Design Exception** for the proposed roadway improvements within the 4<sup>th</sup> Street right-of-way. A Design Exception request is required due to existing right-of-way width restrictions. Our request shall incorporate Hillsborough County's typical section TS-7 from the County's TTM.

Proposed improvements begin at the southern intersection of 4<sup>th</sup> Street and West College Avenue. Improvements run south and terminate just north of the CSX Railroad right-of-way. Due to West College Avenue ROW constraints, the radius returns at the southeast and southwest corners intersecting with 4<sup>th</sup> Street are designed with 45' radius. This proposed radius appears to match what currently exists on the north side of West College Avenue's intersection with 4<sup>th</sup> Street.

The existing pavement within the 4<sup>th</sup> Street ROW runs approximately 1400 linear feet south starting from its intersection with West College Avenue. The paved street is substandard and does not currently meet the Hillsborough County required typical roadway section TS-7. The existing 4<sup>th</sup> Street ROW is 80 feet wide starting at the intersection with West College Avenue running southerly and then decreases to a 60-foot wide ROW just north of the applicant's North-East property corner. It is also important to note that within the 60-foot ROW, over ½ of the existing ditch running along the east side of the unimproved road lies outside of the ROW, inhibiting eastside ditch implements. **Exhibits "B" and "C"** provide the approximate location of the existing eastside ditch.

Triple M. Tube Tech  
Manufacturing Facility  
Design Exception Request  
June 25, 2019  
Page 2 of 3

Our Design Exception request will require that we incorporate modifications to typical section TS-7 as follows:

**Design Exception from TS-7 - Exhibit "A" (Sta 19+30 to Sta 24+00):**

- 1) Reduce the drive lane width from 12 feet to 11 feet;
- 2) Reduce the side slopes of the roadside ditches from 1:4 to 1:3;
- 3) Reduce the ditch bottom width to 0'-2' in order to provide 6% *maximum* slope from EOP to top of ditch;
- 4) Provide a sidewalk along the West side only.
- 5) The applicant does not have the authority to dedicate a 10' utility easement within private property not belonging to the applicant, therefore an easement will not be provided on either side.

**Design Exception from TS-7 - Exhibit "B" (Sta 18+30 to Sta 19+30):**

- 1) Reduce the drive lane width from 12 feet to 11 feet;
- 2) Provide a consistent 6' wide shoulder from edge of drive isle to top of ditch to include a 5' wide paved and 1' wide stabilized shoulder, in lieu of the typical shoulder section shown in TS-7;
- 3) Reduce the side slopes of the roadside ditches from 1:4 to 1:3;
- 4) Reduce the ditch bottom width to 0'-2' in order to provide 6% *maximum* slope from EOP to top of ditch;
- 5) Provide a sidewalk along the West side only.
- 6) The applicant does not have the authority to dedicate a 10' utility easement within private property not belonging to the applicant, therefore an easement will not be provided on either side.

**Design Exception from TS-7 - Exhibit "C" (Sta 10+00 to Sta 18+30):**

- 1) Reduce the drive lane width from 12 feet to 11 feet;
- 2) Provide a consistent 6' wide shoulder from edge of drive isle to top of ditch to include a 5' wide paved and 1' wide stabilized shoulder, in lieu of the typical shoulder section shown in TS-7;
- 3) Reduce the side slopes of the roadside ditches from 1:4 to 1:3;
- 4) Reduce the ditch bottom width to 0'-2' in order to provide 6% *maximum* slope from EOP to top of ditch;
- 5) Provide a sidewalk along the West side only and within the applicant's property. The applicant shall provide a 10' wide sidewalk and utility easement within the applicant's property.
- 6) The applicant does not have the authority to dedicate a 10' utility easement within private property not belonging to the applicant, therefore an easement will not be provided on the east side.



Triple M. Tube Tech  
Manufacturing Facility  
Design Exception Request  
June 25, 2019  
Page 3 of 3

Thank you in advance for time spent reviewing our Design Exception request. Please feel free to contact our office should you have questions or require additional information.

Very Truly Yours,

Tri<sup>3</sup> Civil Engineering Design Studio, Inc.



Constance D. Silver, P.E., LEED AP  
Principal


Cc: Ms. Laura Sierra, Hillsborough County

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

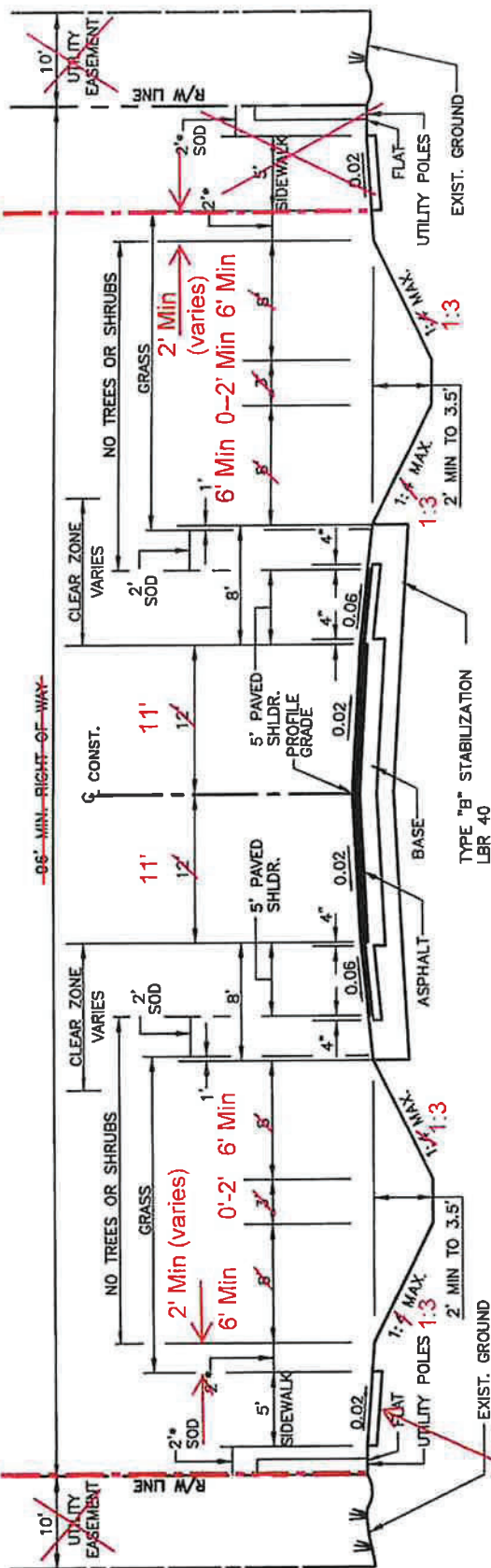
\_\_\_\_\_ Disapproved

  
\_\_\_\_\_ Approved

Michael J. Williams, PE  
Hillsborough County Engineer

  
06/28/19





## TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

**EXHIBIT "A"**

**4TH STREET DESIGN EXCEPTION  
APPROX. STA 19+30 to 24+00**

- APPROVAL: SIA 1973
1. ALL DIMENSIONS SHOWN ARE MINIMUM.
  2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
  3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
  4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
  5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

Provide sidewalk on one side for connectivity to West College Avenue

REVISION DATE:

10/17

TRANSPORTATION  
TECHNICAL  
MANUALHillsborough  
County Florida

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

DRAWING NO. TS-7

SHEET NO. 1 OF 1

**N.T.S.**

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

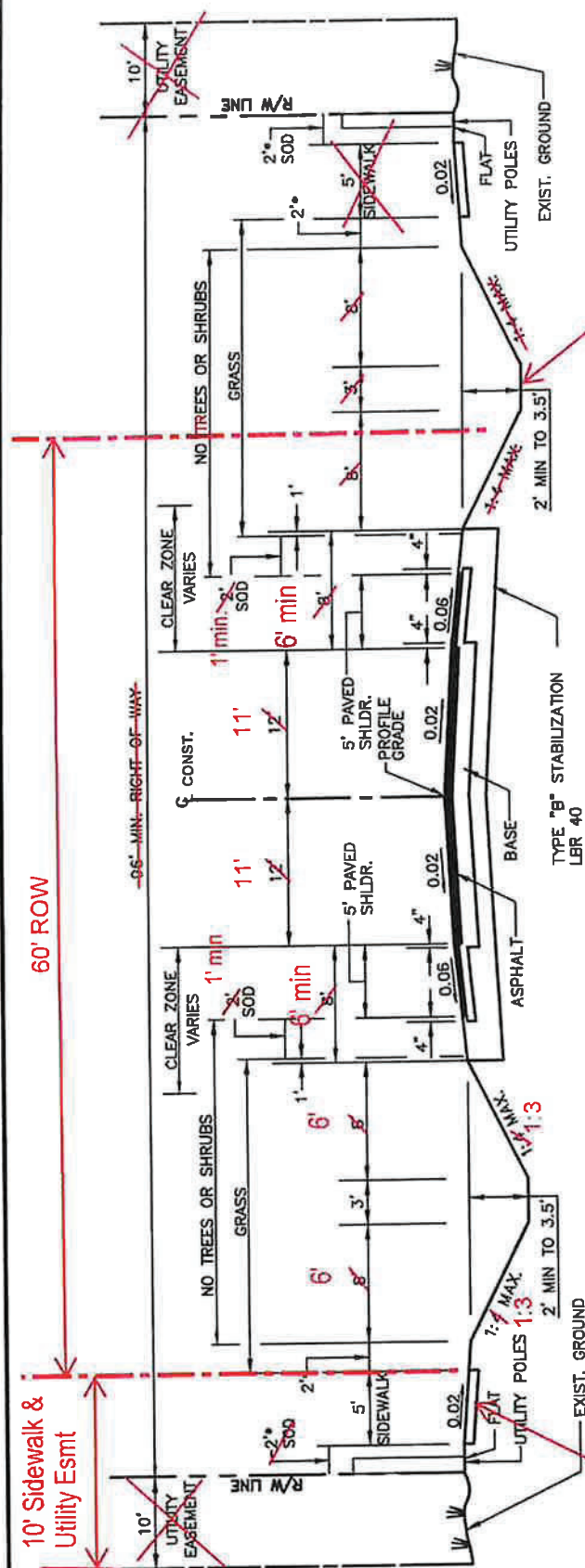
**EXHIBIT "B"**

**4TH STREET DESIGN EXCEPTION  
APPROX. STA 18+30 to 19+30**

- APPROVAL: **SIA 103**
1. ALL DIMENSIONS SHOWN ARE MINIMUM.
  2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
  - \* 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
  4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
  5. PAVED SHOULD BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

Provide sidewalk on one side for connectivity to West College Avenue

Existing Roadside  
Ditch to Remain



### TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

**EXHIBIT "C"**

**4TH STREET DESIGN EXCEPTION  
APPROX. STA 10+00 to 18+30**

Existing Roadside  
Ditch to Remain

Provide sidewalk on one side within private property for connectivity to West College Avenue. Provide sidewalk Easement

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.
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REVISION DATE:

10/17

TRANSPORTATION  
TECHNICAL  
MANUALHillsborough  
County Florida

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

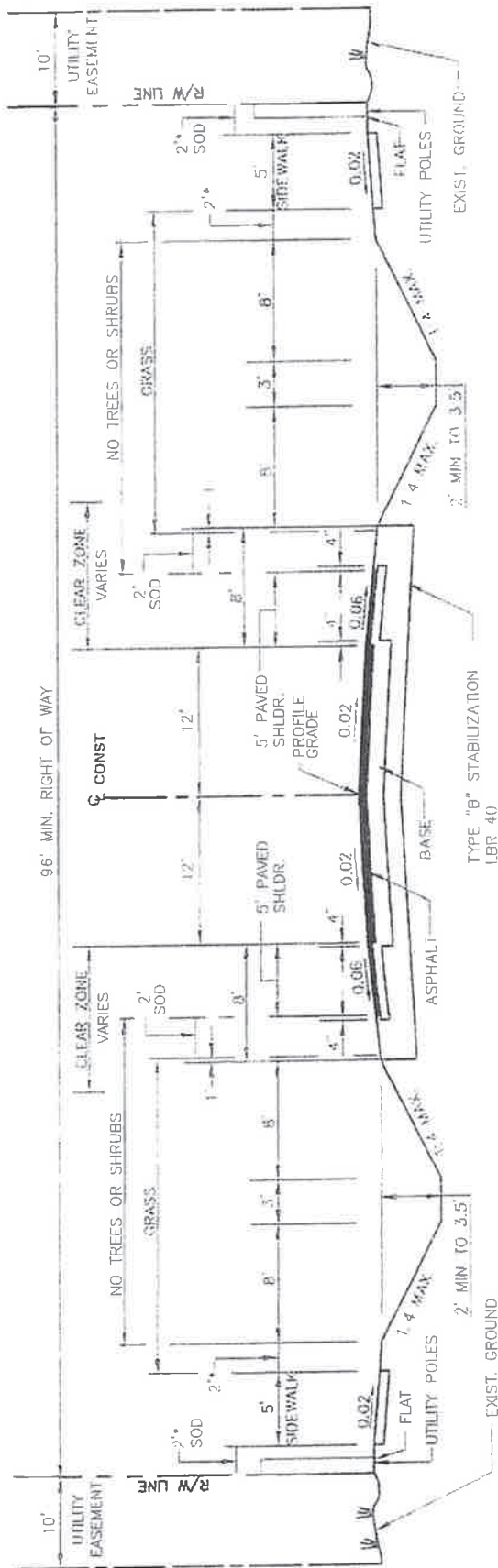
DRAWING NO. TS-7

SHEET NO. 1 OF 1

TS-7







## TYPICAL SECTION

N.T.S.

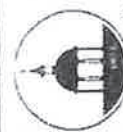
FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SET 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.
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REVISION DATE:

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TRANSPORTATION  
TECHNICAL  
MANUALHillsborough  
County Florida

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

DRAWING NO. TS-7

SHEET NO. 1 OF 1

2020 FLORIDA DESIGN MANUAL





**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
<b>C1</b> Natural	11	11	12	11	11	12	N/A	
<b>C2</b> Rural	11	11	12	11	11	12		
<b>C2T</b> Rural Town	11	11	12	11	11	12	12	12
<b>C3</b> Suburban	10	11	12	10	11	12	11	12
<b>C4</b> Urban General	10	11	12	10	11	12	11	12
<b>C5</b> Urban Center	10	11	12	10	11	12	11	12
<b>C6</b> 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.

**Table 200.4.1 Context Classifications**

<b>Context Classification</b>		<b>Description of Adjacent Land Use</b>
<b>C1</b>	<b>Natural</b>	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
<b>C2</b>	<b>Rural</b>	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
<b>C2T</b>	<b>Rural Town</b>	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
<b>C3R</b>	<b>Suburban Residential</b>	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
<b>C3C</b>	<b>Suburban Commercial</b>	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
<b>C4</b>	<b>Urban General</b>	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.
<b>C5</b>	<b>Urban Center</b>	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.
<b>C6</b>	<b>Urban Core</b>	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.



**LINCKS & ASSOCIATES, INC.**

October 21, 2021

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

Re: 4<sup>th</sup> Street Site  
Folio Number 055264.0000  
055263.0000  
PD 21-0699  
Lincks Project No. 21124

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L– Existing Facilities for College Avenue from US 41 to 4<sup>th</sup> Street.

The subject property is proposed to be rezoned to Planned Development (PD) to allow the following land uses:

- Warehouse/Office – 20,000 Square Feet – Phase I
- Mini-Warehouse – 58,750 Square Feet – Phase II

The access for the PD is via two accesses to 4<sup>th</sup> Street. It should be noted that 4<sup>th</sup> Street dead ends at the subject property and due to the CSX railroad there is no opportunity to extend the roadway.

Table 1 provides the trip generation for the project. In addition, as shown in Table 2, College Avenue currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

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

The request is for a Design Exception to TS-7 of Hillsborough County Transportation Technical Manual for College Avenue from US 41 to 4<sup>th</sup> Street. The following exceptions to TS-7 are required for the project.

- 1) Lane Width – TS-7 has 12 foot lanes. The existing road has approximately 10.5 foot lanes from US 41 to 4<sup>th</sup> Street.

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
813 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
October 21, 2021  
Page 2

- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing road has unpaved shoulders.
- 3) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. The existing road has 5 foot sidewalk on the north side of the roadway.

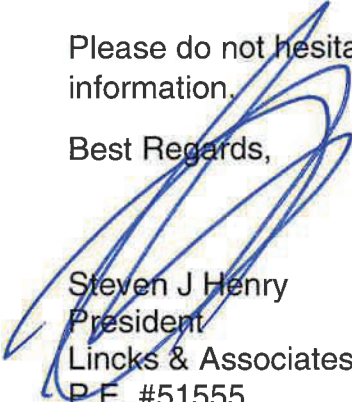
In conjunction with the construction of Phase I, all improvements within 4<sup>th</sup> Street required for the project will be constructed. With the development of Phase II of the project, the developer proposes to construct an 8 foot shoulder with 5 feet paved (bike lane) on the northside of College Avenue from US 41 to 4<sup>th</sup> Street . The proposed typical section is shown in Figure 1. The developer is not proposing to construct the shoulder on the south side of College Avenue for the following reasons:

1. The scale of the development does not justify the improvement.
2. Due to potential right of way and utility conflicts the improvement is not feasible due to the impact of the project.

Mr. Mike Williams  
October 21, 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



10/21/21

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

\_\_\_\_\_ **Disapproved**  
\_\_\_\_\_ **Approved**  
\_\_\_\_\_ **Approved with conditions**

**If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.**

**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</u>	<u>AM Peak Hour Trip Ends</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>
Warehouse	150	18,000 SF	31	2	1	3	1	2	3
Mini-Warehouse	151	58,750 SF	89	4	2	6	5	5	10
Contractor's Office	180	2,000 SF	<u>20</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>4</u>
Total			140	8	4	12	7	10	17

(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.



Mr. Mike Williams  
October 21, 2021  
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TABLE 2

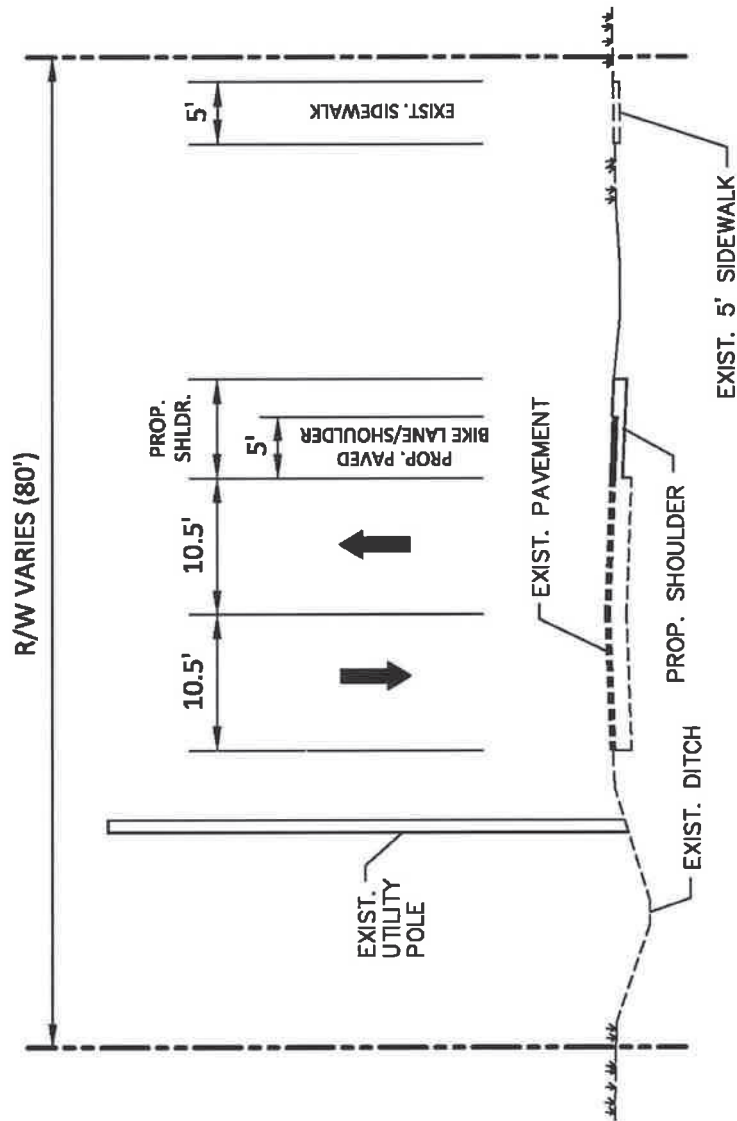
## ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (2)</u>	<u>Peak Season Plus Project Traffic</u>	<u>Available Capacity</u>
College Ave	US 41	4th St	AM	D	1,197	239	10	249	948
			PM	D	1,197	249	15	264	933

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated August, 2021.

Mr. Mike Williams  
October 21, 2021  
Page 6



**TYPICAL SECTION  
COLLEGE AVENUE**

**FIGURE 1**

APPENDIX



PROPOSED PD PLAN





HILLSBOROUGH COUNTY ROADWAYS  
FUNCTIONAL CLASSIFICATION MAP





# HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION



**pubbly**

Functional Classifications  
Authority, Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

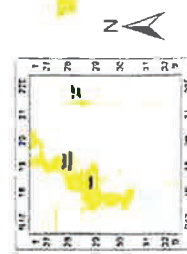
City Limits

No Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) but plots for functional classification of roads. Some, but not all, examples of these matters are as follows:

PART 3.02.00 WATER STATE-75 PLANNED DEVELOPMENT DISTRICT  
PART 3.10.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS  
PART 5.03.00 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 LOC NOT LISTED ABOVE

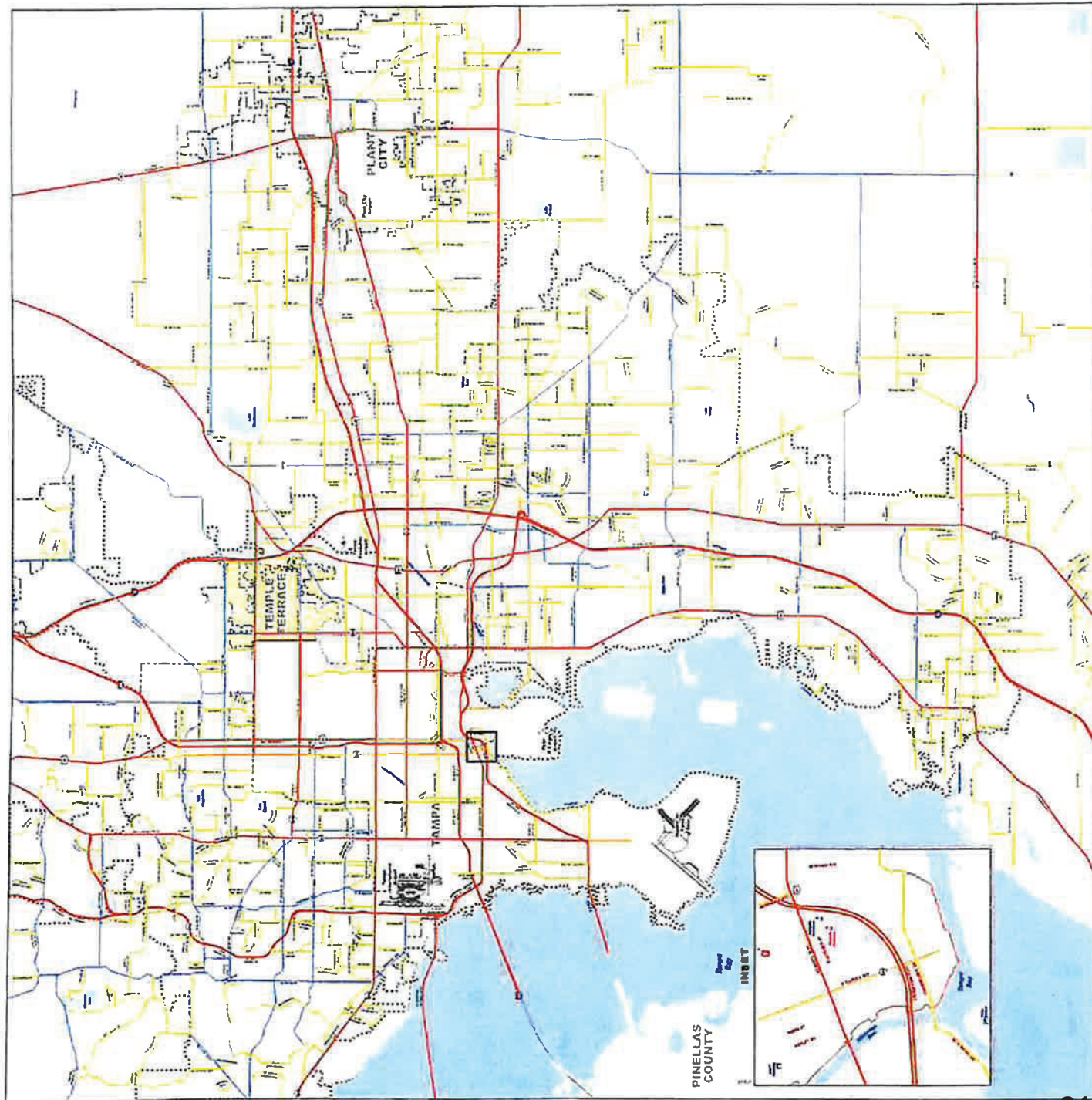
in addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

## Locator Map



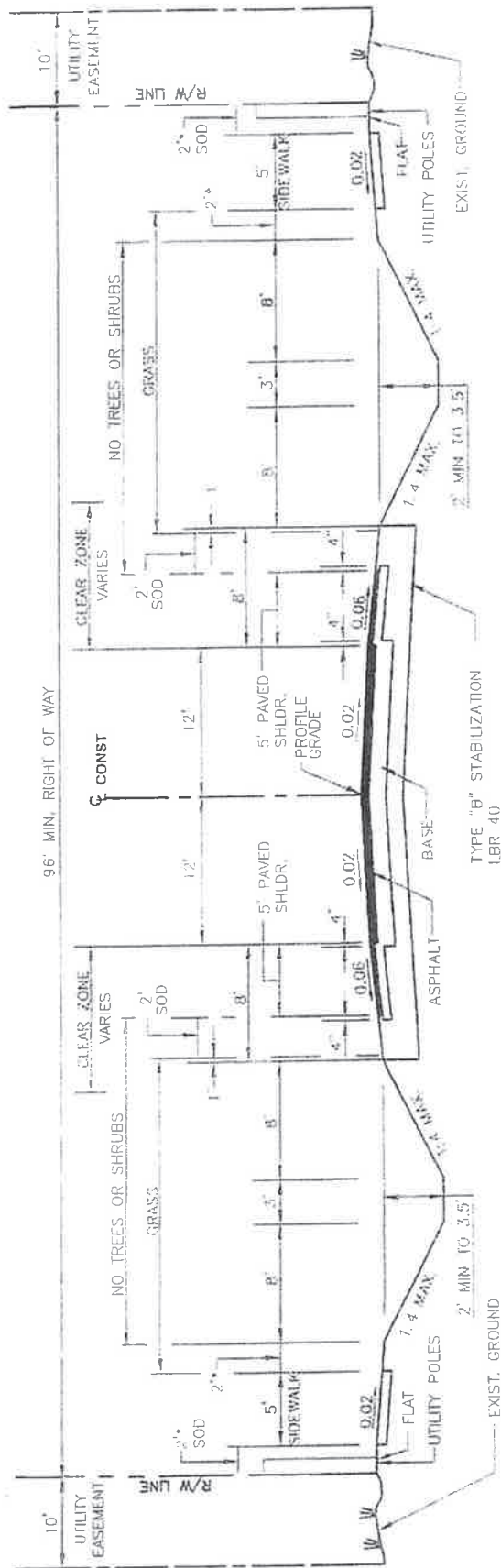
**NOTE:** Every researcher's effort has been made to ensure the accuracy of this map. If through County does not assume any liability resulting from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND AND NO LIABILITY WILL BE ASSUMED BY THE COUNTY FOR ANY DAMAGE OR LOSS OF PROFITS, REVENUE, OR OTHER DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE INCURRED BY ANY USER OF THIS MAP.

601 E Kennedy Blvd  
Tampa, FL 33602  
(813) 372-5510



TS-7





**TYPICAL SECTION**

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
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REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	<b>LOCAL &amp; COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION</b>	DRAWING NO. TS-7 SHEET NO. 1 OF 1
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2020 FLORIDA DESIGN MANUAL





**Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths**

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## Perez, Richard

---

**From:** Williams, Michael  
**Sent:** Tuesday, October 26, 2021 9:33 AM  
**To:** Steven Henry; Jean Abi-Aoun  
**Cc:** MDStuart30@gmail.com; Beachy, Stephen; Perez, Richard; Ratliff, James; Tirado, Sheida; PW-CEIntake  
**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue  
**Attachments:** 21-0699 AVReq 10-22-21.pdf; 21-0699 DReq 4th St 10-22.pdf; 21-0699 DReq US 41 10-22-.pdf  
  
**Importance:** High

Steve/Jean,

I have found the attached revised Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 21-0699 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Pardon ([padroni@hillsboroughcounty.org](mailto:padroni@hillsboroughcounty.org) or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)

Mike

---

**From:** Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>  
**Sent:** Monday, October 25, 2021 4:23 PM  
**To:** Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>  
**Subject:** RE: PRS 21-0699 Updated Design Exception Letter for College Avenue  
**Importance:** High

Hello Jefe,

This project's AV and DEs were already approvable by you but were revised to the new Traffic Study and are still approvable to me, please email the following people in your email.

[shenry@lincks.com](mailto:shenry@lincks.com)  
[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)  
[mdstuart30@gmail.com](mailto:mdstuart30@gmail.com)

[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)  
[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)  
[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)

Best Regards,

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

---

P: (813) 276-8364  
E: [tirados@HCFLGov.net](mailto:tirados@HCFLGov.net)  
W: [HCFLGov.net](http://HCFLGov.net)

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

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[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

---

**From:** Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>  
**Sent:** Wednesday, September 29, 2021 6:44 PM  
**To:** Steven Henry <[shenry@lincks.com](mailto:shenry@lincks.com)>; Jean Abi-Aoun <[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)>  
**Cc:** [MDStuart30@gmail.com](mailto:MDStuart30@gmail.com); Beachy, Stephen <[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)>; Perez, Richard <[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)>; Ratliff, James <[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)>; Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; PW-CEIntake <[PW-CEIntake@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)>  
**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue

Steve/Jean,

I have found the attached Section 6.04.02.B. Design Exception (DE) for PD 21-0699 is APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Pardon ([padroni@hillsboroughcounty.org](mailto:padroni@hillsboroughcounty.org) or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)

Mike

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**From:** Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>  
**Sent:** Wednesday, September 29, 2021 3:38 PM  
**To:** Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>  
**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue

Hello Jefe,

This DE is approvable to me, please email the following people in your email.

[shenry@lincks.com](mailto:shenry@lincks.com)  
[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)  
[mdstuart30@gmail.com](mailto:mdstuart30@gmail.com)  
[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)  
[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)  
[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)

Best Regards,

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

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P: (813) 276-8364  
E: [tirados@HCFLGov.net](mailto:tirados@HCFLGov.net)  
W: [HCFLGov.net](http://HCFLGov.net)

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

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**From:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>  
**Sent:** Wednesday, September 29, 2021 3:24 PM  
**To:** Vazquez, Bianca <[VazquezB@hillsboroughcounty.org](mailto:VazquezB@hillsboroughcounty.org)>  
**Cc:** Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; Padron, Ingrid <[PadronI@hillsboroughcounty.org](mailto:PadronI@hillsboroughcounty.org)>; Rome, Ashley <[RomeA@hillsboroughcounty.org](mailto:RomeA@hillsboroughcounty.org)>  
**Subject:** FW: PRS 21-0699 Updated Design Exception Letter for College Avenue

Good afternoon,

Revised design exception document

Thank you

**Ana Lizardo**  
**Planning & Zoning Tech**

Development Services Department (DSD)

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P: (813) 276-8403

M: (813) 272-5600

E: [LizardoA@hillsboroughcounty.org](mailto:LizardoA@hillsboroughcounty.org)

W: [HCFLGov.net](http://HCFLGov.net)

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## Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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**From:** Jean Abi-Aoun <[JAbiAoun@feg-inc.us](mailto:JAbiAoun@feg-inc.us)>

**Sent:** Wednesday, September 29, 2021 1:32 PM

**To:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>

**Cc:** Beachy, Stephen <[BeachyS@hillsboroughcounty.org](mailto:BeachyS@hillsboroughcounty.org)>; [MDStuart30@gmail.com](mailto:MDStuart30@gmail.com)

**Subject:** PRS 21-0699 Updated Design Exception Letter for College Avenue

**External email:** Use caution when clicking on links and attachments from outside sources.

Hello;

I have enclosed the revision to add a Design Exception Letter for College Avenue. Please process.

Thanks

Jean Abi-Aoun, P.E., Vice President, LEED® AP



5127 S. Orange Avenue, Suite 200

Orlando, Florida 32809

Phone: (407) 895-0324

Fax: (407) 895-0325

Email: [jabiaoun@feg-inc.us](mailto:jabiaoun@feg-inc.us)

Web: <http://www.feg-inc.us>

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# Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
College Ave	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
4 <sup>th</sup> Street SW	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	295	47	50
Proposed	140	12	17
Difference (+/-)	-155	-35	-33

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
4 <sup>th</sup> St SW: North of Project/ Substandard Road	Administrative Variance Requested	Approvable
4 <sup>th</sup> St SW: Project Frontage/Substandard Road	Design Exception Requested	Approvable
College Ave./Substandard Road	Design Exception Requested	Approvable
Notes:		

## 4.0 Additional Site Information & Agency Comments Summary

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

## Perry Cahanin, Jackie

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**From:** Perry Cahanin, Jackie  
**Sent:** Friday, June 18, 2021 8:51 PM  
**To:** vazquezb@hillsboroughcounty.org  
**Cc:** jabiaoun@feg-inc.us; mdstuart30@gmail.com  
**Subject:** REZ 21-0669 EPC Comments  
**Attachments:** 21-0699 EPC 06-18-21.pdf

Good evening Bianca,

Please see attachment for EPC comments. I tried multiple times to upload the document to Optix, but I keep receiving an error message. I will try again Monday.

Thank you.

**Jackie Perry Cahanin, M.S.**

**Environmental Scientist II**

Wetlands Division

(813) 627-2600 ext. 1241 | [www.epchc.org](http://www.epchc.org)

**Environmental Protection Commission**

3629 Queen Palm Drive, Tampa, FL 33619

Our mission is *"to protect our natural resources, environment, and quality of life in Hillsborough County."*

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Sterlin Woodard, P.E. AIR DIVISION

### AGENCY COMMENT SHEET

REZONING	
<b>HEARING DATE:</b> July 20, 2021	<b>COMMENT DATE:</b> June 18, 2021
<b>PETITION NO.:</b> 21-0699	<b>PROPERTY ADDRESS:</b> 830 4th St SW, Ruskin, FL 33570
<b>EPC REVIEWER:</b> Jackie Perry Cahanin	<b>FOLIO #:</b> 0552630000; 0552640000
<b>CONTACT INFORMATION:</b> (813)627-2600 X1241	<b>STR:</b> 07-32S-19E
<b>EMAIL:</b> <a href="mailto:cahaninj@epchc.org">cahaninj@epchc.org</a>	
<b>REQUESTED ZONING:</b> Minor Mod to PD	
FINDINGS	
<b>WETLANDS PRESENT</b>	NO
<b>SITE INSPECTION DATE</b>	07/31/2015
<b>WETLAND LINE VALIDITY</b>	Survey expired 09/10/2020
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Ditch and connected pond previously determined to qualify for EPC Noticed Exemption.
<b>INFORMATIONAL COMMENTS:</b>  Wetlands Division staff of the Environmental Protection Commission of Hillsborough County (EPC) inspected the above referenced site in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using the methodology described within Chapter 62-340, Florida Administrative Code, and adopted into Chapter 1-11. The site inspection revealed that no wetlands or other surface waters, except the OSWs previously determined to qualify for EPC Noticed Exemption, exist within the above referenced parcel.  Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.	

Jpc/aow

cc: [mdstuart30@gmail.com](mailto:mdstuart30@gmail.com)  
[jabiaoun@feg-inc.us](mailto:jabiaoun@feg-inc.us)

**WATER RESOURCE SERVICES  
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

**PETITION NO.:** PD21-0699      **REVIEWED BY:** Randy Rochelle      **DATE:** 5/21/2021

**FOLIO NO.:** 55264.0000 & 55263.0000

☒ 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 12 inch water main exists ☐ (adjacent to the site), ☒ (approximately 700 feet from the site) and is located within the south Right-of-Way of SR 674.
- ☐ 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 3 inch wastewater low pressure force main exists ☐ (adjacent to the site), ☒ (approximately 350 feet from the site) and is located north of the subject property within the east Right-of-Way of 4<sup>th</sup> Street SW.
- ☐ 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.