



1.0 APPLICATION SUMMARY

Applicant: Florida Health Sciences Center Inc.
 FLU Category: UMU-20
 Service Area: Urban/TSA
 Site Acreage: +/-5.27 acres
 Community Plan Area: Brandon
 Overlay: None
 Request: Minor Modification to PD 97-0259



Existing Approvals:

PD 97-0259 rezoned a 174-acre Planned Development (PD) 97-259 with the approved uses of Manufacturing (M), Commercial, Intensive (CI), Hotel, Business, Professional Office (BPO), and multi-family residential.

Most Recent: MM 17-0483 modified an 11.92-acre parcel located at the southeast corner of U.S. Highway 301 and Delany Creek Boulevard to add multi-family as a permitted use in Parcel B. Parcel B was allowed permitted light industrial, manufacturing, distribution, retail and office. Through this modification the applicant designated the 11.92-acre parcel as Parcel B-1. Permitted uses in Parcel B-1 now allows multi-family in addition to the other uses.

Proposed PRS 25-0013:

The modification request relates to a 5.27-acre parcel located on the north side of Delaney Creek Boulevard approximately 1,300 feet west of South Faulkenburg Road and 2,600 feet east of South U.S. Highway 301. The applicant is requesting a minor modification to the existing Planned Development (PD) to accommodate a density greater than 20 dwelling units per acre for multi-family residential development in Parcel F. The specific request is to amend Condition #7 of the Final Conditions of Approval (MM 17-0483) to remove the density restriction for Parcel F to accommodate a proposed development of up to 170 multifamily dwelling units.

This PD in its entirety is a DRI (Development of Regional Impact) known as the Crosstown DRI / Development Order (DO) #151. A companion Development Order amendment (DRI 25-0028) is being processed to modify DRI Map H and to amend the trade-off matrix in the Development Order. The trade-off matrix is being updated to increase the cap on the maximum the number of multi-family units that can be permitted through utilization of the trade-off. The applicant intends to trade-off other development entitlements, specifically light industrial. An amendment to the Development Order is required to establish the trade-off rate between light industrial and multi-family entitlements.

Existing Approval(s):

(1) Condition 7 allows a maximum of 20 dwelling units per acre in Parcel F.

Proposed Modification(s):

(1) Modify Condition 7 to allow a maximum of 170 multi-family dwelling units and an accessory childcare facility on Parcel F.

APPLICATION NUMBER: PRS 25-0013

BOCC LUM MEETING DATE: January 7, 2025

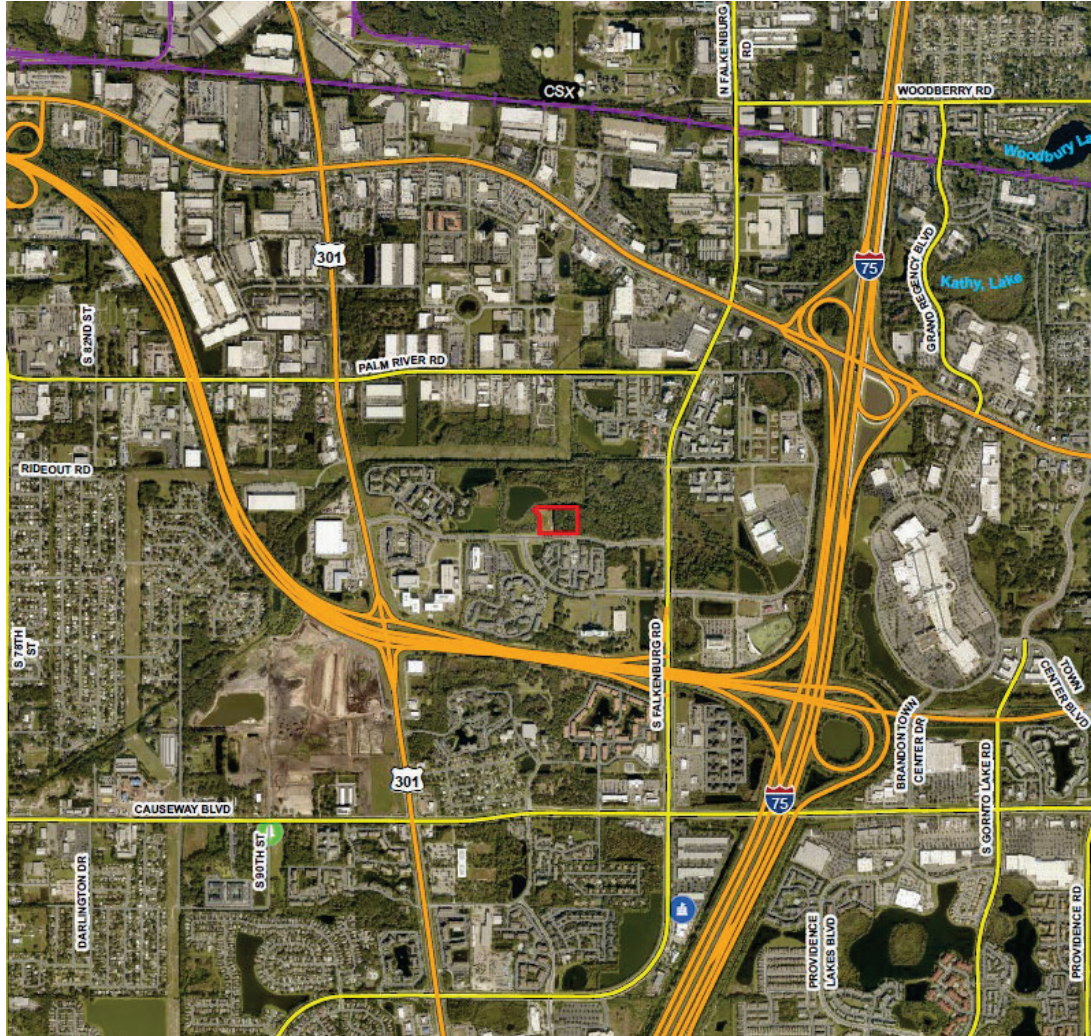
Case Planner: Tim Lampkin, AICP

Additional Information:

PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	None Requested.
Planning Commission Recommendation: N/A	Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area

The Planned Development is located on a +/-5.27-acre parcel located on the north side of Delaney Creek Boulevard approximately 1,300 feet west of South Faulkenburg Road and 2,600 feet east of South U.S. Highway 301.

The immediate area surrounding the property is a mix of uses, with the subject site surrounded by other properties located within the Crosstown DRI #151. Directly south across the right-of-way of Delaney Creek Boulevard is multi-family development. Catercorner southwest is a medical office complex. To the immediate east, west and north is currently vacant.

2.0 LAND USE MAP SET AND SUMMARY DATA

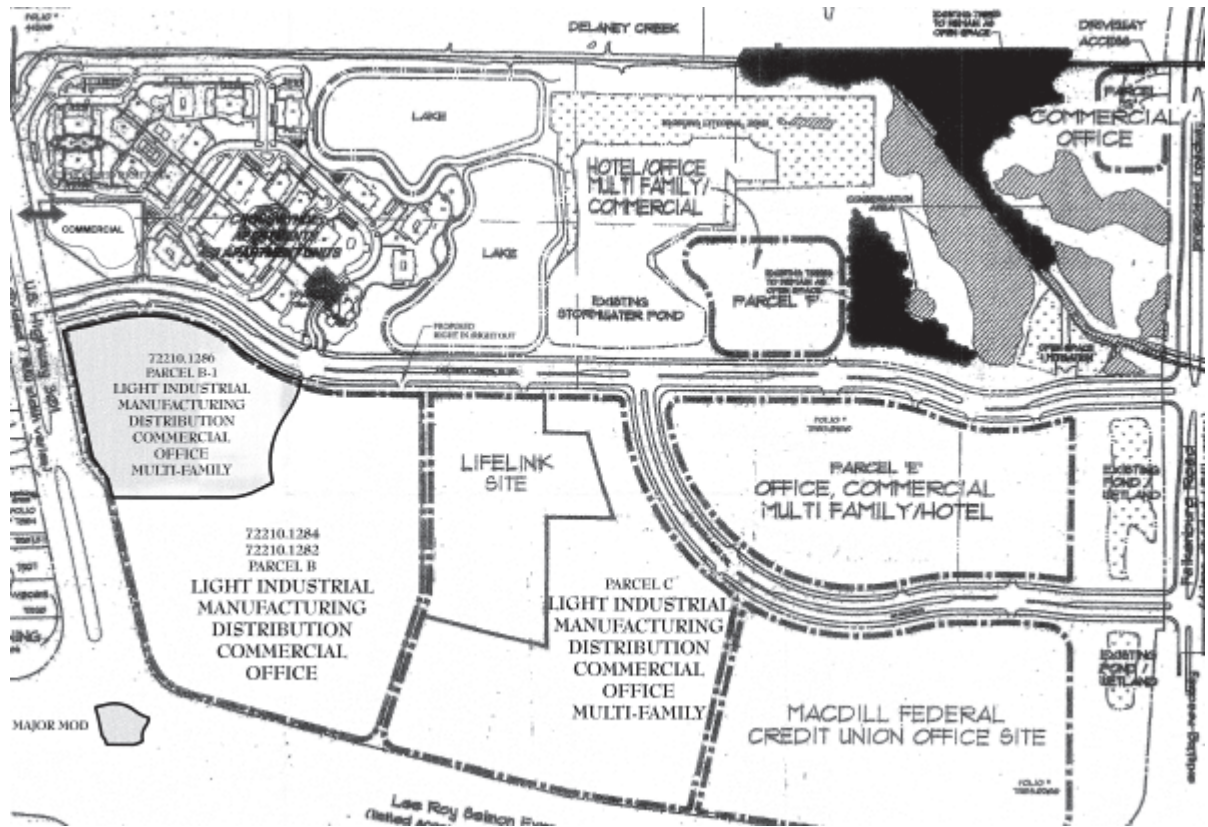
2.2 Immediate Area Map



Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	PD 97-0259, as amended by MM 17-0483	UMU-20	Designated Conservation / Forested Area	Designated Conservation / Forested Area	Vacant Forested Land
South	PD 97-0259, as amended by MM 17-0483	UMU-20	MF: max. 0.2 FAR	Retail, Office, Hotel, Lt. Industrial, Multifamily	Multi-family / Offices
East	PD 97-0259, as amended by MM 17-0483	UMU-20	Designated Conservation / Forested Area	Designated Conservation / Forested Area	Vacant Forested Land
West	PD 97-0259, as amended by MM 17-0483	UMU-20	Designated Conservation / Forested Area	Designated Stormwater Area	Vacant / Stormwater

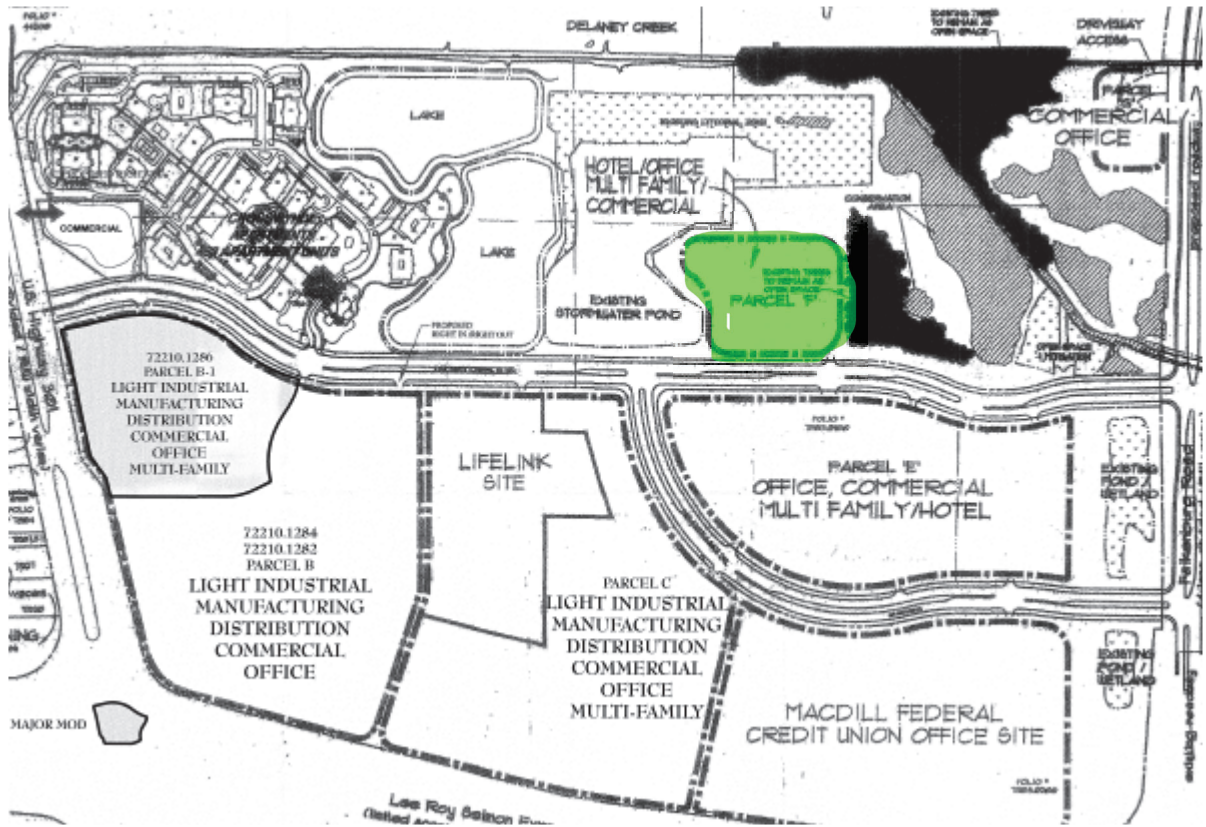
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan (Partial)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan



Area highlighted in green is for illustrative purposes only to show the general location of Parcel F requesting the condition change.

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

Adjoining Roadways (Modification Area Only) (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Delaney Creek Blvd.	County Collector - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input checked="" type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
Environmental:			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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	
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	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Other: _____			
Public Facilities:			
Transportation <input type="checkbox"/> Design Exception Requested <input checked="" type="checkbox"/> Off-site Improvements Required <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Utilities Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" 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	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees No comments.			
Comprehensive Plan:			
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The area within the Planned Development subject to this request is located on the north side of Delaney Creek Boulevard approximately 1,300 feet west of South Faulkenburg Road. The applicant seeks to modify **PD 97-0259**, which was most recently amended by MM 17-0483 to create a Parcel B-1 to allow multi-family in addition to light industrial, manufacturing, distribution, retail and office.

The applicant proposes to amend condition #7 to allow an increase of multi-family dwelling units on +/-5.27 acres designated Parcel F.

Current Condition #7

Land uses, setbacks, and other development standards within areas to be developed as "Multifamily residential" (Parcel A, Parcel B-1, Parcel E, Parcel C and Parcel F) shall be restricted to those permitted within the RMC-20 zoning district except the maximum height shall be 100 feet. The maximum density shall be 20 dwelling units per gross acre.

Proposed Condition #7

Land uses, setbacks, and other development standards within areas to be developed as "Multifamily residential" (Parcel A, Parcel B-1, Parcel E, Parcel C and Parcel F) shall be restricted to those permitted within the RMC-20 zoning district except the maximum height shall be 100 feet. The maximum density for Parcel A, Parcel B-1, Parcel E, and Parcel C shall be 20 dwelling units per gross acre. Parcel F may have up to 170 dwelling units, and also a child care center. The 2-for-1 additional setback for structures over 20 feet in height requirement shall not apply in Parcel F.

The applicant justification states, in part, *"the specific request is to amend Condition #7 of the Final Conditions of Approval (MM 17-0483) to remove the density restriction for Parcel F to accommodate workforce housing. The proposed development of up to 170 multifamily dwelling units will be employer-sponsored housing for Tampa General Hospital (TGH) and University of South Florida Health (USF Health) employees and their families only, pursuant to the specific State appropriated funds received by TGH via the General Appropriations Act 2024-2025. A 3,600 square-foot child care center will serve the residents of the multi-family development as well as local families of TGH and USF Health employees. The TGH-employee housing development with ancillary amenities and an on-site child care center will provide shuttle transportation to and from the Project to TGH's main campus and USF Morsani School of Medicine in downtown Tampa."*

Notwithstanding the above, the applicant has not committed to conditioning the approval to limit the uses as outlined above. Therefore, staff's review is based on the use of multi-family and daycare without restrictions on who may use the facility and has not identified any compatibility concerns with the proposal. Childcare is already a permitted use on the parcel. The applicant also provided justification for not meeting the additional 2 feet of setback compatibility standard for every foot in height stating that providing the additional setback would unjustly limit development for the sake of compliance while producing an undesirable result. Staff concurs with the applicant that the subject site is directly surrounded on three sides by undeveloped vacant properties designated for stormwater, forest, and vacant conservation lands. Additionally, the size of the site may constrain the request if subject to the additional setback.

The applicant has not requested variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application does not request any variations to the Hillsborough County Land Development Code, nor any changes to the existing site plan.

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions.**

6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted December 5, 2024.

1. The development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
2. An interim agricultural use of cattle grazing, citrus groves, and other low scale agricultural uses shall be permitted at similar intensities that currently exist. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
3. Land uses, setbacks, and other development standards within areas to be developed as "Light Industrial", "Manufacturing" and "Distribution" shall be restricted to those permitted within the M zoning district. The maximum FAR shall be 1.0.
4. Land uses, setbacks, and other development standards within areas to be developed as "Commercial" or "Hotel" shall be restricted to those permitted within the C-I zoning district except the maximum FAR shall be 1.0 and the maximum height shall be 100 feet.
 - 4.1 Within the subject parcel modified by PRS 15-0554 located at the northeast corner of U.S. Highway 301 and Delany Creek Boulevard, the following shall apply: The developer shall be permitted one (1) right-in/right-out access point from the subject parcel to U.S. Highway 301. The access point shall be located a minimum of 300 feet north of the U.S. Highway 301 and Delany Creek Boulevard intersection. The developer shall construct any site access improvements, including but not limited to turn lanes, modifications/extensions to the merge lane, or other improvements, as required by the Florida Department of Transportation (FDOT). Any site access improvements required by Section 6.04.04.D of the Land Development Code shall also be constructed, unless otherwise approved through the appropriate variance process.
5. Land uses, setbacks, and other development standards within areas to be developed as "Office" shall be restricted to those uses permitted within the B-PO zoning district except the maximum FAR shall be 1.0 and the maximum height shall be 100 feet.
6. In connection with Parcel B and B-1, the land uses within areas to be developed as office shall be restricted to those uses permitted in the BPO zoning district. The applicable development standards for "office" development within Parcel B and B-1, shall be:
 - 6.1 The maximum F.A.R. shall be 1.0.
 - 6.2 The maximum building coverage shall be 30%.
 - 6.3 The required setback along the north, west and south property lines of Parcel B and B-1 shall be 30 feet, with the exclusion of the common boundary between Parcel B and B-1.

- 6.4 The required setback along the east property line of Parcel B shall be 70 feet. This setback is inclusive of the required 20 foot buffer along the east property line where adjacent to multi-family.
- 6.5 The maximum building height shall be 114.90 feet. The 2-for-1 additional setback for structures over 20 feet in height requirement shall not apply.
- 6.6 Screening shall be required along the entire eastern boundary of Parcel B in conformance with "Screening Standard B" as set forth in Section 6.06.06.C.4 of the Land Development Code. In addition, a 20 foot buffer shall be required along the eastern property line where adjacent to multi-family.
- 6.7 The façade of any parking structure(s) located adjacent to and facing the required yard along the eastern boundary of Parcel B shall be opaque (to the extent possible without the installation of forced ventilation or fire sprinkler systems) pursuant to Life Safety and Building Code requirements. This may be accomplished through landscaping and/or screening (either individually or in combination); however, ventilation and access required by virtue of applicable Life Safety and Building Code requirements shall be allowed.
7. Land uses, setbacks, and other development standards within areas to be developed as "Multifamily residential" (Parcel A, Parcel B-1, Parcel E, Parcel C and Parcel F) shall be restricted to those permitted within the RMC-20 zoning district except the maximum height shall be 100 feet. The maximum density for Parcel A, Parcel B-1, Parcel E, and Parcel C shall be 20 dwelling units per gross acre. Parcel F may have up to 170 dwelling units, and also a child care center. The 2-for-1 additional setback for structures over 20 feet in height requirement shall not apply in Parcel F.
8. The developer may vertically integrate land uses and shall be permitted to mix the retail, office, and residential uses as permitted within the C-G, B-PO, and RMC-20 zoning districts within a single building or buildings.
9. As an alternative to standard front yard setbacks required above, the developer may employ a reverse frontage development pattern for any structures built adjacent to any interior road. Development within areas utilizing a reverse frontage style shall be of a unified design scheme exhibiting the following design criteria:
 - 9.1 Interconnected pedestrian system with the surrounding project including sidewalks, a minimum of 12 feet in width along the main arterial roads;
 - 9.2 Provision of pedestrian facilities (i.e.: shade trees, tables, chairs, benches, trash receptacles);
 - 9.3 Other amenities including awnings and other outdoor overhead structures providing shade, water features and drinking fountains;
 - 9.4 A requirement for on-street parking which shall count as a portion of the required parking;
 - 9.5 The elimination of any front or side yard setbacks for any structures adjacent to the interior roads. This zero front yard setback provision shall not be applicable for any front yards on US 301, Falkenburg Road and the Crosstown Expressway;

- 9.6 To the greatest extent possible, other than on-street parking, all additional parking shall be located in the rear yard of all structures;
- 9.7 Encouragement of a mix of residential and non-residential development within the same structure. To determine bulk, the square footage consumed by any residential units shall be calculated as Floor Area Ratio; and,
- 9.8 If public art is provided, a child care center of up to 5,000 sq. ft. may be permitted and its sq. ft. shall not be deducted from the overall sq. ft. maximum limits of the project. The value of the art shall represent at least 1% of the development cost of the child care center.
10. To ensure connectivity, at the time of submittal of the first preliminary site plan/ subdivision plan, the developer shall commit to the generalized location of an east/west main internal road. The east/west main road shall connect Falkenburg Road and US 301. This internal road shall be indicated on a revised general site plan. Expansion of this system into a complete grid street network is encouraged.
11. To ensure completion of the main interior road in a timely manner, prior to Certificates of Occupancy for any interior pod development, the developer shall design and construct any adjacent contiguous main interior roads including sidewalks. The improvements shall be for the total length of the subject development pod adjacent to such roadways except when adjacent to conservation/mitigation areas, ponds, or other common areas in which case a road shall be completed to a point (along the main interior roads) to the next closest pod. The entire east/west roads shall be completed by the developer.
12. Access points shall be as indicated on the approved general site plan. All interior pods shall have either direct access to the main internal road(s) or provide cross access between each pod.
13. Subject to Hillsborough County approval, the developer shall provide, at his expense, right turn or left turn storage lanes of sufficient length to accommodate anticipated traffic, at each access from a public road into the project or pod where a right turn or left turn is required. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of right or left turn storage needed to serve development traffic. The design and construction of these right or left turn lanes shall be approved by Hillsborough County Public Works. All roadway construction of said right or left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by the County Engineering Department and evidence of said approval shall be submitted for review by the Hillsborough County Development Services Department.
14. A project wide pedestrian circulation system shall be required and shall include, at a minimum sidewalks on the main interior roads as well as external to the project on the project's side of the right-of-way area of Falkenburg Road and US 301. The sidewalks along Falkenburg Road, the main interior roads, and US 301 shall be at least 6 feet in width and to facilitate pedestrian movement between major origins and destinations within and adjacent to the project. Sidewalks shall be at least 5 feet in width except where 6 foot width is warranted due to anticipated traffic. Prior to Construction Site Plan review for each pod or subphase, the exact location of the pedestrian circulation system shall be determined, and the nature of the system shall be delineated on the Preliminary Site Plan prior to approval. The developer shall install said system within the subject parcel at time of issuance of the first certificates of occupancy. In addition, in instances where the adjacent parcel is a lake, retention pond or other common areas, the developer shall extend the pedestrian system along roadways by said lake, retention pond or common area to ensure a connected pedestrian system.

15. In addition to the existing conditions which currently govern the site, if approved, the Developer shall comply with all rules and regulations as found in the Hillsborough County Land Development Code (except as amended by these conditions), and all other ordinances and standards as well as within the DRI conditions of approval, in effect at the time of development.
16. When any subphase of development within the Development is submitted for preliminary commercial site plan approval or subdivision plat approval, the Developer shall provide, to Hillsborough County a transportation analysis based upon data, assumptions and methodology agreed to by Hillsborough County that demonstrates that the project's driveways at US Highway 301 at Delaney Creek Boulevard, Falkenburg Road at Delaney Creek Boulevard and Falkenburg Road at Delaney Lake Drive operate at an acceptable level of service in both the AM and PM peak hour with the addition of the proposed development. If the analysis demonstrates that the project's driveways are operating at an unacceptable level of service, the applicant will be responsible for the construction of the necessary improvements to allow the driveways to operate at an acceptable level of service as a condition of site plan approval or subdivision plat approval.
17. Prior to development of any pods adjacent to Falkenburg Road or US 301, if Hartline utilizes, or is planning to utilize Falkenburg Road or US 301 as part of one of its transit routes, the developer shall work with Hartline to determine the most appropriate location for a Bus bay(s) and/or shelters, including benches, lighting and trash receptacles, of a design and location acceptable to Hartline. Said shelter shall be required and shall be the responsibility of the developer. It shall be installed by the developer prior to the issuance of Certificates of Occupancy. The exact location, design, landscaping, and size of each of the above referenced facilities shall be approved by Hartline and the developer prior to the applicable site development plan approval.
18. Prior to or concurrent with the initial increment of development within Tract F, the developer shall prepare a trip generation and site access analysis to examine whether Sec. 6.04.04.D. LDC turn lane warrants have been met, and to determine the extent to which the existing eastbound to northbound left turn lane will need to be extended (staff notes that it is anticipated the turn lane will need to be extended to meet turn lane lengths, to include minimum required TTM queues).
- ~~18~~19. The Developer shall be responsible for the cost associated with the design, right of way, drainage, permitting and construction of the improvements. The final design and construction plans shall be approved by Development Services Department.
- ~~19~~20. 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.
21. For Parcel F: The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
22. For Parcel F: Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/

OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

23. For Parcel F: Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

2024. 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 at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

All residential dwelling units approved under petition MM 11-0194 or subsequent petitions in excess of the 853 multi-family units previously approved as part of the DRI shall comply with the Hillsborough County Concurrency Ordinance.

2125. 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.

26. For the area subject to PRS 25-0013, in accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:



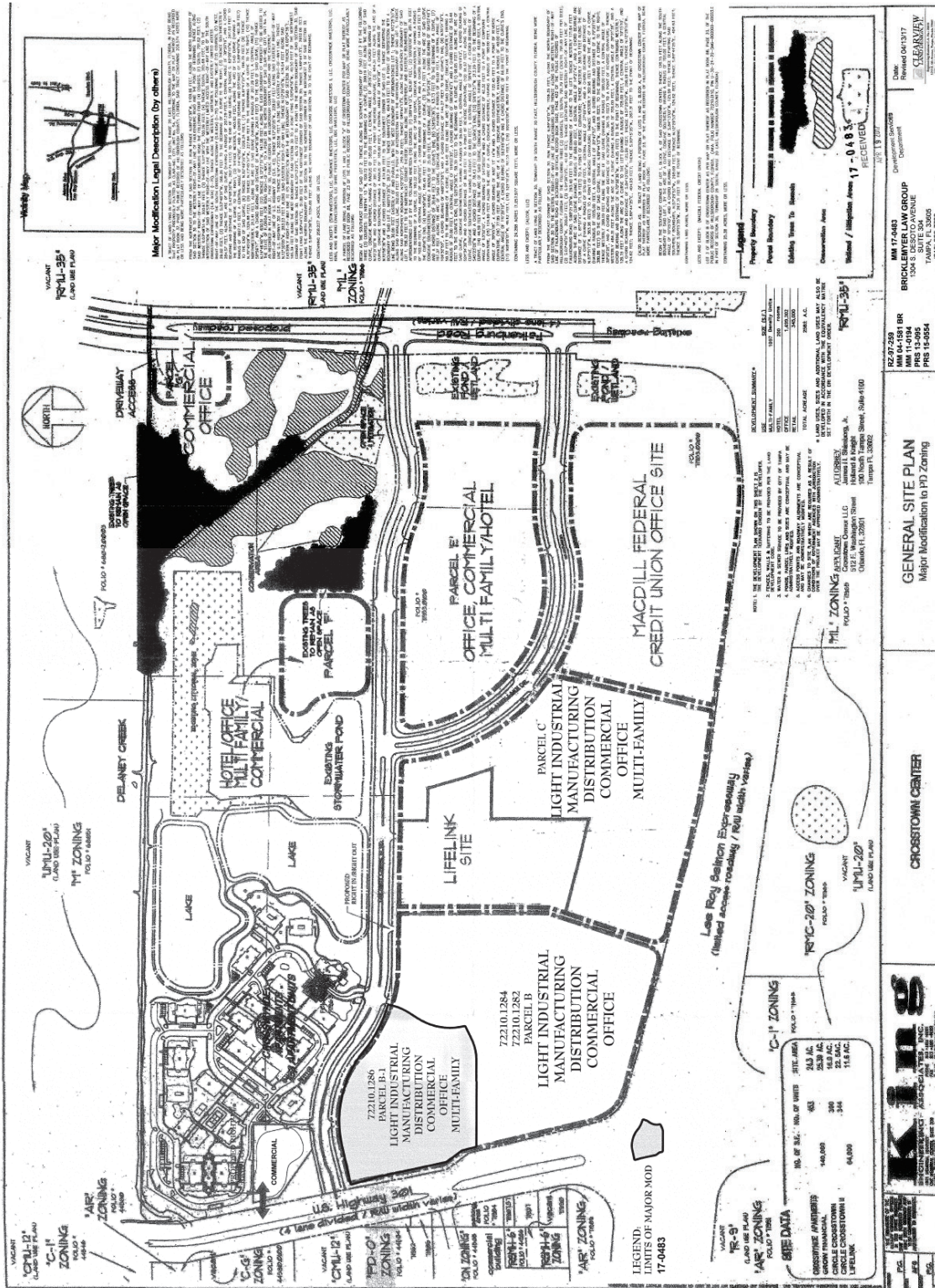
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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.

7.0 ADDITIONAL INFORMATION

None

8.0 Site Plan
 8.2 Proposed Site Plan (Full) –NO CHANGE PROPOSED



8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/16/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: BR

PETITION NO: PRS 25-0013

- 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.

NEW CONDITIONS

- Prior to or concurrent with the initial increment of development within Tract F, the developer shall prepare a trip generation and site access analysis to examine whether Sec. 6.04.04.D. LDC turn lane warrants have been met, and to determine the extent to which the existing eastbound to northbound left turn lane will need to be extended (staff notes that it is anticipated the turn lane will need to be extended to meet turn lane lengths, to include minimum required TTM queues).

PROJECT SUMMARY AND CONCLUSIONS

The applicant is requesting to a minor modification (PRS) to a +/- 5.27 ac. parcel, within Planned Development (PD) 97-0259, as most recently amended via PRS 17-0483. The PD is approved for a mixture of multi-family, hotel, office, retail and industrial uses, subject to a land use-equivalency matrix which was approved as a part of the Crosstown Center Development of Regional Impact (DRI) #151 Development Order (DO). The applicant has filed a concurrent, related application (#25-0028), seeking to amend the DO. No changes in the allowable uses within the modification area (i.e. Parcel F) are proposed; however, the applicant is seeking to amend zoning condition 7 to remove the density restriction for Parcel F, such that more than 20 dwelling units per acre can be accommodated (the applicant is proposing a maximum of 170 multi-family units within Tract F). The applicant has also stated the intention of constructing a child care facility. Staff notes that while the DO conditions and Land Use Exchange Matrix (LUEM) track trips for the purposes of DRI mitigation and overall project impacts, the proposed change will have a specific impact at the internal entrance to Tract F.

Since Delaney Creek Blvd. is a collector roadway, the applicant was required to submit a trip generation and stie access analysis to examine project impacts at this entrance. The traffic analysis submitted did not analyze child care facilities utilizing number of students as the independent variable, which is the most accurate method of analyzing potential impacts. It also assumed 80% internal capture of internal trips, which is an exceedingly high value and not supported by ITE data. The analysis indicates that no westbound to northbound right turn lane is required pursuant to Sec. 6.04.04.D. of the LDC. Staff notes that an eastbound to northbound left turn lane is warranted pursuant to that section of the LDC. While there is an existing turn lane present, staff notes that it is substandard in length. In addition to providing minimum brake to stop, taper and deceleration lengths pursuant to the Florida Design Manual, the Hillsborough County Transportation Technical Manual (TTM) requires a minimum queue length for turn lanes. As such, the applicant would be required to lengthen the turn lane.

Given the flexible nature of entitlements within the DRI, staff was unable to prepare a comparison of the maximum trip generation potential of development within Tract F; however, staff notes that the overall

project trips will remain neutral given the above referenced LUEM. Staff did not proposed conditions relative to the specific site access improvements, given the issues with the trip generation and site access analysis, but also given the potential for other uses to be constructed (consistent with existing approvals and the LUEM). As such, development within Tract F will require an analysis be submitted at the time of plat/site/construction plan approval to determine whether any turn lane warrants have been met (and to support the extension of the existing left turn lane.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway segments is shown below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 301	W Crosstown Ramp	Adamo Dr.	D	C
Falkenburg Rd.	Selmon Expy On Ramp	Adamo Dr.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (Modification Area Only) (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Delaney Creek Blvd.	County Collector - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input checked="" type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

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



**CURRENTLY
APPROVED**



**Hillsborough
County Florida**

DEVELOPMENT SERVICES

PO Box 1110 Tampa, FL 33601-1110

May 9, 2017

**Reference: MM 17-0483 BR
Brickleyer Law Group, P.L.**

Clayton Brickleyer
Brickleyer Law Group, P.L.
1304 S. DeSoto Ave., Ste. 304
Tampa, FL 33606

Dear Applicant:

At the regularly scheduled public meeting on May 9, 2017, the Board of County Commissioners **approved** your request for a Major Modification to PD 97-0259, with the attached final conditions. Please keep this letter for your records.

If you have any questions regarding this, please feel free to contact Brian Grady at 813-276-8343 or GradyB@HCFLGov.net.

Sincerely,

Joseph Moreda, AICP,
Zoning Administrator

**BOARD OF COUNTY
COMMISSIONERS**

Victor D. Crist
Ken Hagan
Al Higginbotham
Pat Kemp
Lesley "Les" Miller, Jr.
Sandra L. Murman
Stacy R. White

COUNTY ADMINISTRATOR

Michael S. Merrill

COUNTY ATTORNEY

Chip Fletcher

INTERNAL AUDITOR

Peggy Caskey

**CHIEF DEVELOPMENT &
INFRASTRUCTURE SERVICES
ADMINISTRATOR**

Lucia E. Garsys

JM/ml
Attachment

Approval - Approval, subject to the conditions listed below, is based on the general site plan submitted February 13, 2017.

1. The development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
2. An interim agricultural use of cattle grazing, citrus groves, and other low scale agricultural uses shall be permitted at similar intensities that currently exist. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
3. Land uses, setbacks, and other development standards within areas to be developed as "Light Industrial", "Manufacturing" and "Distribution" shall be restricted to those permitted within the M zoning district. The maximum FAR shall be 1.0.
4. Land uses, setbacks, and other development standards within areas to be developed as "Commercial" or "Hotel" shall be restricted to those permitted within the C-I zoning district except the maximum FAR shall be 1.0 and the maximum height shall be 100 feet.
 - 4.1 Within the subject parcel modified by PRS 15-0554 located at the northeast corner of U.S. Highway 301 and Delany Creek Boulevard, the following shall apply: The developer shall be permitted one (1) right-in/right-out access point from the subject parcel to U.S. Highway 301. The access point shall be located a minimum of 300 feet north of the U.S. Highway 301 and Delany Creek Boulevard intersection. The developer shall construct any site access improvements, including but not limited to turn lanes, modifications/extensions to the merge lane, or other improvements, as required by the Florida Department of Transportation (FDOT). Any site access improvements required by Section 6.04.04.D of the Land Development Code shall also be constructed, unless otherwise approved through the appropriate variance process.
5. Land uses, setbacks, and other development standards within areas to be developed as "Office" shall be restricted to those uses permitted within the B-PO zoning district except the maximum FAR shall be 1.0 and the maximum height shall be 100 feet.
6. In connection with Parcel B and B-1, the land uses within areas to be developed as office shall be restricted to those uses permitted in the BPO zoning district. The applicable development standards for "office" development within Parcel B and B-1, shall be:
 - 6.1 The maximum F.A.R. shall be 1.0.
 - 6.2 The maximum building coverage shall be 30%.
 - 6.3 The required setback along the north, west and south property lines of Parcel B and B-1 shall be 30 feet, with the exclusion of the common boundary between Parcel B and B-1.

-
- 6.4 The required setback along the east property line of Parcel B shall be 70 feet. This setback is inclusive of the required 20 foot buffer along the east property line where adjacent to multi-family.
 - 6.5 The maximum building height shall be 114.90 feet. The 2-for-1 additional setback for structures over 20 feet in height requirement shall not apply.
 - 6.6 Screening shall be required along the entire eastern boundary of Parcel B in conformance with "Screening Standard B" as set forth in Section 6.06.06.C.4 of the Land Development Code. In addition, a 20 foot buffer shall be required along the eastern property line where adjacent to multi-family.
 - 6.7 The façade of any parking structure(s) located adjacent to and facing the required yard along the eastern boundary of Parcel B shall be opaque (to the extent possible without the installation of forced ventilation or fire sprinkler systems) pursuant to Life Safety and Building Code requirements. This may be accomplished through landscaping and/or screening (either individually or in combination); however, ventilation and access required by virtue of applicable Life Safety and Building Code requirements shall be allowed.
7. Land uses, setbacks, and other development standards within areas to be developed as "Multifamily residential" (Parcel A, Parcel B-1, Parcel E, Parcel C and Parcel F) shall be restricted to those permitted within the RMC-20 zoning district except the maximum height shall be 100 feet. The maximum density shall be 20 dwelling units per gross acre.
 8. The developer may vertically integrate land uses and shall be permitted to mix the retail, office, and residential uses as permitted within the C-G, B-PO, and RMC-20 zoning districts within a single building or buildings.
 9. As an alternative to standard front yard setbacks required above, the developer may employ a reverse frontage development pattern for any structures built adjacent to any interior road. Development within areas utilizing a reverse frontage style shall be of a unified design scheme exhibiting the following design criteria:
 - 9.1 Interconnected pedestrian system with the surrounding project including sidewalks, a minimum of 12 feet in width along the main arterial roads;
 - 9.2 Provision of pedestrian facilities (i.e.: shade trees, tables, chairs, benches, trash receptacles);
 - 9.3 Other amenities including awnings and other outdoor overhead structures providing shade, water features and drinking fountains;
 - 9.4 A requirement for on-street parking which shall count as a portion of the required parking;

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- 9.5 The elimination of any front or side yard setbacks for any structures adjacent to the interior roads. This zero front yard setback provision shall not be applicable for any front yards on US 301, Falkenburg Road and the Crosstown Expressway;
 - 9.6 To the greatest extent possible, other than on-street parking, all additional parking shall be located in the rear yard of all structures;
 - 9.7 Encouragement of a mix of residential and non-residential development within the same structure. To determine bulk, the square footage consumed by any residential units shall be calculated as Floor Area Ratio; and,
 - 9.8 If public art is provided, a child care center of up to 5,000 sq. ft. may be permitted and its sq. ft. shall not be deducted from the overall sq. ft. maximum limits of the project. The value of the art shall represent at least 1% of the development cost of the child care center.
10. To ensure connectivity, at the time of submittal of the first preliminary site plan/ subdivision plan, the developer shall commit to the generalized location of an east/west main internal road. The east/west main road shall connect Falkenburg Road and US 301. This internal road shall be indicated on a revised general site plan. Expansion of this system into a complete grid street network is encouraged.
 11. To ensure completion of the main interior road in a timely manner, prior to Certificates of Occupancy for any interior pod development, the developer shall design and construct any adjacent contiguous main interior roads including sidewalks. The improvements shall be for the total length of the subject development pod adjacent to such roadways except when adjacent to conservation/mitigation areas, ponds, or other common areas in which case a road shall be completed to a point (along the main interior roads) to the next closest pod. The entire east/west roads shall be completed by the developer.
 12. Access points shall be as indicated on the approved general site plan. All interior pods shall have either direct access to the main internal road(s) or provide cross access between each pod.
 13. Subject to Hillsborough County approval, the developer shall provide, at his expense, right turn or left turn storage lanes of sufficient length to accommodate anticipated traffic, at each access from a public road into the project or pod where a right turn or left turn is required. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of right or left turn storage needed to serve development traffic. The design and construction of these right or left turn lanes shall be approved by Hillsborough County Public Works. All roadway construction of said right or left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by the County Engineering Department and evidence of said approval shall be submitted for review by the Hillsborough County Development Services Department.
 14. A project wide pedestrian circulation system shall be required and shall include, at a minimum sidewalks on the main interior roads as well as external to the project on the project's side of the right-of-way area of Falkenburg Road and US 301. The sidewalks along Falkenburg Road,

-
- the main interior roads, and US 301 shall be at least 6 feet in width and to facilitate pedestrian movement between major origins and destinations within and adjacent to the project. Sidewalks shall be at least 5 feet in width except where 6 foot width is warranted due to anticipated traffic. Prior to Construction Site Plan review for each pod or subphase, the exact location of the pedestrian circulation system shall be determined, and the nature of the system shall be delineated on the Preliminary Site Plan prior to approval. The developer shall install said system within the subject parcel at time of issuance of the first certificates of occupancy. In addition, in instances where the adjacent parcel is a lake, retention pond or other common areas, the developer shall extend the pedestrian system along roadways by said lake, retention pond or common area to ensure a connected pedestrian system.
15. In addition to the existing conditions which currently govern the site, if approved, the Developer shall comply with all rules and regulations as found in the Hillsborough County Land Development Code (except as amended by these conditions), and all other ordinances and standards as well as within the DRI conditions of approval, in effect at the time of development.
 16. When any subphase of development within the Development is submitted for preliminary commercial site plan approval or subdivision plat approval, the Developer shall provide, to Hillsborough County a transportation analysis based upon data, assumptions and methodology agreed to by Hillsborough County that demonstrates that the project's driveways at US Highway 301 at Delaney Creek Boulevard, Falkenburg Road at Delaney Creek Boulevard and Falkenburg Road at Delaney Lake Drive operate at an acceptable level of service in both the AM and PM peak hour with the addition of the proposed development. If the analysis demonstrates that the project's driveways are operating at an unacceptable level of service, the applicant will be responsible for the construction of the necessary improvements to allow the driveways to operate at an acceptable level of service as a condition of site plan approval or subdivision plat approval.
 17. Prior to development of any pods adjacent to Falkenburg Road or US 301, if Hartline utilizes, or is planning to utilize Falkenburg Road or US 301 as part of one of its transit routes, the developer shall work with Hartline to determine the most appropriate location for a Bus bay(s) and/or shelters, including benches, lighting and trash receptacles, of a design and location acceptable to Hartline. Said shelter shall be required and shall be the responsibility of the developer. It shall be installed by the developer prior to the issuance of Certificates of Occupancy. The exact location, design, landscaping, and size of each of the above referenced facilities shall be approved by Hartline and the developer prior to the applicable site development plan approval.
 18. The Developer shall be responsible for the cost associated with the design, right of way, drainage, permitting and construction of the improvements. The final design and construction plans shall be approved by Development Services Department.
 19. 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.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: MM 17-0483 BR
MEETING DATE: May 9, 2017
DATE TYPED: May 9, 2017

-
20. 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 at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

All residential dwelling units approved under petition MM 11-0194 or subsequent petitions in excess of the 853 multi-family units previously approved as part of the DRI shall comply with the Hillsborough County Concurrency Ordinance.

21. 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.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/16/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: BR

PETITION NO: PRS 25-0013

- 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.

NEW CONDITIONS

- Prior to or concurrent with the initial increment of development within Tract F, the developer shall prepare a trip generation and site access analysis to examine whether Sec. 6.04.04.D. LDC turn lane warrants have been met, and to determine the extent to which the existing eastbound to northbound left turn lane will need to be extended (staff notes that it is anticipated the turn lane will need to be extended to meet turn lane lengths, to include minimum required TTM queues).

PROJECT SUMMARY AND CONCLUSIONS

The applicant is requesting to a minor modification (PRS) to a +/- 5.27 ac. parcel, within Planned Development (PD) 97-0259, as most recently amended via PRS 17-0483. The PD is approved for a mixture of multi-family, hotel, office, retail and industrial uses, subject to a land use-equivalency matrix which was approved as a part of the Crosstown Center Development of Regional Impact (DRI) #151 Development Order (DO). The applicant has filed a concurrent, related application (#25-0028), seeking to amend the DO. No changes in the allowable uses within the modification area (i.e. Parcel F) are proposed; however, the applicant is seeking to amend zoning condition 7 to remove the density restriction for Parcel F, such that more than 20 dwelling units per acre can be accommodated (the applicant is proposing a maximum of 170 multi-family units within Tract F). The applicant has also stated the intention of constructing a child care facility. Staff notes that while the DO conditions and Land Use Exchange Matrix (LUEM) track trips for the purposes of DRI mitigation and overall project impacts, the proposed change will have a specific impact at the internal entrance to Tract F.

Since Delaney Creek Blvd. is a collector roadway, the applicant was required to submit a trip generation and stie access analysis to examine project impacts at this entrance. The traffic analysis submitted did not analyze child care facilities utilizing number of students as the independent variable, which is the most accurate method of analyzing potential impacts. It also assumed 80% internal capture of internal trips, which is an exceedingly high value and not supported by ITE data. The analysis indicates that no westbound to northbound right turn lane is required pursuant to Sec. 6.04.04.D. of the LDC. Staff notes that an eastbound to northbound left turn lane is warranted pursuant to that section of the LDC. While there is an existing turn lane present, staff notes that it is substandard in length. In addition to providing minimum brake to stop, taper and deceleration lengths pursuant to the Florida Design Manual, the Hillsborough County Transportation Technical Manual (TTM) requires a minimum queue length for turn lanes. As such, the applicant would be required to lengthen the turn lane.

Given the flexible nature of entitlements within the DRI, staff was unable to prepare a comparison of the maximum trip generation potential of development within Tract F; however, staff notes that the overall

project trips will remain neutral given the above referenced LUEM. Staff did not proposed conditions relative to the specific site access improvements, given the issues with the trip generation and site access analysis, but also given the potential for other uses to be constructed (consistent with existing approvals and the LUEM). As such, development within Tract F will require an analysis be submitted at the time of plat/site/construction plan approval to determine whether any turn lane warrants have been met (and to support the extension of the existing left turn lane.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway segments is shown below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 301	W Crosstown Ramp	Adamo Dr.	D	C
Falkenburg Rd.	Selmon Expy On Ramp	Adamo Dr.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (Modification Area Only) (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Delaney Creek Blvd.	County Collector - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input checked="" type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

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

COMMISSION

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 Michael Lynch WETLANDS DIVISION
 Rick Muratti, Esq. LEGAL DEPT
 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: December 10, 2024</p> <p>PETITION NO.: 25-0013</p> <p>EPC REVIEWER: Kelly M. Holland</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1222</p> <p>EMAIL: hollandk@epchc.org</p>	<p>COMMENT DATE: November 7, 2024</p> <p>PROPERTY ADDRESS: Delaney Creek Blvd, Tampa</p> <p>FOLIO #: 0722100116</p> <p>STR: 30-29S-20E</p>
<p>REQUESTED ZONING: Minor Modification to the existing Planned Development</p>	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands may exist in the northcentral and around the periphery of the site.
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The 	

Environmental Excellence in a Changing World

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

wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The subject property may contain wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

Kmh / app

ec: T. Truett Gardner, Agent - landuse@gardnerbrewer.com



Adequate Facilities Analysis: Rezoning

Date: December 17, 2024

Acreage: 5.27 (+/- acres)

Jurisdiction: Hillsborough County

Proposed Zoning: Planned Development

Case Number: 25-0013

Future Land Use: UMU-20

HCPS #: RZ 658

Maximum Residential Units: 170

Address: Delaney Creek Blvd

Residential Type: Multifamily

Parcel Folio Number(s): 072210-0116

School Data	Frost Elementary	Giunta Middle	Spoto High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	966	1558	2460
2024-25 Enrollment K-12 enrollment on 2024-25 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	641	980	1952
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	66%	63%	79%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 12/16/2024	35	108	140
Students Generated Estimated number of new students expected in development based on adopted generation rates. Source: Duncan Associates, School Impact Fee Study for Hillsborough County, Florida, Dec. 2019	20	7	9
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	72%	70%	85%

Notes: At this time, adequate capacity exists at Frost Elementary, Giunta Middle, and Spoto High School for the proposed rezoning.

This is an analysis for adequate facilities only and is NOT a determination of school concurrency. A school concurrency review will be issued PRIOR TO preliminary plat or site plan approval.

Andrea A. Stingone

Andrea A. Stingone, M.Ed.
 Department Manager, Planning & Siting
 Growth Management Department
 Hillsborough County Public Schools
 E: andrea.stingone@hcps.net
 P: 813.272.4429 C: 813.345.6684



Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 10/16/2024
REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 10/25/2024
PROPERTY OWNER: Florida Health Sciences Center, Inc. **PID:** 25-0013
APPLICANT: Florida Health Sciences Center, Inc.
LOCATION: Delaney Creek Blvd. Tampa, FL 33619
FOLIO NO.: 72210.0116

AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site does not appear to be located within a Wellhead Resource Protection Area (WRPA), Potable Water Wellfield Protection Area (PWWPA) and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

At this time, Hillsborough County EVSD has no recommended conditions and no request for additional information associated with wellhead protection.

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

PETITION NO.: PRS 25-0013 REVIEWED BY: Clay Walker, E.I. DATE: 10/18/2024

FOLIO NO.: 72210.0116

WATER

- The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.

- A ___ inch water main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

- A ___ inch wastewater force main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: _____.