

PD Modification Application: PRS 22-1680

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: April 11, 2023

**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Hillsborough County Capital Programs

FLU Category: R-4

Service Area: Urban

Site Acreage: 14.54 AC +/-

Community
Plan Area: None

Overlay: None

**Introduction Summary:**

PRS 08-1096 was approved in 2008 to allow a School or a Single family residential development in the subject site. The applicant requests modifications to allow a Park in lieu of a School.

Existing Approval(s):	Proposed Modification(s):
School or a Single family residential development	Public Park or Single Family residential development
No road connection east from Kinnan St.	Memorialize Basset Creek Dr ROW.
No access from Basset Creek to subject property	Add road access from Basset Creek Dr.

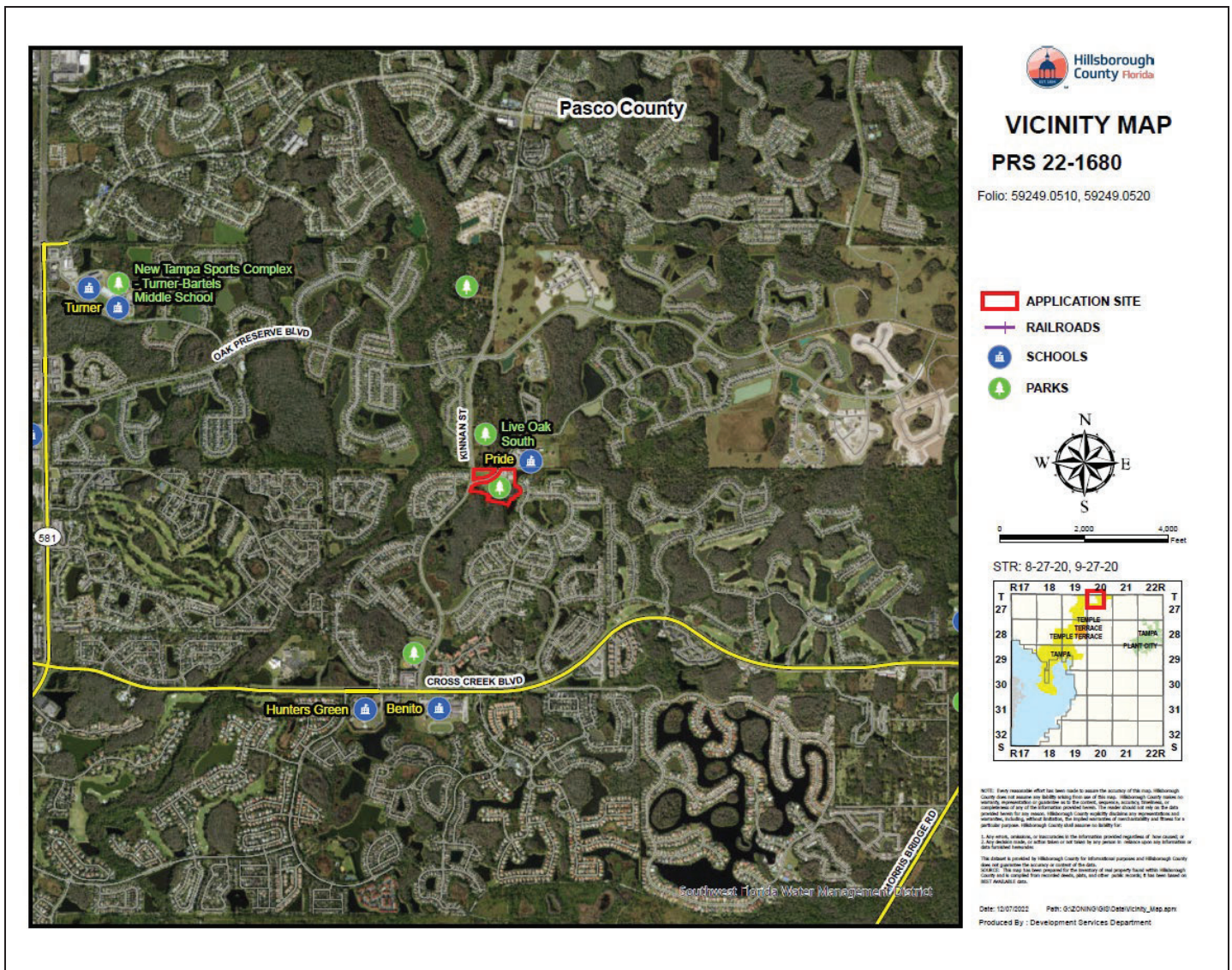
Additional Information:

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

Planning Commission Recommendation: N/A	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

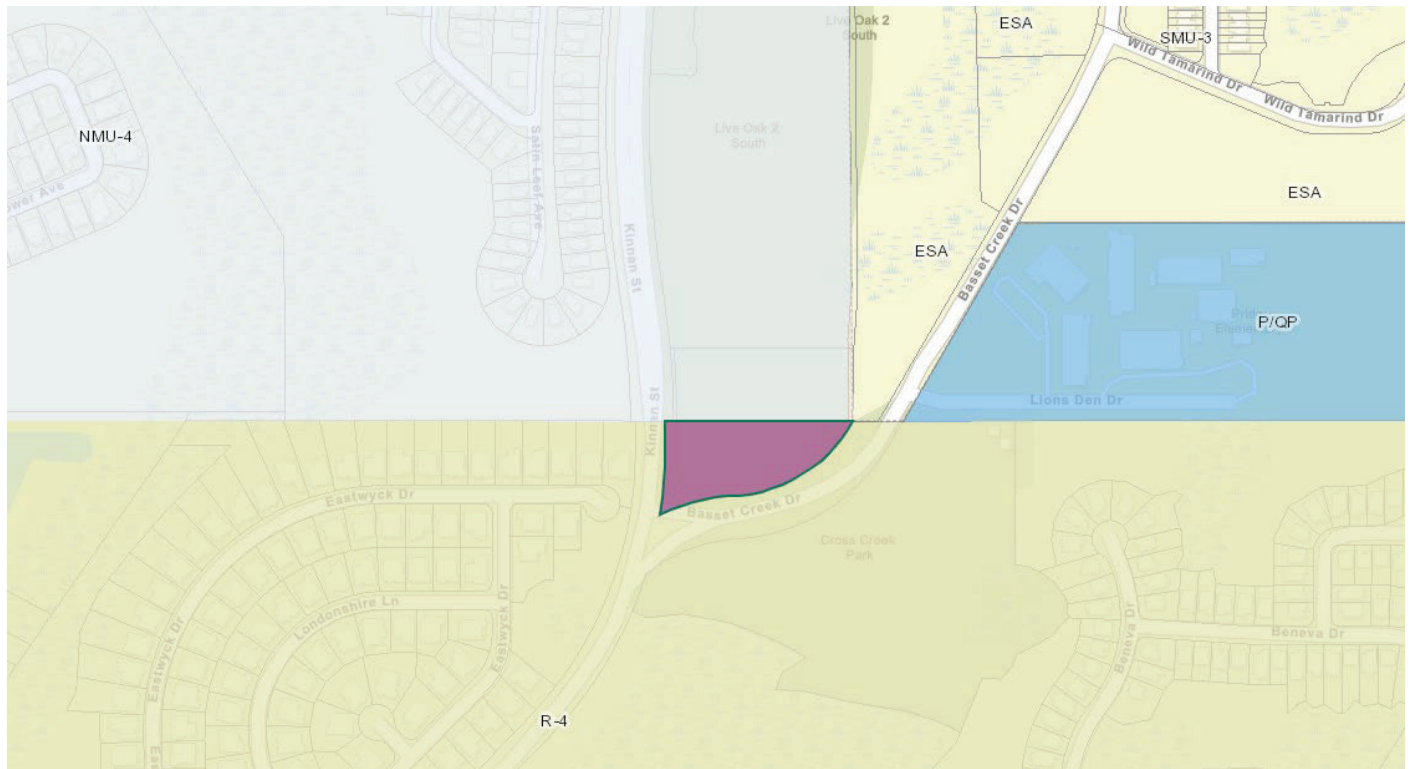


Context of Surrounding Area:

The subject site is located in New Tampa, on the eastside of Kinnan St., approximately 5000 feet north of the intersection with Cross Creek Blvd. The subject property is an existing Public Park with single family development in the surrounding area to the east and west, conservation land to the south; vacant public land to the north; and an existing Public School was developed to the north.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:

Residential 4

Maximum Density/F.A.R.:

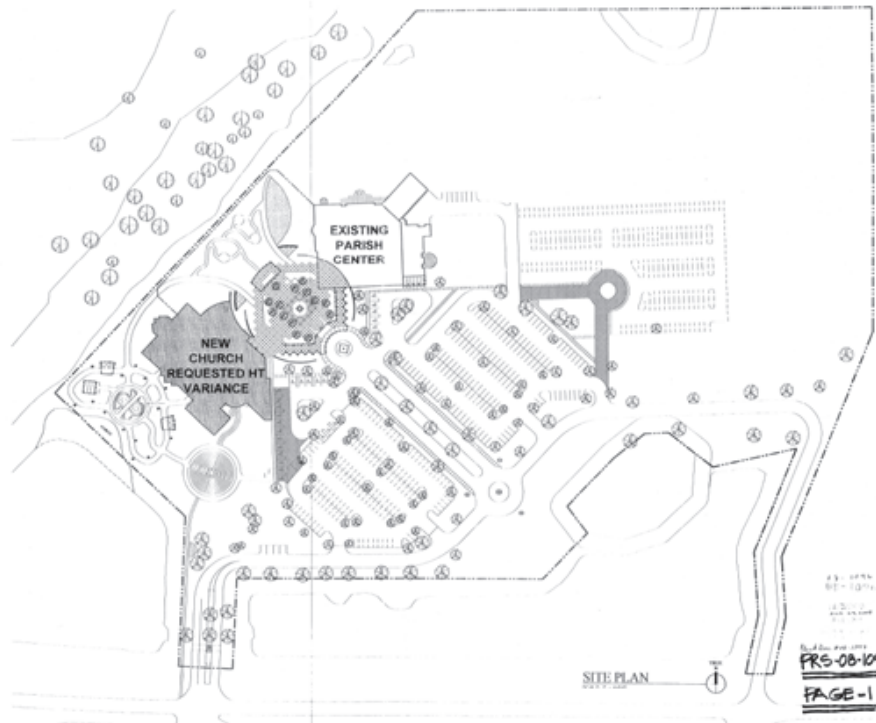
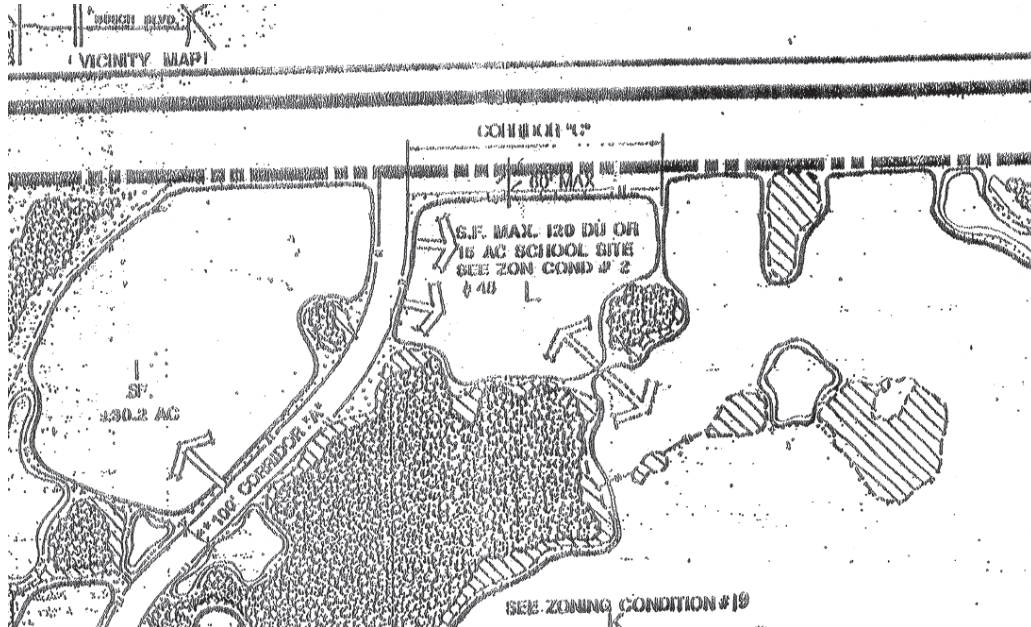
Maximum FAR: 0.25
Maximum Density: 4 DU/AC

Typical Uses:

Residential, Suburban, Commercial, Offices, Multi-Purpose

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Bassett Creek Dr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (some areas are only wide enough to accommodate an urban section)	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Lion's Pride Dr.	Private Driveway	2 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

Parcel L Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,270	740	160
Proposed	1,009	30	33
Difference (+/-)	(-) 1,261	(-) 710	(-) 127

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

Parcel L Connectivity and Cross Access ☐ Not applicable for this request

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

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Basset Creek Dr./ Substandard Road	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <div> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Potable Water Wellfield Protection Area </div> <div> <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Significant Wildlife Habitat </div> <div> <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Coastal High Hazard Area </div> <div> <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor </div> <div> <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ </div>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff finds the proposed request to be compatible with the approved uses across Basset Creek Dr., to the south. This minor modification will have little effect on the general character of the subject site, zoned PRS 08-1096 today. Existing Public Park located to the south.

Staff finds the proposed modification to the approved Planned Development to be compatible with the surrounding area.

5.2 Recommendation

Approval - Approval, subject to the conditions listed below, is based on site plan received ~~June 16, 2008~~ February 28, 2023

Prior to PD site plan certification, the developer shall revise page 1 of the PD site plan as generally shown below, to remove the detail which conflicts with sheet 2 of the plan.

1. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
2. The single family residential portion of the PD-MU shall be for a maximum of 1,775 single family conventional residential units subject to condition #47 below which will allow 120 additional single family units in lieu of an elementary school and their accessory uses except as provided in Section 14.6 (Uses listed in and added to PD districts). A maximum of 88,627 square feet of single story floor space for the uses listed in Condition 2.5 below and 11,373 square feet of floor space for a pre-school/child care facility serving a maximum of 214 children and single family and park uses shall be permitted within Parcel "N".
 - 2.1 The child care facility within Parcel N shall be developed in accordance with the Land Development Code and shall be of an architectural style generally consistent with Exhibit 1 attached to the Parcel N Site Plan dated July 10, 2000. With the exception of Floor Area Ratio, the office portion of Parcel N shall be developed only for the uses listed above, but otherwise in accordance with BPO zoning district standards for the parcel as a whole (i.e. not as to individual plated lots/buildings), unless otherwise specified herein. The maximum building height in Parcel N shall be 35 feet or one story, whichever is more restrictive.
 - 2.2 Structures shall be generally constructed within their building footprints as shown on the site plan.
 - 2.3 All outdoor lighting fixtures within the self-storage facility shall be mounted to the buildings below the roof line and shall be directed to prevent off-site illumination.
 - 2.4 There shall be a maximum of two access points from Cross Creek Boulevard into Parcel "N" as generally shown on the site plan. The exact location of the southern-most access point along Cross Creek Boulevard shall be determined by the Developer and the Public Works Department of Hillsborough County, prior to site development plan approval.
 - 2.5 Per MM 06-1688, the following uses shall be permitted in Parcel N:

- 2.5.1 All Land Development Code (LDC) Business, Professional Services (BPO) uses and accessory retail uses shall be permitted throughout the project, subject to LDC Part 6.11.00
 - 2.5.2 Personal Services
 - 2.5.3 A maximum of 23,000 square feet of the following retail services may be permitted: deli/restaurant/sandwich shops or tearoom/coffee shop (excluding fast food) not exceeding 2,600 square feet; specialty food store art supply/blueprint/book/stationary stores; florist/gift shop; mail/package services; optical supplies; printing services; consignment store; music store/lessons; sporting goods store; tailor/dry cleaner (small); commercial, vocational and business schools.
 - 2.5.4 No waivers to LDC parking requirements were granted as part of this MM. Uses may be restricted because of inadequate parking on the site.
- 3. A maximum of 400 of these dwelling units may have a minimum lot size of 4,500 square feet, a maximum of 900 dwelling units may have a minimum lot size of 5,000 square feet, and a maximum of 1,400 dwelling units may have a minimum lot size of 6,000 square feet. A minimum of 500 dwelling units shall have a minimum lot size of 7,000 square feet.
 - 4. A maximum of 200 dwelling units may have a minimum lot size of 3,500 square feet. However, for each 3,500 square foot lot created, a minimum 10,000 square foot lot shall be provided on a 1:1 basis (e.g., if 100 - 3,500 square foot lots are created, then 100-10,000 square foot lots shall be created).
 - 5. For the 3,500 square foot lots, on-site development shall comply with the following minimum requirements: 20 foot front and rear yard setbacks, 35 foot width, 45% maximum lot coverage and 30 feet in height or two stories, whichever is more restrictive.
 - 6. On-site development for the 3,500 square foot lots may have the following side-yard setbacks: side-yard setbacks may be a minimum of 0 feet on one side and 10 feet on the other, or 5 feet on each side. These requirements shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations such as 3 feet on one side and 7 on the other. In no case, however, shall a combination of setbacks (i.e., zero feet + ten feet and five feet + five feet) be allowed which would create a separation of less than 10 feet between non-attached dwelling units.
 - 7. Congregate parking shall be provided for the 3,500 square foot lots. One additional parking space shall be provided for every two (2) dwelling units.
 - 8. Lot width for the 3,500 square foot lots shall be measured across the front property line. In the case of lots fronting on curves or cul-de-sacs, the width shall be measured as a straight line tangent to the mid-point of the arc formed by the front property line.
 - 9. Driveways to individual dwelling units for the 3,500 square foot lots shall be paired (i.e., driveways shall be located adjacent to each other) with one adjacent lot. The adjacent lots with paired driveways shall be determined by which pairing will create the greatest amount of open space between driveways.

10. For the 4,500 square foot lots, on-site development shall comply with the following minimum requirements: 20 foot front and rear yard setbacks, 5 foot side yard setbacks, 45 foot width, 35% maximum lot coverage and 30 feet in height or 2 stories, whichever is more restrictive. 40% lot coverage may be permissible as long as the cumulative threshold calculations regarding master stormwater plans are not exceeded, or if exceeded such lot coverage may be permissible provided the stormwater master plan is updated to reflect any increased runoff due to increases in impervious surfaces.
11. The 5,000 square foot lots shall comply at a minimum with the lot size, width, lot coverage, height and yard requirements of the RSC-9 Zoning District. 45% lot Coverage within Parcel K only may be permissible as long as the cumulative threshold calculations regarding master stormwater plans are not exceeded, or if exceeded, such lot coverage may be permissible provided the stormwater master plan is updated to reflect any increased runoff due to increases in impervious surfaces.
12. For the 6,000 square foot lots, on-site development shall comply with the following minimum requirements: 20 foot front and rear yard setbacks, 5 foot side yard setbacks, 60 foot width, 35% maximum lot coverage and 30 feet in height or two stories, whichever is more restrictive. 40% lot coverage (45% lot Coverage within Parcel K only) may be permissible as long as the cumulative threshold calculations regarding master stormwater plans are not exceeded, or if exceeded such lot coverage may be permissible provided the stormwater master plan is updated to reflect any increased runoff due to increases in impervious surfaces.
13. The 7,000 square foot lots shall comply at a minimum with the width, lot coverage, height and yard requirements of RSC-9 Zoning District.
14. The 10,000 square foot lots shall comply at a minimum with the lot size, width, lot coverage, height and yard requirements of RSC-4 Zoning District.
15. The multi-family residential portion of the PD-MU shall be for a maximum of 772 multi-family conventional residential units with related accessory uses such as swimming pools, club houses and laundry facilities, except as provided in Section 14.6 (Uses listed in and Added to PD Districts).
16. The multi-family Parcel P shall at a minimum comply with the lot size, width, lot coverage, height and yard requirements of the RMC-16 Zoning District.
17. For lots abutting the north property line within Parcel C and for lots abutting the west property line within Parcels D, G and H which directly abut single family homes, on-site development shall comply at a minimum with the lot size, width, floor area ratio, lot coverage, height and yard requirements of the RSC-6 Zoning District, unless a minimum 20 foot buffer is provided in accordance with Section 6.06.05 whereby minimum 4,500 square foot lots may be developed.
18. On-site development within Parcels A and B shall comply at a minimum with all bulk, height, lot coverage and yard requirements of the RSC-6 Zoning District on the north boundary of the parcels and the RSC-9 Zoning District requirements on the interior.
19. The minimum lot size within Parcel K shall be 5,000 square feet.
20. A minimum 20 foot buffer shall be provided along the east boundary of Parcels K, M and N. If, however, minimum 7,000 square foot lots are developed adjacent to the east boundary of Parcels K, M and N then the 20 foot buffer shall not be required.

21. Equivalent lot sizes shall be clustered. Where adjacent lot sizes vary by 2,000 square feet or more, a minimum 20 foot buffer shall be provided between the lots. Lots on curves, corners or cul-de-sacs shall be exempt from this condition provided that the minimum lot size requirements of the immediate area are met.
22. The area, height, bulk, and placement regulations applicable to a subdivision plat, shall be those requirements set out in these conditions for the typical lot in that subdivision, with the understanding that some of the lots may be larger than the typical lot.
23. The total gross square footage for the Commercial portion of the PD-MU as shown on the General Site Plan shall not be increased in amounts in excess of the amounts defined in 380.06(19), Florida Statutes.
24. The development in the PD-C portion of the PD-MU shall be limited to PD-C(N) uses as shown on the use list under PD-C(N).
25. A maximum height of 35 feet or 2 stories, whichever is more restrictive, shall be permitted for the commercial portion of the PD-MU.
26. Free standing fast-food restaurants, convenience stores and/or service stations shall be setback a minimum of 150 feet from the boundary of residential lots.
27. The required front yards from parcel boundaries for the commercial portion of the PD-MU project shall be a minimum of 30 feet.
28. Buffering and screening shall be provided in accordance with Section 6.06.05 of the Land Development Code.
29. A minimum 20 foot buffer shall be provided between single family lots and the right-of-way for Corridor D. a minimum 15 foot buffer shall be provided between single family lots and the right-of-way for Corridors a and C, the connector road (connecting Parcel H with Corridor A) and the loop road (from Corridor a to Corridor D). Within the buffer the following minimum landscaping requirements shall be met:
 - 29.1 Lawn, low-growing evergreen shrubs, evergreen ground cover, or rock mulch covering the balance of the buffer, and either
 - 29.2 A berm and planting combination with the berm an average height of 3 feet and dense plantings which will, when combined with the berm, achieve a minimum height of 6 feet and 75% opacity within 5 years, or
 - 29.3 A row of significant evergreen trees which are not less than six feet in height at the time of planting and are spaced not more than twenty feet apart, or c. and
 - 29.4 A masonry wall located furthest from the right-of-way with the landscaping in front of the wall closer to the right-of-way; such wall shall be a minimum height of six feet and, if a block wall, shall be painted on all sides; or b., c., and d.
 - 29.5 Buffering and screening along the eastern boundary of Parcel N shall consist of a Type A screen and a 20-foot buffer. Retention is permissible within the southernmost buffer area as generally depicted on the site plan.

30. Frontage roads may be provided as an alternative to condition number 29 in which case two-way frontage roads may be constructed parallel to the main project roads in accordance with acceptable traffic operation standards. Within the median between the main project roads and the frontage roads the following minimum landscaping requirements shall be met:
- 30.1 Lawn, low-growing evergreen shrubs and/or evergreen ground cover shall be provided.
31. Except for the frontage adjacent to Parcels D and N where buffer walls may be an option, buffer walls shall not be constructed along Cross Creek Boulevard. (Corridor D) If the developer demonstrates to the Zoning Administrator that noise levels for single family dwellings adjacent to the major roads defined above exceed FHA/VA standards, within a specified distance a buffer wall may be constructed.
32. An area equal to at least .20 times the land area of the commercial district and .25 times the land area of the residential district, (except for the 3,500 square foot lots which shall have an area equal to at least .30 times the land area of the residential district) shall be reserved for landscaping and permeable open areas, and shall be improved and maintained accordingly. One or a combination of the following shall be provided: landscaped buffers, open vegetated yards, detention/retention areas, landscaped islands, mulched or vegetated play or seating areas, or areas paved with permeable blocks. No more than 25% of the required landscaped and pervious area shall be composed of permeable paving blocks.
33. The developer shall provide, prior to Certificates of Zoning Compliance, (for the areas pertaining to the specific Site Development or Preliminary Plat submittal for review) sidewalks internal and external to the project in the right-of-way of County Road 581 - Corridor A, Corridor C and Corridor D. The exact location of said sidewalks shall be determined by the Planning and Growth Management Department during Site Development Plan or Preliminary Plat Plan review.
34. Except as otherwise provided herein, the applicant shall fully fund and construct the East- West Connector road (described as Corridor D on Map H-1 of the Application for Development Approval) along the south boundary of the project (four-lane from County Road 581 to the N-S Connector Road and two lane to the intersection with the loop road between Parcels P and M), and the North-South Connector Road (described as Corridor a on Map H-1 of the Application), from the E-W Connector Road to the north project boundary. In addition, the Developer shall provide and dedicate to Hillsborough County the necessary right-of-way for all of Corridor D and Corridor a as shown on Revised Map H-1 dated March 21, 1996. The alignment of these roads shall be as generally shown on Revised Map H dated March 21, 1996. The exact alignment of said roads shall be submitted for review and approval by the County. The above roads may be constructed on an incremental basis as necessary to serve driveway connections to said roads for development areas which are under construction. The incremental construction of major roadway corridors in the project applies to both the length and the number of lanes required for each increment of development. The applicant shall convey to the County the right-of-way for Corridor D to the east boundary of Cross Creek upon or before the earlier of (i) the conveyance of Parcel N to a third party, or (ii) the issuance of the first building permit for Parcel N or for any commercial parcel. Notwithstanding anything to the contrary herein, the dedication and construction of that portion of Corridor D east of the loop road located between Parcels P and M shall be completed on or before the earlier of (i) the issuance of the first building permit for Parcel N, or (ii) the issuance of the first building permit for any commercial parcel. Upon the conveyance to the County by applicant of the right-of-way for said portion of Corridor D, construction of Corridor D shall become the responsibility of either the owner of Parcel N or the owner of any commercial parcel or their respective assigns.
35. The Developer shall also reserve right-of-way within the project boundaries not to exceed 60 feet in width for that certain East-West road running along the northern boundary of the site (described as Corridor C on Map

H-1 of the Application for Development Approval) from the intersection of Corridor a eastward for the entire length of the elementary school site. The Developer shall cooperate with Hillsborough County with respect to the potential dedication of said reserved right-of-way within the project boundaries provided that any right-of-way dedication shall be credited pursuant to Section 380.06, Florida Statutes and the Transportation Impact Fee Ordinances. Incremental construction costs and right-of-way costs for Corridor D as described above are eligible for applicable impact fee credits.

36. With the exception of development within Parcel L, Access access and internal road geometrics on major road corridors, in particular Cross Creek Boulevard and the North-South Connector, shall accommodate a 96" wide by 40' long advance design coach.
37. With respect to development within Parcel L, development shall be served by and limited to two (2) connections to Basset Creek Dr., and one (1) full access connection to Lion's Den Dr. The connection to Basset Creek Dr. serving the northern portion of Parcel L shall be a full access connection. The connection to Basset Creek Dr. serving the southern portion of Parcel L shall be restricted to right-in/right-out movements only.
38. With respect to the right-in/right-out connection to Basset Creek Dr. serving Parcel L, together with the initial increment of development within the southern portion of Parcel L the developer shall construct a raised concrete separator between the northbound right turn lane along the project's frontage and the northbound through lane on Basset Creek Dr. The exact extents of the separator will be determined at the time of site/construction plan review, and shall be sufficient to ensure the above restriction is physically enforced.
39. With respect to development within Parcel L, notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be approved anywhere along the PD boundary.
40. If PRS 22-1680 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated March 23, 2023) which was found approvable by the County Engineer (on March 23, 2023) for the Basset Creek Dr. substandard road improvements. Approval of this Administrative Variance will waive the Basset Creek Dr. substandard road improvements required by Sec. 6.04.03.L. of the LDC.
- ~~37.~~ 41. The developer shall provide shelters and pull out bays adjacent to the intersections of major roadway corridors shown internal to this site as shown on the General Site Plan of December 9, 1988. HART understands that this is a preliminary site plan and that in the course of design, alignments may be changed. Shelter locations shall be reasonably accessible via walkways/crosswalks for pedestrian/handicapped movement to and from buildings. Appropriate signage shall be placed at shelter locations. Prior to submission of Detailed Site Plans for approval, the location and specification of shelters and pullout bays must be approved by HART.
- ~~38.~~ 42. Direct pedestrian/bicycle access (without having to go out on to the main corridors) shall be provided between all adjacent parcels within Cross Creek except for the crossing of Clay Gully where pedestrian/bicycle circulation shall be subject to EPC approval. The exact location of said access shall be determined by the Planning and Growth Management Department during Site Development or Preliminary Plat review. Exemptions to this condition shall be made to the Zoning Administrator.
- ~~39.~~ 43. Vehicular access (without having to go out on to the main corridors) at a minimum shall be provided between compatible residential parcels subject to a compatibility determination. The basis for determination of access between parcels shall be similar lot sizes. For purposes of vehicular cross access the following lot sizes shall be considered similar: 6,000 to 7,000 square feet, 4,500 to 5,000 square feet and 5,000 to 6,000 square feet.
- ~~40.~~ 44. The Community Facility parcels shall be for either public service facilities, public use facilities, residential

support uses, cultural facilities or a community information center/meeting hall (sales/marketing offices prohibited).

- ~~41-~~ 45. Residential Support uses shall be permitted in Parcel "C" and are subject to the district standards and requirements for said uses, unless otherwise referenced herein. Per PRS 08-1096 the church, sanctuary and accessory buildings, shall be permitted a maximum height of 49 feet 6 inches.
- ~~42-~~ 46. If developed as church, the access to Parcel "C" from Parcel "D" can be relocated to provide a second access to Cross Creek Boulevard provided it is located at least 660 feet from the nearest access roads intersecting Cross Creek Boulevard to both the east and west. If Parcel "C" is not developed as a church, access from Parcel "C" to Parcel "D" shall be provided; notwithstanding, a second access to Cross Creek Boulevard, which meets the above mentioned requirements is permitted.
- ~~43-~~ 47. The Community Facility parcels shall have minimum 30 foot front yards.
- ~~44-~~ 48. A maximum height of 35 feet or 2 stories, whichever is more restrictive, shall be permitted for the Community Facility parcels, unless otherwise referenced herein. Per PRS 08-1096 only the new church structure in Parcel C, shall be permitted a maximum height of 49 feet 6 inches.
- ~~45-~~ 49. A minimum 11 acre public/private neighborhood park shall be provided for as shown on the General Site Plan. a minimum of 5 acres of which shall be dedicated to the County.
- ~~46-~~ 50. The facilities provided for on the 11 acres of neighborhood park shall at a minimum meet the Facility and Support Facility requirements of the County Parks & Recreation Department for Neighborhood Parks. The northern 10.9 acres of Parcel E shall be designated for use as a public/private neighborhood park.
- ~~47-~~ 51. A minimum 15 acre (useable land) school site as shown on the General Site Plan shall be dedicated to the Hillsborough County School Board in accordance with the criteria of the School Impact Fee Ordinance. Credit shall be given in accordance with the School Impact Fee Ordinance. If the School Board determines that the designated school site is not required, said site can be developed for single-family residential development on condition that all school impact fees are paid. All lots shall comply at a minimum with the lot size, width, lot coverage, height and yard requirements of RSC-6 Zoning district. In addition, a) the school's stormwater treatment and retention shall be provided for off-site if necessary and b) water and sewer lines shall be provided by the developer within 150 feet of the 15 acre site prior to development of the school.
- ~~48-~~ 52. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
- ~~49-~~ 53. Cross access shall be provided to the adjacent properties to the west (Pebble Creek) and east (through Parcels K and M) upon approval of said property owners whose lots directly front on and access onto the subject residential streets within 300 feet of the point of connection.
- ~~50-~~ 54. Cross access shall be provided to the adjacent properties to the west (Pebble Creek) and east (through Parcels K and M) upon approval of said property owners whose lots directly front on and access onto the subject residential streets within 300 feet of the point of connection.
- ~~51-~~ 55. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any

impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.

The following conditions (56-59) apply to the parcel associated with PRS 22-1680

56. 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.
57. 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.
58. 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).
59. 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.
52. 60. Within 6 months of zoning approval, the developer shall install street lighting at the project access. (CR 581 & Cross Creek Blvd.). The street lighting shall illuminate a minimum of 200 feet in each direction along each approach. The lighting shall be designed to the Roadway Lighting Standards of the Illuminating Engineering Society and shall be shielded so as to minimize the affect on adjacent properties. Unless otherwise approved by Hillsborough County, the developer shall be responsible for all future maintenance and operation costs for these street lights.
- ~~53~~ 61. The developer shall design and install, at his expense, a traffic signal at the intersection of Cross Creek Blvd. and CR 581. This traffic signal shall be installed and operational within 6 months of meeting any of the signalization warrants found in the FDOT Manual on Uniform Traffic Studies. The signal shall be designed to Hillsborough County Standards and shall be reviewed and approved by the Hillsborough County Public Works Department.
- ~~54~~ 62. The developer shall design and construct an improvement, similar to the concept plan submitted to the County, at the intersection of CR 581 and Regents Park Dr. (south entrance of Pebble Creek). The improvements shall include a minimum 170 feet long northbound to eastbound right turn lane and a minimum 100 feet long southbound to eastbound left turn lane. Tapers of sufficient length to accommodate the design speed shall be provided from

the widened section to the existing roadway. The design and construction shall be to Hillsborough County Specifications and shall be reviewed and approved by the Hillsborough County Public Works Department prior to the start of construction. The design shall begin upon request of the County or 90 days after Zoning Approval, whichever comes sooner. The construction shall begin within 60 days of final approval of the design by the County. The County may request, prior to the start of design, that the developer provide to the County,

the funds to make the above improvement, estimated to be \$125,000, in lieu of actual construction. If the County pursues this option, these funds would be used, together with other County funds, yet to be identified, to extend the widening of CR 581 northward from the current terminus of the 4 lane divided section. The above improvements or contributions are eligible for application of impact fee credits.

~~55.~~ 63. Development must be in accordance with all applicable regulations in the Hillsborough County Land Development Code and in accordance with all other applicable regulations and ordinances, including subdivision regulations.

~~56.~~ 64. Interim agricultural uses are allowed throughout the development. However, the agricultural activities shall not be intensified and any tree removal (5 dbh inch and larger) shall require review and approval by the County through the Site Development Process. The Developer is required to submit the necessary information to PGMD, Natural Resources staff in order to review the proposed impacts with regards to preservation of existing vegetation and upland environmentally sensitive areas as required by the Land Development Code.

~~57.~~ 65. Within ninety days of approval by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Site Plan for certification reflecting all the conditions outlined above.


57.1 The Parcel C site plan shall be certified per approval of PRS 08-1096 as a separate page from PD 89-45 and shall be stapled to the PD site plan.

~~58.~~ 66. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes to the extent it is not exempted by 380.06, F.S. regulations or other vesting. Vesting 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. However, Hillsborough County does recognize the vesting of the project, pursuant to a letter issued by the County Attorney's Office, dated December 18, 1992.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 1, 2022.

Zoning Administrator Sign Off:


J. Brian Grady
Wed Mar 29 2023 12:40:17

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

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

APPLICATION NUMBER: PRS 22-1680

ZHM HEARING DATE: NA

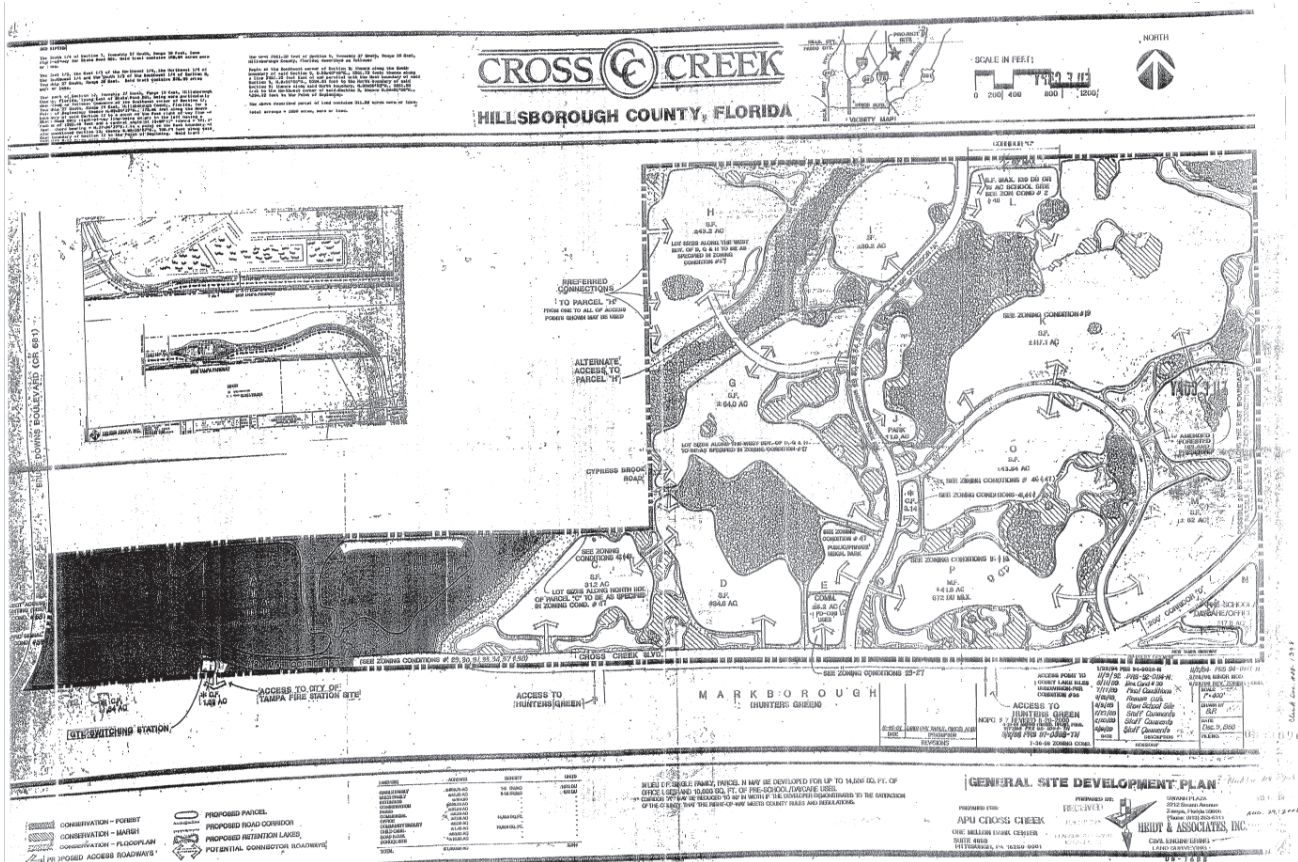
BOCC LUM MEETING DATE: April 11, 2023

Case Reviewer: Tania C. Chapela

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

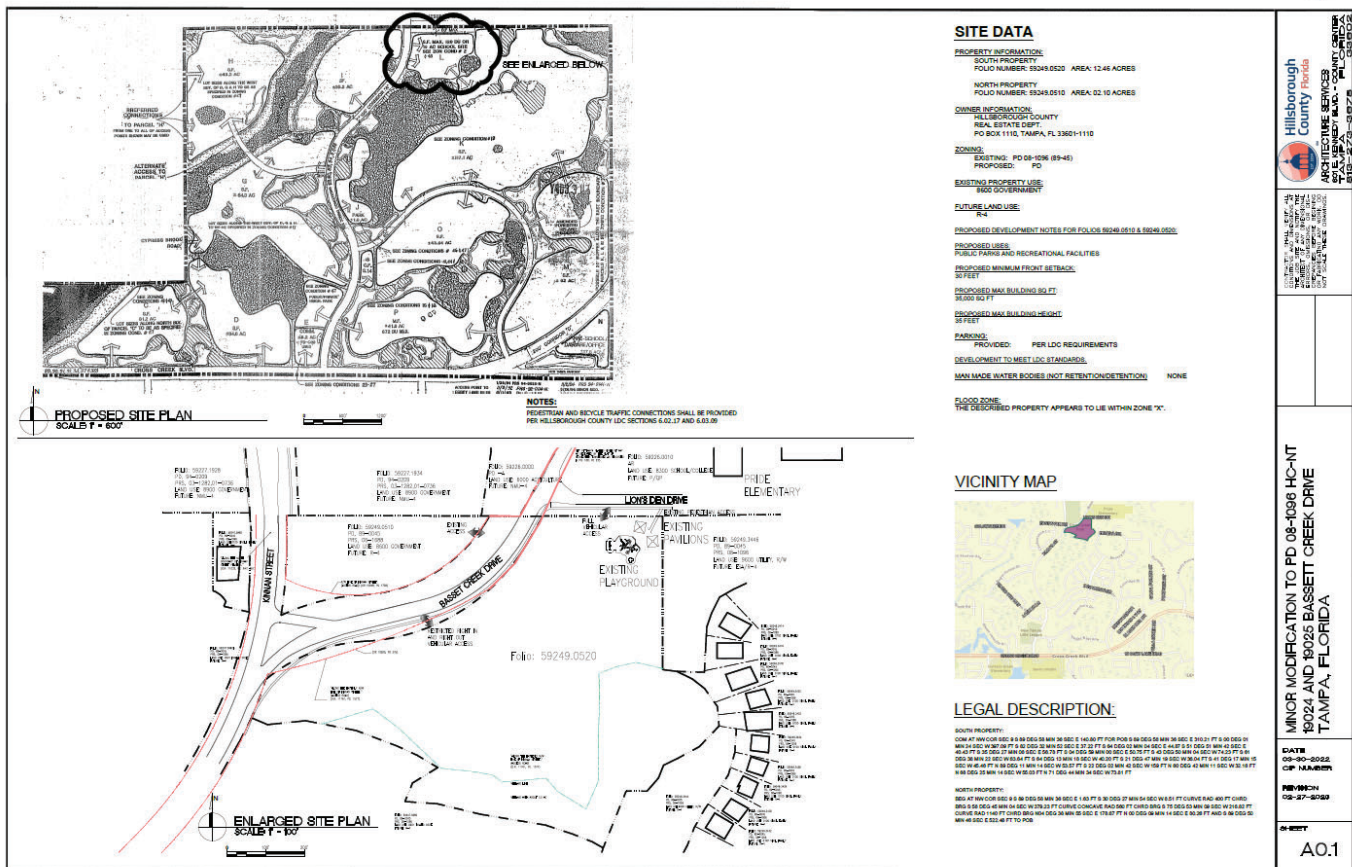
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



APPLICATION NUMBER: PRS 22-1680

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: April 11, 2023

Case Reviewer: Tania C. Chapela

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 03/27/2023

Revised: 3/28/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA: East Rural

PETITION NO: PRS 22-1680

- ☐ 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 AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

36. With the exception of development within Parcel L, ~~Aceess~~-access and internal road geometrics on major road corridors, in particular Cross Creek Boulevard and the North-South Connector, shall accommodate a 96" wide by 40' long advance design coach.

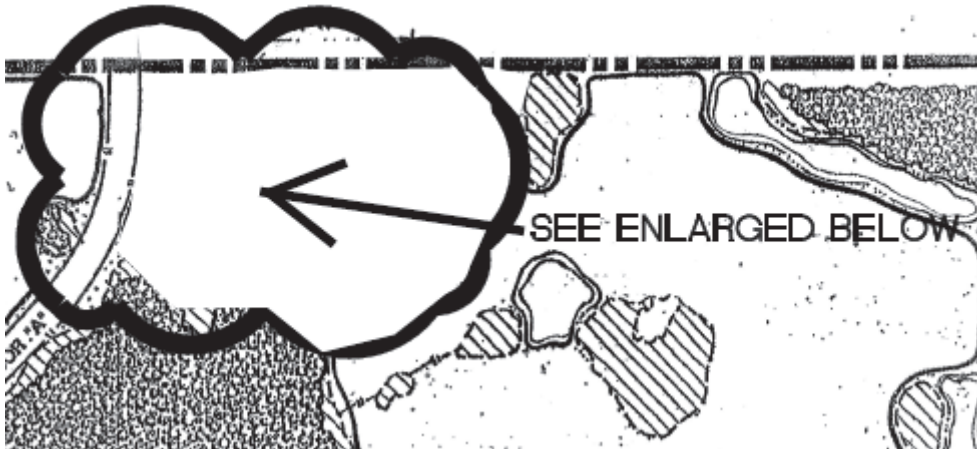
[Staff is recommending modification of this condition. Staff is unsure of the provenance of the original condition, but notes that certain project access may not be able to be designed to accommodate the referenced design vehicle, particular due to the separator being required by County staff as discussed hereinbelow].

New Conditions

- With respect to development within Parcel L, development shall be served by and limited to two (2) connections to Basset Creek Dr., and one (1) full access connection to Lion's Den Dr. The connection to Bassett Creek Dr. serving the northern portion of Parcel L shall be a full access connection. The connection to Bassett Creek Dr. serving the southern portion of Parcel L shall be restricted to right-in/right-out movements only.
- With respect to the right-in/right-out connection to Basset Creek Dr. serving Parcel L, together with the initial increment of development within the southern portion of Parcel L the developer shall construct a raised concrete separator between the northbound right turn lane along the project's frontage and the northbound through lane on Basset Creek Dr. The exact extents of the separator will be determined at the time of site/construction plan review, and shall be sufficient to ensure the above restriction is physically enforced.
- With respect to development within Parcel L, notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be approved anywhere along the PD boundary.
- If PRS 22-1680 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated March 23, 2023) which was found approvable by the County Engineer (on March 23, 2023) for the Basset Creek Dr. substandard road improvements. Approval of this Administrative Variance will waive the Basset Creek Dr. substandard road improvements required by Sec. 6.04.03.L. of the LDC.

Other Conditions

- Prior to PD site plan certification, the developer shall revise page 1 of the PD site plan as generally shown below, to remove the detail which conflicts with sheet 2 of the plan.



PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification (PRS) to an existing Planned Development (PD) which consists of multiple parcels, totaling +/- 2,344 ac. The existing PD #89-0045, was most recently modified via Minor Modification/Personal Appearance (PRS) #08-1096. The PD is approved for a mix of uses, including single-family, multi-family, park, commercial, office, community facility, childcare and school uses. The area which is the subject of this modification request consists of two parcels totaling +/- 14.55 ac. This area, shown as Parcel L on the approved GDP, allows for up to 120 dwelling units or a 15-ac. school site. Staff understands that a history of the land swap between the school district and the County will be memorialized in the zoning case planner's staff report.

The applicant is seeking to modify the allowable uses to replace the existing entitlements with entitlements to permit Public Park and Recreational Facility uses, of which up to 35,000 s.f. may be enclosed. The applicant is also proposing to add a roadway and access point which were previously constructed but not shown on the PD plan (i.e. Basset Creek Dr.). Lastly, the applicant is proposing to reconfigure access to Parcel L as follows: permit (1) one full access connection to Basset Creek Dr. to serve the northern portion of parcel L (i.e. north of Basset Creek Dr.), one (1) right-in/right-out connection to Basset Creek Dr. to Parcel L (i.e. south of Basset Creek Dr.), and one (1) full access connection to Lion's Den Dr. The applicant is also proposing to reconfigure Basset Creek Dr. to the configuration shown on the PD site plan (and as representative of what was actually constructed), whose construction at that time was determined comply with the requirements for construction of Corridor C roadway (as referenced on the 08-1096 PD plan and conditions of approval).

Consistent with the Development Review Procedures Manual (DRPM), and because of the special issues relating to access to the site cause by its proximity to Pride Elementary and the configuration of the existing roadway, which necessitate additional site access review, the applicant submitted a trip generation and site access analysis.

Staff has prepared a comparison of the potential trips generated by development within Parcel L, under the existing and proposed zoning designations utilizing a generalized worst-case scenario. Data presented below is based upon the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition. Staff utilized assumptions from the Hillsborough County School District's 5-Year Facilities Work Plan (i.e. each new elementary school is designed to accommodate an average of 1,000 student stations per school), in determining the student enrollment numbers shown below.

In conducting its review, staff noted that County recreation facilities are generally not open until 9 a.m. (i.e. whereby the majority of traffic impacts for such facility would occur outside of the traditional a.m. peak hour), and that the opening bell time for Pride Elementary is currently 7:40 a.m., with the afternoon bell time currently 1:55 pm. Issues relating to site access and the transportation analysis are further described hereinbelow.

Existing Zoning (Parcel L):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,000 student elementary school (ITE LUC 520)	2,270	740	160

Proposed Zoning (Parcel L):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Public Park and Recreational Facility Uses (ITE LUC 495/411)	1,009	30	33

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 1,261	(-) 710	(-) 127

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Bassett Creek Dr. is a publicly maintained, 2-lane, undivided, local roadway characterized by +/- 12-foot wide travel lanes in average condition. The facility is maintained by the City of Tampa generally north of the project site. Adjacent to the project site, the roadway lies within a variable width right-of-way (between +/- 85 feet and +/- 195 feet), with the larger area attributable to the unique intersection geometry of Bassett Creek Dr. and Kinnan St. There are no bicycle lanes along Bassett Creek Dr. There are +/- 5-foot wide sidewalk along the south side of Bassett Creek Dr. in the vicinity of the proposed project. There are existing sidewalks along the western project boundary (the project's Kinnan St. frontage). The applicant will be responsible for constructing a sidewalk along its Bassett Creek Dr. frontage pursuant to the LDC.

Lion's Den Dr. is a privately maintained driveway maintained by the School District of Hillsborough County, and is characterized by 12-foot wide travel lanes. There is a sidewalk along the south side of the facility.

SITE ACCESS AND CONNECTIVITY

Primary Access Generally

Primary vehicular and pedestrian access to Parcel L will remain via Bassett Creek Dr. Additional access to Lion's Den Dr. is also proposed. This access will be the sole means of egress for traffic leaving the southern portion of the site who wish to travel south on Bassett Creek Dr.

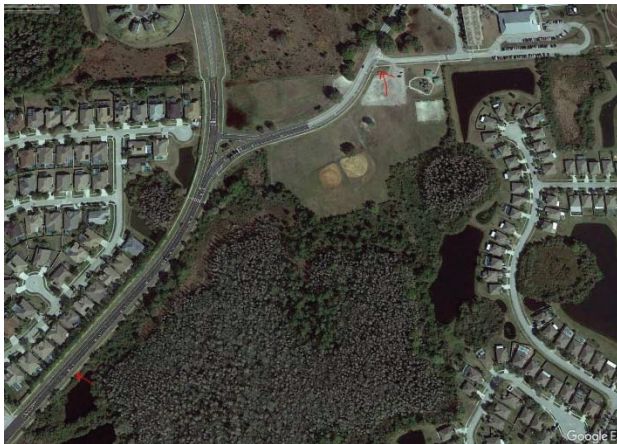
Additional pedestrian connection to Kinnan St. would be permitted, although no direct vehicular access to Kinnan St. will be possible due to the size and configuration of the parcel and functional classification of Kinnan St. and the roadway geometry proximate to the site.

Existing Issues, History and Analysis

Pride Elementary school, a public school owned and operated by the Hillsborough County School District (HCSD) and was constructed in 2000, was constructed without adequate infrastructure to accommodate traffic currently coming to the site during morning drop-off and afternoon pickup. Transportation Review Section (TRS) staff understands from working with Public Works (PW) staff on this case, that the County has expended significant time and resources in helping to improve congestion issues which were affecting area roadway. Specifically, the County undertook a variety of improvements meant to ensure the continuing functioning of Basset Creek during drop-off and pick-up periods. Aerial photographs indicate that in 2011-12 the County constructed a +/- 500-foot long northbound right turn lane on Basset Creek Dr. onto Lion's Den Dr. Red arrows in the photos below show the approximately locations of the beginning and end of the turn lanes.



This did not address the queuing problem, which led to the County undertaking a roadway modification on Kinnan St. and further extension of the Basset Creek Dr. turn lane, both occurring in 2014-15, such that there is now an 1,875 foot long right-turn lane available to accommodate traffic queuing into the school site.



Today, the school site continues to experience significant queuing issues, as evidenced by the photographs below. Staff notes that these photographic do not capture the full extent of the queuing issue during Drop-Off and Pick-up (DO/PU) periods, but are the only readily available and are meant to provide context. In order to provide orderly queuing and management of traffic into the school site, Pride Elementary staff cones off the entrance during DO/PU periods to require all traffic entering the school site to do so from the south (i.e. utilizing the above described turn lane on Basset Creek Dr. and Kinnan St. This means that there is no ability to for school traffic coming from the north to entire the site off of Basset Creek Dr. Rather, current school traffic from the north must take K-Bar Parkway to Kinnan St. and then can enter the turn lane at the Basset Creek Sr./ Kinnan St. intersection (depending upon the time of arrival and extent of the queue) or must travel further south to a point where they can safety u-turn and enter the queue via northbound travel on Kinnan St.



Given the above described school access issues, the portion of the subject site south of Basset Creek Dr. will be difficult to access during DO/PU periods. TRS and Public Works staff met with the applicant's Engineer of Record (EOR) to evaluate a variety of access options to serve that portion of the site. Unfortunately, a full access connection was likely to result in an effective shut down of southbound traffic on Basset Creek Dr., due to the static nature of the queue during certain DO/PU periods and the fact that traffic has a tendency to pull forward and block entrances and intersections (whether knowingly or unknowingly), and regardless of the fact that such offense is ticketable under Florida Statutes. Additionally, even in the event there are occasionally openings which make such access usable, a static queue next to a free flowing travel lane creates site visibility issues for existing traffic and a high potential for side-impact crashes when people pull forward into the traffic without having a clear sight lines (and in some cases are waved on by other drivers attempting to be "good Samaritans" but who didn't see the other traffic or were attempting to communicate only that it was clear from one of the possible directions of conflict).

Given the issues, staff and the applicant agreed that the only possible access configuration to safely serve the south site was by constructing a right-in/right-out (RI/RO) connection, with the RI/RO restriction enforced via construction of raised concrete separator (to be constructed between the right turn lane and through lane, rather than the usual location between opposing through lanes). This unusual configuration will have the effect of preventing traffic leaving the site from being able to directly pull into the Basset Creek Dr. turn lane, thereby avoiding the potential for that type of "good Samaritan" side angle crash. Traffic will still be permitted to travel north of Basset Creek Dr.; however, they must first pull into the turn lane and clear the separator, at which point they will have better visibility to allow a safer merge into the traffic pattern. Alternatively, traffic exiting the southern portion of the subject site will be able to exit the site utilizing Lion's Den Dr., at which point they will have full potential for northbound or southbound movements. The County's Project Management staff working on this application on behalf of the Parks and Recreation Department did indicate that they contacted the HCSD regarding this configuration, and indicated that the district was in full support of the proposal.

Although staff notes that arriving to and exiting the site will be more difficult during DO/PU periods, all parties were in agreement that there was no other way to as safely accommodate the proposed project.

ADMINISTRATIVE VARIANCE REQUEST – SUBSTANDARD ROAD

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (dated March 23, 2023) from the Section 6.04.03.L LDC requirement, whereby a developer is required to improve Basset Creek Dr., between the project entrances and the nearest roadway meeting County standards, to the applicable County standard for a local roadway. Based upon factors presented in the Administrative Variance request the County Engineer found the request approvable (on March 23, 2023).

If PRS 22-1680 is approved, the County will approve the above referenced Administrative Variance request, upon which the developer will not be required to make improvements to the roadway for development with Tract L.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Neither Kinnan St. nor Basset Creek Dr. were included within the Hillsborough County 2020 Level of Service Report. As such, LOS information on those roadways cannot be provided.

Ratliff, James

From: Williams, Michael
Sent: Thursday, March 23, 2023 6:55 PM
To: Michael D. Raysor (mdr@raysor-transportation.com)
Cc: Bose, Swati; Hill, Erthel; Chapela, Tania; Ratliff, James; PW-CEIntake; Tirado, Sheida; De Leon, Eleonor
Subject: FW: PRS 22-1680 - Administrative Variance Review
Attachments: 22-1680 AVReq 03-23-23.pdf

Importance: High

Mike,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 22-1680 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (deleone@hillsboroughcounty.org) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

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

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

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Thursday, March 23, 2023 3:45 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: PRS 22-1680 - Administrative Variance Review
Importance: High

Hello Mike,

The attached AV is approvable to me, please copy the following people in your response:

mdr@raysor-transportation.com
bores@hillsboroughcounty.org
hille@hillsboroughcounty.org
chapelat@hillsboroughcounty.org
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
W: HCFLGov.net

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

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



TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

March 23, 2023 (Revision No. 1)

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

SUBJECT: HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
FOLIO # 059249-0510 & 059249-0520

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with PRS 22-1680 for the **HILLSBOROUGH COUNTY CROSS CREEK PARK**.

INTRODUCTION

The subject project site is located on the north & south sides of Bassett Creek Drive, between Kinnan Street and Pride Elementary School, in Hillsborough County, Florida (refer to **ATTACHMENT A** for the project site location map). The subject 12.46 acre southerly park site is proposed for development as conceptually shown in **ATTACHMENT B** (along with the PD plan); where access is planned to be provided via a right-in/right-out driveway connection to Bassett Creek Drive and a full access connection to Lions Den Drive. The 2.10 acre northerly park site is not proposed for development, however, the land use is proposed to be modified from “school” to “public park”, and current/planned access locations shall remain.

Pursuant to LDC §6.04.03.L., the following is applicable to Bassett Creek Drive in regard to the subject project:

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

An **ADMINISTRATIVE VARIANCE** is requested for relief from the above-referenced requirement to improve Bassett Creek Drive to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of zoning approval for the subject project. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

BASSETT CREEK DRIVE | ROADWAY CHARACTERISTICS

The subject segment of Bassett Creek Drive *from* Kinnan Street *to* Lions Den Drive (Pride Elementary School) is a two-lane undivided local roadway with a rural cross section and 35 mph posted speed limit. This segment of Bassett Creek Drive is located in a school zone with a reduced posted speed limit of 20 mph that is active at the time just before, during, and after school activities; along with associated signage, beacons, and pavement markings. Within the referenced limits, Bassett Creek Drive has a three-lane cross section, as in addition to the two through lanes, there is also a ± 2,000 foot right turn lane located along both Bassett Creek Drive and Kinnan Street on the approach to Lions Den Drive (Pride Elementary School).

Characteristics of Bassett Creek Drive were compiled, consisting of Right-of-Way Width, Pavement Condition, Lane Width, Shoulders, and Sidewalks; as discussed below and supplemented with photographs as shown in **ATTACHMENT D**.



MICHAEL J. WILLIAMS, P.E.
HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
MARCH 23, 2023 (REVISION NO. 1)
PAGE 2 OF 4

RIGHT-OF-WAY WIDTH: Bassett Creek Drive was found to have two typical right-of-way widths within the referenced segment, with $\pm 120'$ for the majority of the segment, and $\pm 60'$ near Lions Den Drive; as shown in **ATTACHMENT E**. These findings indicate that the subject roadway segment has a substandard right-of-way width near Lions Den Drive (and northward), as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet (plus 10 foot utility easements on each side). It is noted that the reported right-of-way widths are approximate, as measured from the *Hillsborough County Property Appraiser* website.

PAVEMENT CONDITION: Bassett Creek Drive was found to have good pavement conditions, without cracking or rutting that would be indicative of structural failure; noting that isolated areas of minor cracking were observed. It is noted that pavement condition is not included as part of the TS-7 typical section.

LANE WIDTH: Bassett Creek Drive was found to have a lane width of approximately $\pm 12.0'$; where this finding indicates that Bassett Creek Drive has a standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet.

SHOULDERS: Bassett Creek Drive was found to have unpaved relatively flat areas adjacent to the edge of pavement (at a typical width of at least 5.0') that provide for vehicle refuge and thus function as shoulders. These areas are continuous along Bassett Creek Drive. It is unknown whether the referenced areas are stabilized. It is noted that off-tracking was not observed along Bassett Creek Drive, which would be indicative of the need for shoulder improvements. These findings indicate that Bassett Creek Drive has substandard shoulder conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 5 foot (paved).

SIDEWALK: Bassett Creek Drive has a sidewalk on its south side, which within the subject segment is continuous, and connects (a) into the sidewalk system along Kinnan Street to the west, (b) into the sidewalk system internal to Pride Elementary, and (c) into the sidewalk system along Bassett Creek Drive & Wild Tamarind Drive to the north; as shown in **ATTACHMENT F**. These findings indicate that the subject segment of Bassett Creek Drive has substandard sidewalk conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, sidewalks are required on both sides of the road. However, in consideration of the location of Pride Elementary School on the south side of Bassett Creek Drive, with the lack of a sidewalk on the north side of Bassett Creek Drive, student walkers are "directed/encouraged" to walk on the south side of Bassett Creek Drive using designated cross walks in advance of the school, and thus minimize crossing at undesignated locations and/or in the vicinity of the highest concentrations of school generated traffic; where the foregoing is consistent with the tenets of Safe Routes To School (SRTS).

BASSETT CREEK DRIVE | CRASH HISTORY



An evaluation of crash data was conducted for the segment of Bassett Creek Drive between Kinnan Street and Lions Den Drive. Crash data was queried from the Hillsborough County Crash Data Management System for the prior 5 year period, from 1/1/18 through 12/31/22. During that period, no crashes were identified to occur within the referenced limits.

Thus, it is concluded from the crash data evaluation that substandard roadway conditions have not historically contributed to a safety deficiency, nor does the crash history for the subject segment of Bassett Creek Drive exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project attributable to substandard roadway conditions.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.
HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
MARCH 23, 2023 (REVISION NO. 1)
PAGE 3 OF 4

BASSETT CREEK DRIVE | TRAFFIC VOLUMES

Traffic volumes on Bassett Creek Drive were identified from the traffic study prepared for the proposed park site, with the most current version of the traffic study dated February 27, 2023; which identifies the following traffic volumes associated with the subject segment of Bassett Creek Drive; as documented in **ATTACHMENT G**.

EXISTING PEAK HOUR TRAFFIC VOLUMES

- Weekday AM Peak Hour (of school & adjacent street traffic): 591 vph
- Weekday PM Peak Hour (of school): 554 vph
- Weekday PM Peak Hour (of adjacent street traffic): 286 vph

Project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); resulting in an estimated 217 daily trips, 30 AM peak hour trips, and 33 PM peak hour trips; as documented in **ATTACHMENT H**.

ADMINISTRATIVE VARIANCE DISCUSSION

The roadway characteristics, crash data evaluation, and traffic volume data as presented herein was evaluated in consideration and support of the requirements of LDC §6.04.02.B. to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the existing right-of-way width for the entirety of the subject corridor is not adequate to accommodate the full TS-7 typical section; therefore, a requirement to implement the TS-7 typical section would create the burden of acquiring private property to increase the width of the right-of-way to sufficiently accommodate this typical section. Further, an additional unreasonable burden would similarly be placed upon the applicant if required to improve the shoulder and sidewalk conditions to meet the full requirements of the TS-7 typical section without the associated need (i.e., nexus) for those improvements based on traffic volumes, crash history, current roadway characteristics, and established pedestrian walking patterns, as discussed above. ***Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.***

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that substandard roadway conditions for the subject segment of Bassett Creek Drive have not historically contributed to a safety deficiency, nor does Bassett Creek Drive exhibit any crash patterns that would indicate a potential for future safety concerns associated with development of the project. Specifically, the lack of a sidewalk on the north side of Bassett Creek Drive provides for enhanced student pedestrian safety by minimizing crossings at undesignated locations and/or in the vicinity of the highest concentrations of school generated traffic, consistent with the tenets of Safe Routes To School (SRTS). ***Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect, public health, safety, or welfare.***

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as access to the project site relies upon Bassett Creek Drive, for which alternate access options are not available. ***Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.***



RAYSOR Transportation Consulting

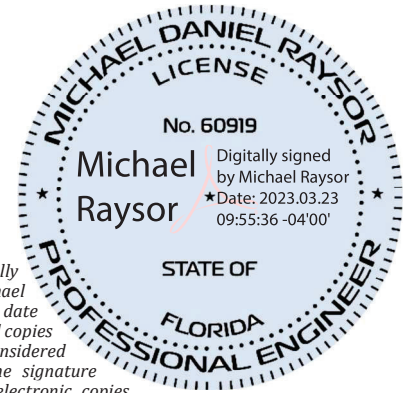
MICHAEL J. WILLIAMS, P.E.
HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
MARCH 23, 2023 (REVISION NO. 1)
PAGE 4 OF 4

The foregoing documents a request for an **ADMINISTRATIVE VARIANCE** to LDC §6.04.04.L. (Existing Facilities) in association with PRS 22-1680 for the **HILLSBOROUGH COUNTY CROSS CREEK PARK**, for relief from the implementation of improvements to Bassett Creek Drive to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



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

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

APPROVED..... ☐

APPROVED WITH CONDITIONS..... ☐

DENIED..... ☐

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

date

ATTACHMENTS

- A: Project Site Location Map
- B: Project Site Concept Plan
- C: TS-7 Typical Section
- D: Bassett Creek Drive Photographs
- E: Bassett Creek Drive Right-of-Way Map
- F: Bassett Creek Drive Sidewalk Map
- G: Bassett Creek Drive Traffic Volumes
- H: Project Generated Traffic

HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

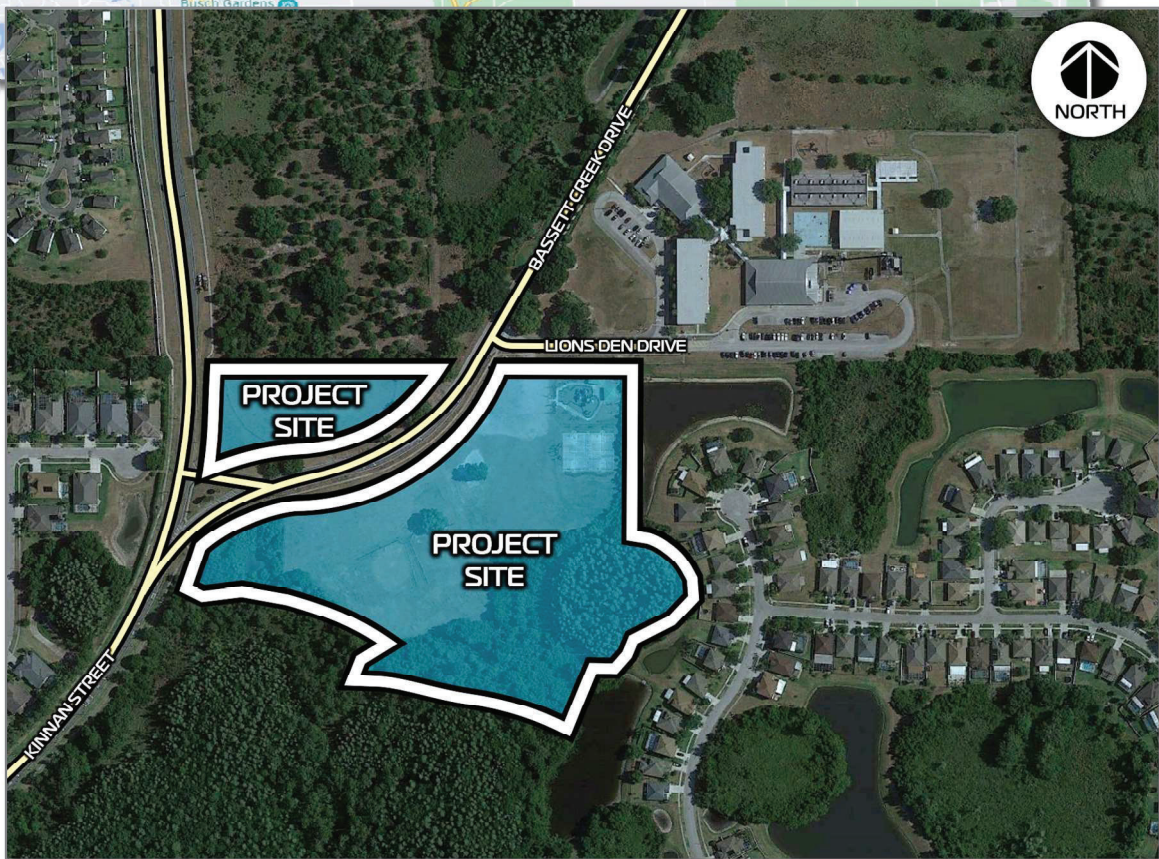
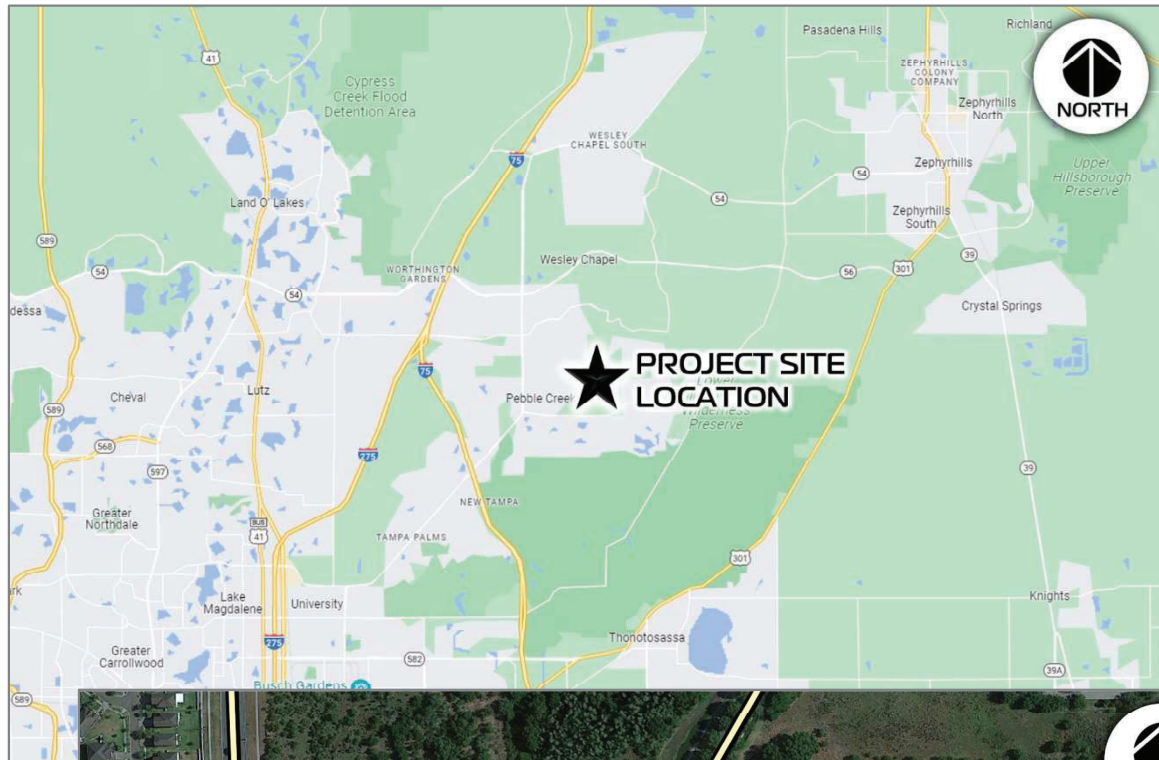
ATTACHMENT A

PROJECT SITE LOCATION MAP





CROSS CREEK PARK
Project Site Location Map



HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE *EXISTING FACILITIES*

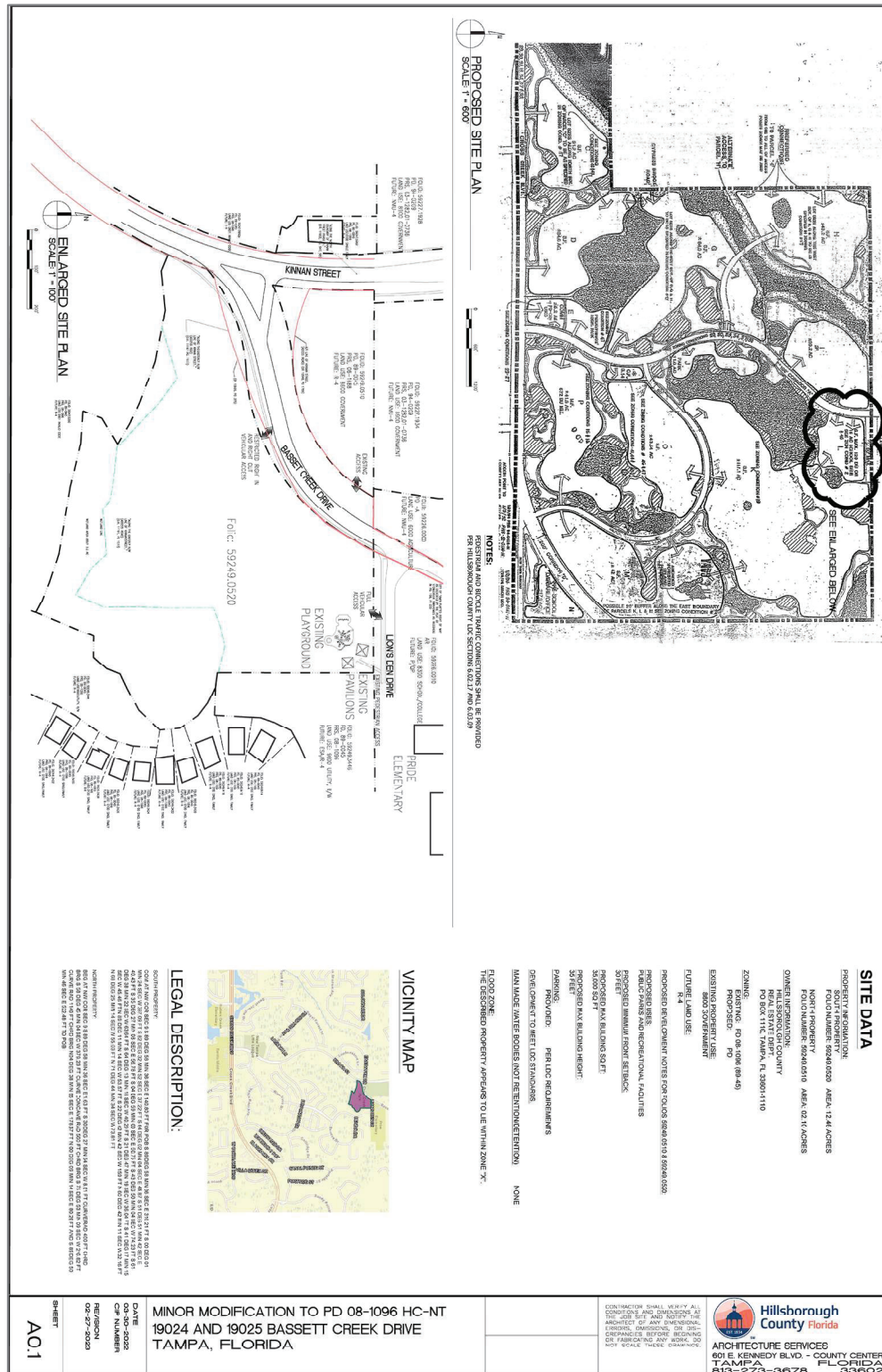
ATTACHMENT B

PROJECT SITE CONCEPT PLAN
PROJECT SITE PD PLAN





CONCEPT PLAN ONLY - SUBJECT TO CHANGE



HILLSBOROUGH COUNTY CROSS CREEK PARK

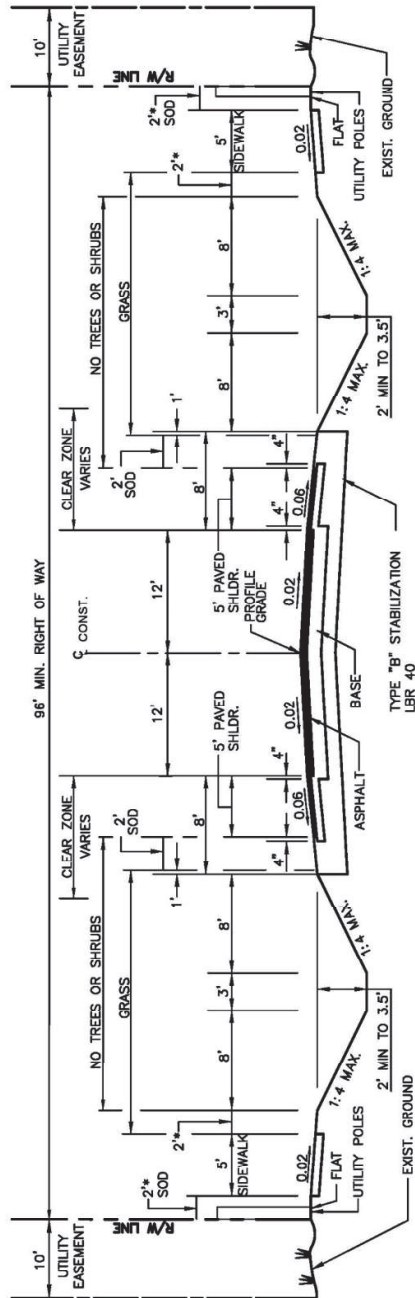
[PRS 22-0738]

ADMINISTRATIVE VARIANCE *EXISTING FACILITIES*

ATTACHMENT C

TS-7 TYPICAL SECTION





TYPICAL SECTION

N.T.S.

N.I.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 SHOULD BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULD 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

HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT D

BASSETT CREEK DRIVE PHOTOGRAPHS





BASSETT CREEK DRIVE | LOOKING NORTH/EAST



BASSETT CREEK DRIVE | LOOKING SOUTH/WEST

HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT E

BASSETT CREEK DRIVE RIGHT-OF-WAY MAP





HILLSBOROUGH COUNTY CROSS CREEK PARK

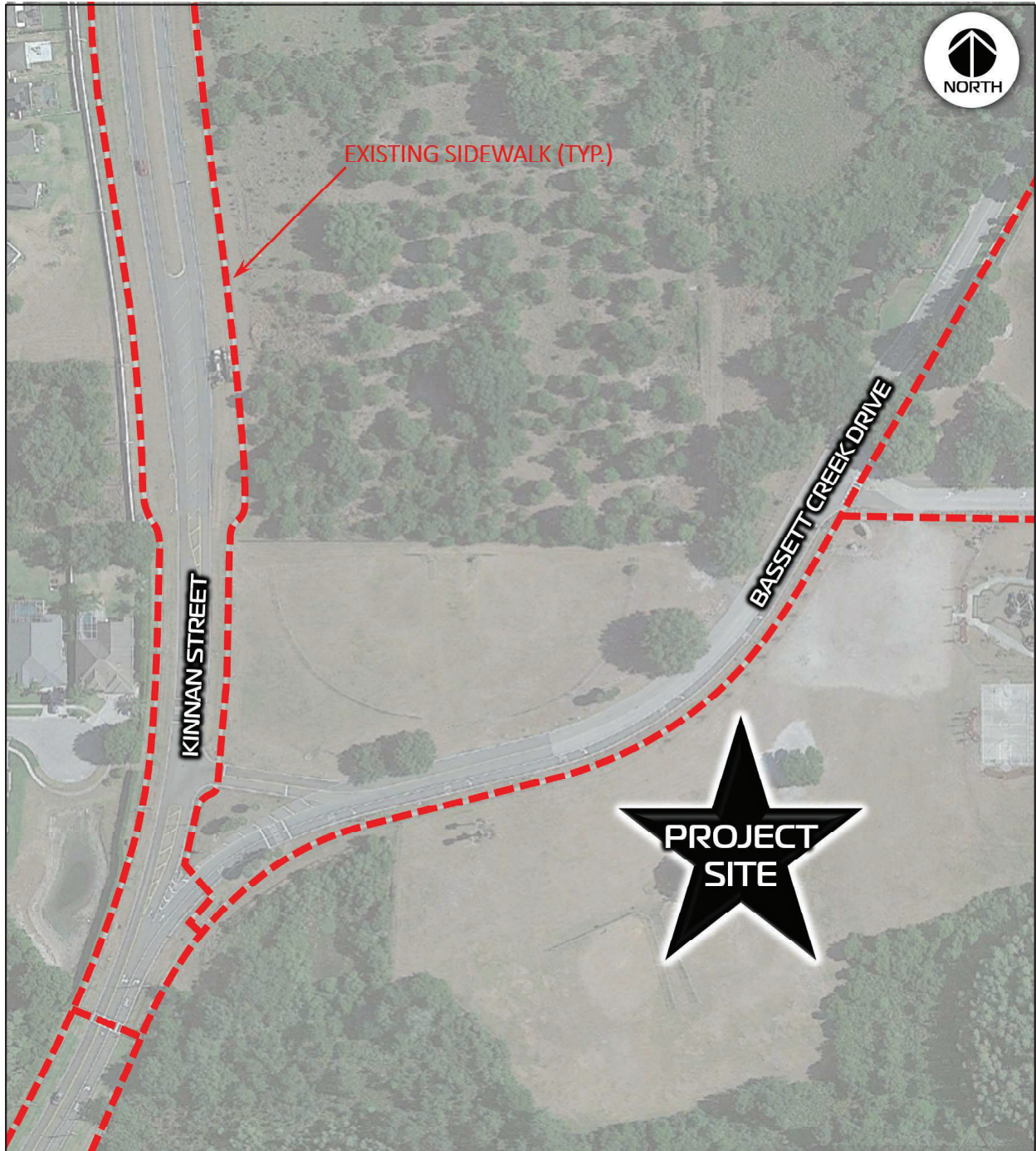
[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT F

BASSETT CREEK DRIVE SIDEWALK MAP





HILLSBOROUGH COUNTY CROSS CREEK PARK

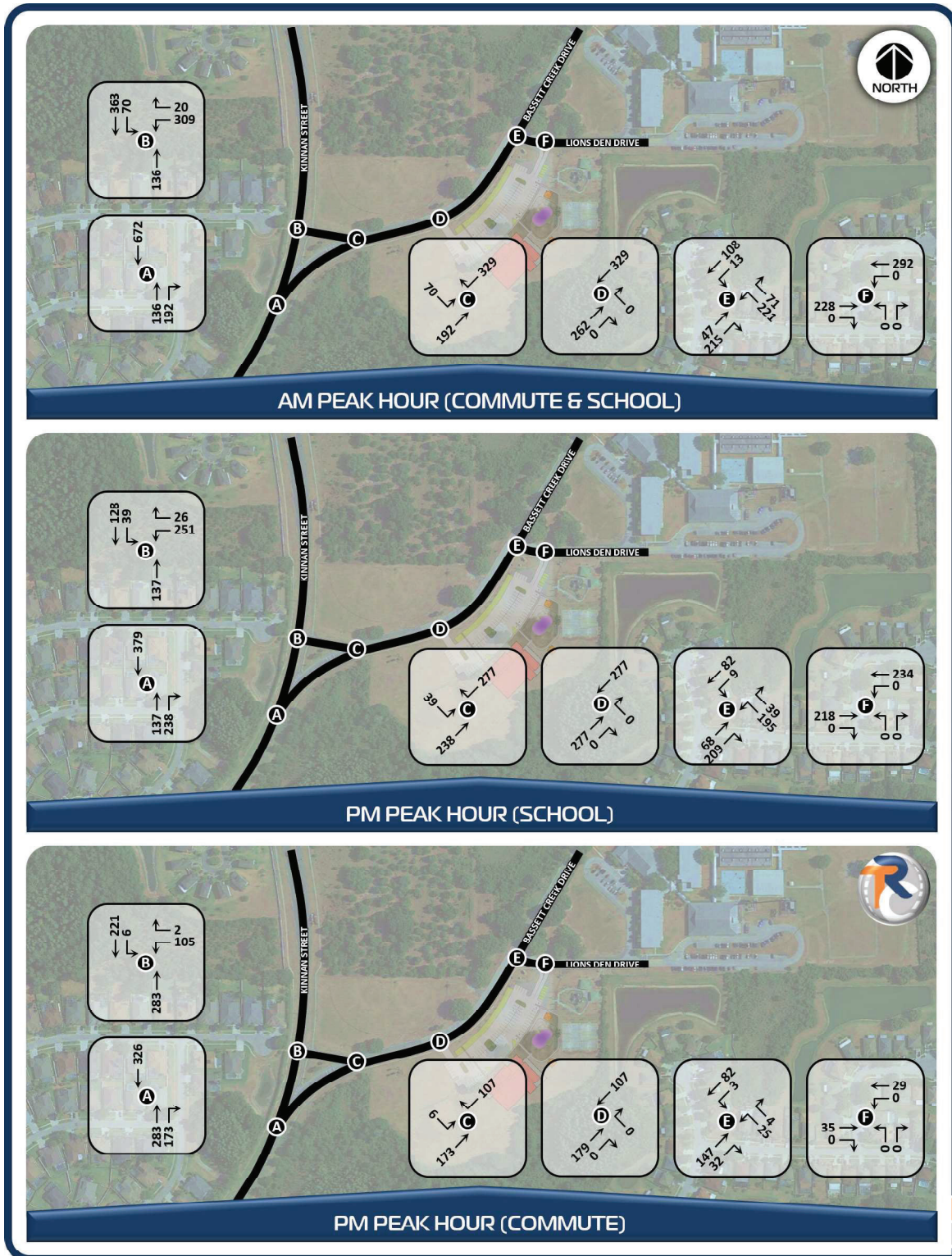
[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT G

BASSETT CREEK DRIVE TRAFFIC VOLUMES





HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE *EXISTING FACILITIES*

ATTACHMENT H

PROJECT GENERATED TRAFFIC





CROSS CREEK PARK
Project Site Trip Generation Estimate



ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
411	Public Park	12.4 acres	T=17.53(X)	217	T=2.43(X)	30	18	12	T=2.63(X)	33	18	15

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
Bassett Creek Dr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (some areas are only wide enough to accommodate an urban section)	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Lion's Pride Dr.	Private Driveway	2 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

Parcel L 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	2,270	740	160
Proposed	1,009	30	33
Difference (+/-)	(-) 1,261	(-) 710	(-) 127

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

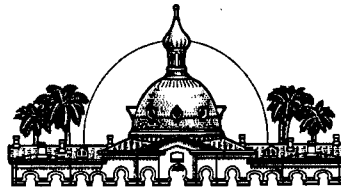
Parcel L Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	Vehicular &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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Basset Creek Dr./ Substandard Road	Administrative Variance Requested	Approvable
	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
<div><input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested</div> <div><input checked="" type="checkbox"/> Off-Site Improvements Provided</div>	<div><input type="checkbox"/> Yes <input type="checkbox"/> N/A</div> <div><input checked="" type="checkbox"/> No</div>	<div><input checked="" type="checkbox"/> Yes</div> <div><input type="checkbox"/> No</div>	

**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 15, 2008

Reference: PRS 08-1096 HC-NT

Alberto Portela, Jr. AIA
610 W. Horatio Street
Tampa, FL 33606

Dear Applicant:

At the regularly scheduled public meeting on August 12, 2008, the Board of County Commissioners approved your request for a minor modification to PD (89-45), with the attached amended final conditions.

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

To comply with this condition, please complete and submit to the Planning and Zoning Division, 20th floor of the County Center, 601 E. Kennedy Boulevard, the enclosed application for General Site Plan Review / Certification. (See instructions sheet). For information concerning the certification process, please contact our office at 272-5920.

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

Sincerely,

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

ps

enc

AMENDED
FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 08-1096 HC-CT (89-45)
BOCC MEETING DATE: August 12, 2008
DATE TYPED: August 14, 2008

Approval - Approval, subject to the conditions listed below, is based on site plan received June 16, 2008.

1. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
2. The single family residential portion of the PD-MU shall be for a maximum of 1,775 single family conventional residential units subject to condition #47 below which will allow 120 additional single family units in lieu of an elementary school and their accessory uses except as provided in Section 14.6 (Uses listed in and added to PD districts). A maximum of 88,627 square feet of single story floor space for the uses listed in Condition 2.5 below and 11,373 square feet of floor space for a pre-school/child care facility serving a maximum of 214 children and single family and park uses shall be permitted within Parcel "N".
 - 2.1 The child care facility within Parcel N shall be developed in accordance with the Land Development Code and shall be of an architectural style generally consistent with Exhibit 1 attached to the Parcel N Site Plan dated July 10, 2000. With the exception of Floor Area Ratio, the office portion of Parcel N shall be developed only for the uses listed above, but otherwise in accordance with BPO zoning district standards for the parcel as a whole (i.e. not as to individual plated lots/buildings), unless otherwise specified herein. The maximum building height in Parcel N shall be 35 feet or one story, whichever is more restrictive.
 - 2.2 Structures shall be generally constructed within their building footprints as shown on the site plan.
 - 2.3 All outdoor lighting fixtures within the self-storage facility shall be mounted to the buildings below the roof line and shall be directed to prevent off-site illumination.
 - 2.4 There shall be a maximum of two access points from Cross Creek Boulevard into Parcel "N" as generally shown on the site plan. The exact location of the southernmost access point along Cross Creek Boulevard shall be determined by the Developer and the Public Works Department of Hillsborough County, prior to site development plan approval.
 - 2.5 Per MM 06-1688, the following uses shall be permitted in Parcel N:
 - 2.5.1 All Land Development Code (LDC) Business, Professional Services (BPO) uses and accessory retail uses shall be permitted throughout the project, subject to LDC Part 6.11.00
 - 2.5.2 Personal Services
 - 2.5.3 A maximum of 23,000 square feet of the following retail services may be permitted: deli/restaurant/sandwich shops or tea room/coffee shop (excluding

AMENDED
FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 08-1096 HC-CT (89-45)
BOCC MEETING DATE: August 12, 2008
DATE TYPED: August 14, 2008

fast food) not exceeding 2,600 square feet; specialty food store art supply/blueprint/book/stationary stores; florist/gift shop; mail/package services; optical supplies; printing services; consignment store; music store/lessons; sporting goods store; tailor/dry cleaner (small); commercial, vocational and business schools.

2.5.4 No waivers to LDC parking requirements were granted as part of this MM. Uses may be restricted because of inadequate parking on the site.

3. A maximum of 400 of these dwelling units may have a minimum lot size of 4,500 square feet, a maximum of 900 dwelling units may have a minimum lot size of 5,000 square feet, and a maximum of 1,400 dwelling units may have a minimum lot size of 6,000 square feet. A minimum of 500 dwelling units shall have a minimum lot size of 7,000 square feet.
4. A maximum of 200 dwelling units may have a minimum lot size of 3,500 square feet. However, for each 3,500 square foot lot created, a minimum 10,000 square foot lot shall be provided on a 1:1 basis (e.g., if 100 - 3,500 square foot lots are created, then 100-10,000 square foot lots shall be created).
5. For the 3,500 square foot lots, on-site development shall comply with the following minimum requirements: 20 foot front and rear yard setbacks, 35 foot width, 45% maximum lot coverage and 30 feet in height or two stories, whichever is more restrictive.
6. On-site development for the 3,500 square foot lots may have the following side-yard setbacks: side-yard setbacks may be a minimum of 0 feet on one side and 10 feet on the other, or 5 feet on each side. These requirements shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations such as 3 feet on one side and 7 on the other. In no case, however, shall a combination of setbacks (i.e., zero feet + ten feet and five feet + five feet) be allowed which would create a separation of less than 10 feet between non-attached dwelling units.
7. Congregate parking shall be provided for the 3,500 square foot lots. One additional parking space shall be provided for every two (2) dwelling units.
8. Lot width for the 3,500 square foot lots shall be measured across the front property line. In the case of lots fronting on curves or cul-de-sacs, the width shall be measured as a straight line tangent to the mid-point of the arc formed by the front property line.
9. Driveways to individual dwelling units for the 3,500 square foot lots shall be paired (i.e., driveways shall be located adjacent to each other) with one adjacent lot. The adjacent lots with paired driveways shall be determined by which pairing will create the greatest amount of open space between driveways.
10. For the 4,500 square foot lots, on-site development shall comply with the following

AMENDED
FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 08-1096 HC-CT (89-45)
BOCC MEETING DATE: August 12, 2008
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minimum requirements: 20 foot front and rear yard setbacks, 5 foot side yard setbacks, 45 foot width, 35% maximum lot coverage and 30 feet in height or 2 stories, whichever is more restrictive. 40% lot coverage may be permissible as long as the cumulative threshold calculations regarding master stormwater plans are not exceeded, or if exceeded such lot coverage may be permissible provided the stormwater master plan is updated to reflect any increased runoff due to increases in impervious surfaces.

11. The 5,000 square foot lots shall comply at a minimum with the lot size, width, lot coverage, height and yard requirements of the RSC-9 Zoning District. 45% lot Coverage within Parcel K only may be permissible as long as the cumulative threshold calculations regarding master stormwater plans are not exceeded, or if exceeded, such lot coverage may be permissible provided the stormwater master plan is updated to reflect any increased runoff due to increases in impervious surfaces.
12. For the 6,000 square foot lots, on-site development shall comply with the following minimum requirements: 20 foot front and rear yard setbacks, 5 foot side yard setbacks, 60 foot width, 35% maximum lot coverage and 30 feet in height or two stories, whichever is more restrictive. 40% lot coverage (45% lot Coverage within Parcel K only) may be permissible as long as the cumulative threshold calculations regarding master stormwater plans are not exceeded, or if exceeded such lot coverage may be permissible provided the stormwater master plan is updated to reflect any increased runoff due to increases in impervious surfaces.
13. The 7,000 square foot lots shall comply at a minimum with the width, lot coverage, height and yard requirements of RSC-9 Zoning District.
14. The 10,000 square foot lots shall comply at a minimum with the lot size, width, lot coverage, height and yard requirements of RSC-4 Zoning District.
15. The multi-family residential portion of the PD-MU shall be for a maximum of 772 multi-family conventional residential units with related accessory uses such as swimming pools, club houses and laundry facilities, except as provided in Section 14.6 (Uses listed in and Added to PD Districts).
16. The multi-family Parcel P shall at a minimum comply with the lot size, width, lot coverage, height and yard requirements of the RMC-16 Zoning District.
17. For lots abutting the north property line within Parcel C and for lots abutting the west property line within Parcels D, G and H which directly abut single family homes, on-site development shall comply at a minimum with the lot size, width, floor area ratio, lot coverage, height and yard requirements of the RSC-6 Zoning District, unless a minimum 20 foot buffer is provided in accordance with Section 6.06.05 whereby minimum 4,500 square foot lots may be developed.
18. On-site development within Parcels A and B shall comply at a minimum with all bulk, height, lot coverage and yard requirements of the RSC-6 Zoning District on the north

AMENDED
FINAL CONDITIONS
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boundary of the parcels and the RSC-9 Zoning District requirements on the interior.

19. The minimum lot size within Parcel K shall be 5,000 square feet.
20. A minimum 20 foot buffer shall be provided along the east boundary of Parcels K, M and N. If, however, minimum 7,000 square foot lots are developed adjacent to the east boundary of Parcels K, M and N then the 20 foot buffer shall not be required.
21. Equivalent lot sizes shall be clustered. Where adjacent lot sizes vary by 2,000 square feet or more, a minimum 20 foot buffer shall be provided between the lots. Lots on curves, corners or cul-de-sacs shall be exempt from this condition provided that the minimum lot size requirements of the immediate area are met.
22. The area, height, bulk, and placement regulations applicable to a subdivision plat, shall be those requirements set out in these conditions for the typical lot in that subdivision, with the understanding that some of the lots may be larger than the typical lot.
23. The total gross square footage for the Commercial portion of the PD-MU as shown on the General Site Plan shall not be increased in amounts in excess of the amounts defined in 380.06(19), Florida Statutes.
24. The development in the PD-C portion of the PD-MU shall be limited to PD-C(N) uses as shown on the use list under PD-C(N).
25. A maximum height of 35 feet or 2 stories, whichever is more restrictive, shall be permitted for the commercial portion of the PD-MU.
26. Free standing fast-food restaurants, convenience stores and/or service stations shall be setback a minimum of 150 feet from the boundary of residential lots.
27. The required front yards from parcel boundaries for the commercial portion of the PD-MU project shall be a minimum of 30 feet.
28. Buffering and screening shall be provided in accordance with Section 6.06.05 of the Land Development Code.
29. A minimum 20 foot buffer shall be provided between single family lots and the right-of-way for Corridor D. a minimum 15 foot buffer shall be provided between single family lots and the right-of-way for Corridors a and C, the connector road (connecting Parcel H with Corridor A) and the loop road (from Corridor a to Corridor D). Within the buffer the following minimum landscaping requirements shall be met:
 - 29.1 Lawn, low-growing evergreen shrubs, evergreen ground cover, or rock mulch covering the balance of the buffer, and either
 - 29.2 A berm and planting combination with the berm an average height of 3 feet and dense plantings which will, when combined with the berm, achieve a minimum height of 6 feet and 75% opacity within 5 years, or

AMENDED
FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 08-1096 HC-CT (89-45)
BOCC MEETING DATE: August 12, 2008
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- 29.3 A row of significant evergreen trees which are not less than six feet in height at the time of planting and are spaced not more than twenty feet apart, or c. and
- 29.4 A masonry wall located furthest from the right-of-way with the landscaping in front of the wall closer to the right-of-way; such wall shall be a minimum height of six feet and, if a block wall, shall be painted on all sides; or b., c., and d.
- 29.5 Buffering and screening along the eastern boundary of Parcel N shall consist of a Type A screen and a 20-foot buffer. Retention is permissible within the southernmost buffer area as generally depicted on the site plan.
- 30. Frontage roads may be provided as an alternative to condition number 29 in which case two-way frontage roads may be constructed parallel to the main project roads in accordance with acceptable traffic operation standards. Within the median between the main project roads and the frontage roads the following minimum landscaping requirements shall be met:
 - 30.1 Lawn, low-growing evergreen shrubs and/or evergreen ground cover shall be provided.
- 31. Except for the frontage adjacent to Parcels D and N where buffer walls may be an option, buffer walls shall not be constructed along Cross Creek Boulevard. (Corridor D) If the developer demonstrates to the Zoning Administrator that noise levels for single family dwellings adjacent to the major roads defined above exceed FHA/VA standards, within a specified distance a buffer wall may be constructed.
- 32. An area equal to at least .20 times the land area of the commercial district and .25 times the land area of the residential district, (except for the 3,500 square foot lots which shall have an area equal to at least .30 times the land area of the residential district) shall be reserved for landscaping and permeable open areas, and shall be improved and maintained accordingly. One or a combination of the following shall be provided: landscaped buffers, open vegetated yards, detention/retention areas, landscaped islands, mulched or vegetated play or seating areas, or areas paved with permeable blocks. No more than 25% of the required landscaped and pervious area shall be composed of permeable paving blocks.
- 33. The developer shall provide, prior to Certificates of Zoning Compliance, (for the areas pertaining to the specific Site Development or Preliminary Plat submittal for review) sidewalks internal and external to the project in the right-of-way of County Road 581 - Corridor A, Corridor C and Corridor D. The exact location of said sidewalks shall be determined by the Planning and Growth Management Department during Site Development Plan or Preliminary Plat Plan review.
- 34. Except as otherwise provided herein, the applicant shall fully fund and construct the East-West Connector road (described as Corridor D on Map H-1 of the Application for Development Approval) along the south boundary of the project (four-lane from County Road 581 to the N-S Connector Road and two lane to the intersection with the loop road

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between Parcels P and M), and the North-South Connector Road (described as Corridor a on Map H-1 of the Application), from the E-W Connector Road to the north project boundary. In addition, the Developer shall provide and dedicate to Hillsborough County the necessary right-of-way for all of Corridor D and Corridor a as shown on Revised Map H-1 dated March 21, 1996. The alignment of these roads shall be as generally shown on Revised Map H dated March 21, 1996. The exact alignment of said roads shall be submitted for review and approval by the County. The above roads may be constructed on an incremental basis as necessary to serve driveway connections to said roads for development areas which are under construction. The incremental construction of major roadway corridors in the project applies to both the length and the number of lanes required for each increment of development. The applicant shall convey to the County the right-of-way for Corridor D to the east boundary of Cross Creek upon or before the earlier of (i) the conveyance of Parcel N to a third party, or (ii) the issuance of the first building permit for Parcel N or for any commercial parcel. Notwithstanding anything to the contrary herein, the dedication and construction of that portion of Corridor D east of the loop road located between Parcels P and M shall be completed on or before the earlier of (i) the issuance of the first building permit for Parcel N, or (ii) the issuance of the first building permit for any commercial parcel. Upon the conveyance to the County by applicant of the right-of-way for said portion of Corridor D, construction of Corridor D shall become the responsibility of either the owner of Parcel N or the owner of any commercial parcel or their respective assigns.

35. The Developer shall also reserve right-of-way within the project boundaries not to exceed 60 feet in width for that certain East-West road running along the northern boundary of the site (described as Corridor C on Map H-1 of the Application for Development Approval) from the intersection of Corridor a eastward for the entire length of the elementary school site. The Developer shall cooperate with Hillsborough County with respect to the potential dedication of said reserved right-of-way within the project boundaries provided that any right-of-way dedication shall be credited pursuant to Section 380.06, Florida Statutes and the Transportation Impact Fee Ordinances. Incremental construction costs and right-of-way costs for Corridor D as described above are eligible for applicable impact fee credits.
36. Access and internal road geometrics on major road corridors, in particular Cross Creek Boulevard and the North-South Connector, shall accommodate a 96" wide by 40' long advance design coach.
37. The developer shall provide shelters and pull out bays adjacent to the intersections of major roadway corridors shown internal to this site as shown on the General Site Plan of December 9, 1988. HART understands that this is a preliminary site plan and that in the course of design, alignments may be changed. Shelter locations shall be reasonably accessible via walkways/crosswalks for pedestrian/handicapped movement to and from buildings. Appropriate signage shall be placed at shelter locations. Prior to submission of Detailed Site Plans for approval, the location and specification of shelters and pullout bays must be approved by HART.

AMENDED
FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 08-1096 HC-CT (89-45)
BOCC MEETING DATE: August 12, 2008
DATE TYPED: August 14, 2008

38. Direct pedestrian/bicycle access (without having to go out on to the main corridors) shall be provided between all adjacent parcels within Cross Creek except for the crossing of Clay Gully where pedestrian/bicycle circulation shall be subject to EPC approval. The exact location of said access shall be determined by the Planning and Growth Management Department during Site Development or Preliminary Plat review. Exemptions to this condition shall be made to the Zoning Administrator.
39. Vehicular access (without having to go out on to the main corridors) at a minimum shall be provided between compatible residential parcels subject to a compatibility determination. The basis for determination of access between parcels shall be similar lot sizes. For purposes of vehicular cross access the following lot sizes shall be considered similar: 6,000 to 7,000 square feet, 4,500 to 5,000 square feet and 5,000 to 6,000 square feet.
40. The Community Facility parcels shall be for either public service facilities, public use facilities, residential support uses, cultural facilities or a community information center/meeting hall (sales/marketing offices prohibited).
41. Residential Support uses shall be permitted in Parcel "C" and are subject to the district standards and requirements for said uses, unless otherwise referenced herein. Per PRS 08-1096 the church, sanctuary and accessory buildings, shall be permitted a maximum height of 49 feet 6 inches.
42. If developed as church, the access to Parcel "C" from Parcel "D" can be relocated to provide a second access to Cross Creek Boulevard provided it is located at least 660 feet from the nearest access roads intersecting Cross Creek Boulevard to both the east and west. If Parcel "C" is not developed as a church, access from Parcel "C" to Parcel "D" shall be provided; notwithstanding, a second access to Cross Creek Boulevard, which meets the above mentioned requirements is permitted.
43. The Community Facility parcels shall have minimum 30 foot front yards.
44. A maximum height of 35 feet or 2 stories, whichever is more restrictive, shall be permitted for the Community Facility parcels, unless otherwise referenced herein. Per PRS 08-1096 only the new church structure in Parcel C, shall be permitted a maximum height of 49 feet 6 inches.
45. A minimum 11 acre public/private neighborhood park shall be provided for as shown on the General Site Plan. a minimum of 5 acres of which shall be dedicated to the County.
46. The facilities provided for on the 11 acres of neighborhood park shall at a minimum meet the Facility and Support Facility requirements of the County Parks & Recreation Department for Neighborhood Parks. The northern 10.9 acres of Parcel E shall be designated for use as a public/private neighborhood park.

AMENDED
FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 08-1096 HC-CT (89-45)
BOCC MEETING DATE: August 12, 2008
DATE TYPED: August 14, 2008

47. A minimum 15 acre (useable land) school site as shown on the General Site Plan shall be dedicated to the Hillsborough County School Board in accordance with the criteria of the School Impact Fee Ordinance. Credit shall be given in accordance with the School Impact Fee Ordinance. If the School Board determines that the designated school site is not required, said site can be developed for single-family residential development on condition that all school impact fees are paid. All lots shall comply at a minimum with the lot size, width, lot coverage, height and yard requirements of RSC-6 Zoning district. In addition, a) the school's stormwater treatment and retention shall be provided for off-site if necessary and b) water and sewer lines shall be provided by the developer within 150 feet of the 15 acre site prior to development of the school.
48. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
49. Cross access shall be provided to the adjacent properties to the west (Pebble Creek) and east (through Parcels K and M) upon approval of said property owners whose lots directly front on and access onto the subject residential streets within 300 feet of the point of connection.
50. Cross access shall be provided to the adjacent properties to the west (Pebble Creek) and east (through Parcels K and M) upon approval of said property owners whose lots directly front on and access onto the subject residential streets within 300 feet of the point of connection.
51. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.
52. Within 6 months of zoning approval, the developer shall install street lighting at the project access. (CR 581 & Cross Creek Blvd.). The street lighting shall illuminate a minimum of 200 feet in each direction along each approach. The lighting shall be designed to the Roadway Lighting Standards of the Illuminating Engineering Society and shall be shielded so as to minimize the affect on adjacent properties. Unless otherwise approved by Hillsborough County, the developer shall be responsible for all future maintenance and operation costs for these street lights.
53. The developer shall design and install, at his expense, a traffic signal at the intersection of Cross Creek Blvd. and CR 581. This traffic signal shall be installed and operational within 6 months of meeting any of the signalization warrants found in the FDOT Manual on Uniform Traffic Studies. The signal shall be designed to Hillsborough County Standards and shall be reviewed and approved by the Hillsborough County Public Works Department.

AMENDED
FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 08-1096 HC-CT (89-45)
BOCC MEETING DATE: August 12, 2008
DATE TYPED: August 14, 2008

54. The developer shall design and construct an improvement, similar to the concept plan submitted to the County, at the intersection of CR 581 and Regents Park Dr. (south entrance of Pebble Creek). The improvements shall include a minimum 170 feet long northbound to eastbound right turn lane and a minimum 100 feet long southbound to eastbound left turn lane. Tapers of sufficient length to accommodate the design speed shall be provided from the widened section to the existing roadway. The design and construction shall be to Hillsborough County Specifications and shall be reviewed and approved by the Hillsborough County Public Works Department prior to the start of construction. The design shall begin upon request of the County or 90 days after Zoning Approval, whichever comes sooner. The construction shall begin within 60 days of final approval of the design by the County. The County may request, prior to the start of design, that the developer provide to the County, the funds to make the above improvement, estimated to be \$125,000, in lieu of actual construction. If the County pursues this option, these funds would be used, together with other County funds, yet to be identified, to extend the widening of CR 581 northward from the current terminus of the 4 lane divided section. The above improvements or contributions are eligible for application of impact fee credits.
55. Development must be in accordance with all applicable regulations in the Hillsborough County Land Development Code and in accordance with all other applicable regulations and ordinances, including subdivision regulations.
56. Interim agricultural uses are allowed throughout the development. However, the agricultural activities shall not be intensified and any tree removal (5 dbh inch and larger) shall require review and approval by the County through the Site Development Process. The Developer is required to submit the necessary information to PGMD, Natural Resources staff in order to review the proposed impacts with regards to preservation of existing vegetation and upland environmentally sensitive areas as required by the Land Development Code.
57. Within ninety days of approval by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Site Plan for certification reflecting all the conditions outlined above.
- 57.1 The Parcel C site plan shall be certified per approval of PRS 08-1096 as a separate page from PD 89-45 and shall be stapled to the PD site plan.
58. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes to the extent it is not exempted by 380.06, F.S. regulations or other vesting. Vesting 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. However, Hillsborough County does recognize the vesting of the project, pursuant to a letter issued by the County Attorney's Office, dated December 18, 1992.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 03/27/2023

Revised: 3/28/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA: East Rural

PETITION NO: PRS 22-1680

- ☐ 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 AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

36. With the exception of development within Parcel L, ~~Aceess~~-access and internal road geometrics on major road corridors, in particular Cross Creek Boulevard and the North-South Connector, shall accommodate a 96" wide by 40' long advance design coach.

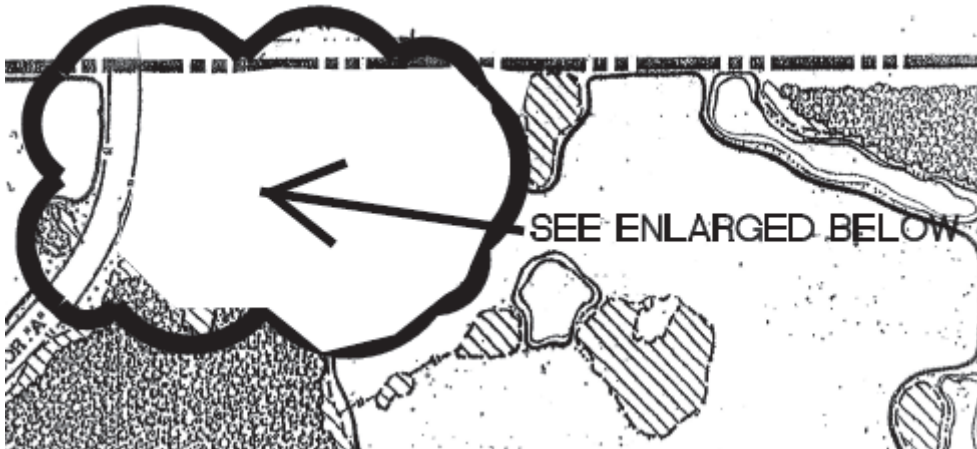
[Staff is recommending modification of this condition. Staff is unsure of the provenance of the original condition, but notes that certain project access may not be able to be designed to accommodate the referenced design vehicle, particular due to the separator being required by County staff as discussed hereinbelow].

New Conditions

- With respect to development within Parcel L, development shall be served by and limited to two (2) connections to Basset Creek Dr., and one (1) full access connection to Lion's Den Dr. The connection to Bassett Creek Dr. serving the northern portion of Parcel L shall be a full access connection. The connection to Bassett Creek Dr. serving the southern portion of Parcel L shall be restricted to right-in/right-out movements only.
- With respect to the right-in/right-out connection to Basset Creek Dr. serving Parcel L, together with the initial increment of development within the southern portion of Parcel L the developer shall construct a raised concrete separator between the northbound right turn lane along the project's frontage and the northbound through lane on Basset Creek Dr. The exact extents of the separator will be determined at the time of site/construction plan review, and shall be sufficient to ensure the above restriction is physically enforced.
- With respect to development within Parcel L, notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be approved anywhere along the PD boundary.
- If PRS 22-1680 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated March 23, 2023) which was found approvable by the County Engineer (on March 23, 2023) for the Basset Creek Dr. substandard road improvements. Approval of this Administrative Variance will waive the Basset Creek Dr. substandard road improvements required by Sec. 6.04.03.L. of the LDC.

Other Conditions

- Prior to PD site plan certification, the developer shall revise page 1 of the PD site plan as generally shown below, to remove the detail which conflicts with sheet 2 of the plan.



PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification (PRS) to an existing Planned Development (PD) which consists of multiple parcels, totaling +/- 2,344 ac. The existing PD #89-0045, was most recently modified via Minor Modification/Personal Appearance (PRS) #08-1096. The PD is approved for a mix of uses, including single-family, multi-family, park, commercial, office, community facility, childcare and school uses. The area which is the subject of this modification request consists of two parcels totaling +/- 14.55 ac. This area, shown as Parcel L on the approved GDP, allows for up to 120 dwelling units or a 15-ac. school site. Staff understands that a history of the land swap between the school district and the County will be memorialized in the zoning case planner's staff report.

The applicant is seeking to modify the allowable uses to replace the existing entitlements with entitlements to permit Public Park and Recreational Facility uses, of which up to 35,000 s.f. may be enclosed. The applicant is also proposing to add a roadway and access point which were previously constructed but not shown on the PD plan (i.e. Basset Creek Dr.). Lastly, the applicant is proposing to reconfigure access to Parcel L as follows: permit (1) one full access connection to Basset Creek Dr. to serve the northern portion of parcel L (i.e. north of Basset Creek Dr.), one (1) right-in/right-out connection to Basset Creek Dr. to Parcel L (i.e. south of Basset Creek Dr.), and one (1) full access connection to Lion's Den Dr. The applicant is also proposing to reconfigure Basset Creek Dr. to the configuration shown on the PD site plan (and as representative of what was actually constructed), whose construction at that time was determined comply with the requirements for construction of Corridor C roadway (as referenced on the 08-1096 PD plan and conditions of approval).

Consistent with the Development Review Procedures Manual (DRPM), and because of the special issues relating to access to the site cause by its proximity to Pride Elementary and the configuration of the existing roadway, which necessitate additional site access review, the applicant submitted a trip generation and site access analysis.

Staff has prepared a comparison of the potential trips generated by development within Parcel L, under the existing and proposed zoning designations utilizing a generalized worst-case scenario. Data presented below is based upon the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition. Staff utilized assumptions from the Hillsborough County School District's 5-Year Facilities Work Plan (i.e. each new elementary school is designed to accommodate an average of 1,000 student stations per school), in determining the student enrollment numbers shown below.

In conducting its review, staff noted that County recreation facilities are generally not open until 9 a.m. (i.e. whereby the majority of traffic impacts for such facility would occur outside of the traditional a.m. peak hour), and that the opening bell time for Pride Elementary is currently 7:40 a.m., with the afternoon bell time currently 1:55 pm. Issues relating to site access and the transportation analysis are further described hereinbelow.

Existing Zoning (Parcel L):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,000 student elementary school (ITE LUC 520)	2,270	740	160

Proposed Zoning (Parcel L):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Public Park and Recreational Facility Uses (ITE LUC 495/411)	1,009	30	33

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 1,261	(-) 710	(-) 127

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Bassett Creek Dr. is a publicly maintained, 2-lane, undivided, local roadway characterized by +/- 12-foot wide travel lanes in average condition. The facility is maintained by the City of Tampa generally north of the project site. Adjacent to the project site, the roadway lies within a variable width right-of-way (between +/- 85 feet and +/- 195 feet), with the larger area attributable to the unique intersection geometry of Bassett Creek Dr. and Kinnan St. There are no bicycle lanes along Bassett Creek Dr. There are +/- 5-foot wide sidewalk along the south side of Bassett Creek Dr. in the vicinity of the proposed project. There are existing sidewalks along the western project boundary (the project's Kinnan St. frontage). The applicant will be responsible for constructing a sidewalk along its Bassett Creek Dr. frontage pursuant to the LDC.

Lion's Den Dr. is a privately maintained driveway maintained by the School District of Hillsborough County, and is characterized by 12-foot wide travel lanes. There is a sidewalk along the south side of the facility.

SITE ACCESS AND CONNECTIVITY

Primary Access Generally

Primary vehicular and pedestrian access to Parcel L will remain via Bassett Creek Dr. Additional access to Lion's Den Dr. is also proposed. This access will be the sole means of egress for traffic leaving the southern portion of the site who wish to travel south on Bassett Creek Dr.

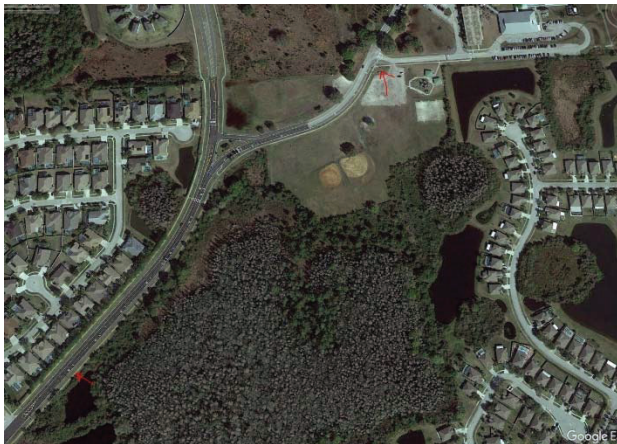
Additional pedestrian connection to Kinnan St. would be permitted, although no direct vehicular access to Kinnan St. will be possible due to the size and configuration of the parcel and functional classification of Kinnan St. and the roadway geometry proximate to the site.

Existing Issues, History and Analysis

Pride Elementary school, a public school owned and operated by the Hillsborough County School District (HCSD) and was constructed in 2000, was constructed without adequate infrastructure to accommodate traffic currently coming to the site during morning drop-off and afternoon pickup. Transportation Review Section (TRS) staff understands from working with Public Works (PW) staff on this case, that the County has expended significant time and resources in helping to improve congestion issues which were affecting area roadway. Specifically, the County undertook a variety of improvements meant to ensure the continuing functioning of Basset Creek during drop-off and pick-up periods. Aerial photographs indicate that in 2011-12 the County constructed a +/- 500-foot long northbound right turn lane on Basset Creek Dr. onto Lion's Den Dr. Red arrows in the photos below show the approximately locations of the beginning and end of the turn lanes.



This did not address the queuing problem, which led to the County undertaking a roadway modification on Kinnan St. and further extension of the Basset Creek Dr. turn lane, both occurring in 2014-15, such that there is now an 1,875 foot long right-turn lane available to accommodate traffic queuing into the school site.



Today, the school site continues to experience significant queuing issues, as evidenced by the photographs below. Staff notes that these photographic do not capture the full extent of the queuing issue during Drop-Off and Pick-up (DO/PU) periods, but are the only readily available and are meant to provide context. In order to provide orderly queuing and management of traffic into the school site, Pride Elementary staff cones off the entrance during DO/PU periods to require all traffic entering the school site to do so from the south (i.e. utilizing the above described turn lane on Basset Creek Dr. and Kinnan St. This means that there is no ability to for school traffic coming from the north to entire the site off of Basset Creek Dr. Rather, current school traffic from the north must take K-Bar Parkway to Kinnan St. and then can enter the turn lane at the Basset Creek Sr./ Kinnan St. intersection (depending upon the time of arrival and extent of the queue) or must travel further south to a point where they can safety u-turn and enter the queue via northbound travel on Kinnan St.



Given the above described school access issues, the portion of the subject site south of Basset Creek Dr. will be difficult to access during DO/PU periods. TRS and Public Works staff met with the applicant's Engineer of Record (EOR) to evaluate a variety of access options to serve that portion of the site. Unfortunately, a full access connection was likely to result in an effective shut down of southbound traffic on Basset Creek Dr., due to the static nature of the queue during certain DO/PU periods and the fact that traffic has a tendency to pull forward and block entrances and intersections (whether knowingly or unknowingly), and regardless of the fact that such offense is ticketable under Florida Statutes. Additionally, even in the event there are occasionally openings which make such access usable, a static queue next to a free flowing travel lane creates site visibility issues for existing traffic and a high potential for side-impact crashes when people pull forward into the traffic without having a clear sight lines (and in some cases are waved on by other drivers attempting to be "good Samaritans" but who didn't see the other traffic or were attempting to communicate only that it was clear from one of the possible directions of conflict).

Given the issues, staff and the applicant agreed that the only possible access configuration to safely serve the south site was by constructing a right-in/right-out (RI/RO) connection, with the RI/RO restriction enforced via construction of raised concrete separator (to be constructed between the right turn lane and through lane, rather than the usual location between opposing through lanes). This unusual configuration will have the effect of preventing traffic leaving the site from being able to directly pull into the Basset Creek Dr. turn lane, thereby avoiding the potential for that type of "good Samaritan" side angle crash. Traffic will still be permitted to travel north of Basset Creek Dr.; however, they must first pull into the turn lane and clear the separator, at which point they will have better visibility to allow a safer merge into the traffic pattern. Alternatively, traffic exiting the southern portion of the subject site will be able to exit the site utilizing Lion's Den Dr., at which point they will have full potential for northbound or southbound movements. The County's Project Management staff working on this application on behalf of the Parks and Recreation Department did indicate that they contacted the HCSD regarding this configuration, and indicated that the district was in full support of the proposal.

Although staff notes that arriving to and exiting the site will be more difficult during DO/PU periods, all parties were in agreement that there was no other way to as safely accommodate the proposed project.

ADMINISTRATIVE VARIANCE REQUEST – SUBSTANDARD ROAD

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (dated March 23, 2023) from the Section 6.04.03.L LDC requirement, whereby a developer is required to improve Basset Creek Dr., between the project entrances and the nearest roadway meeting County standards, to the applicable County standard for a local roadway. Based upon factors presented in the Administrative Variance request the County Engineer found the request approvable (on March 23, 2023).

If PRS 22-1680 is approved, the County will approve the above referenced Administrative Variance request, upon which the developer will not be required to make improvements to the roadway for development with Tract L.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Neither Kinnan St. nor Basset Creek Dr. were included within the Hillsborough County 2020 Level of Service Report. As such, LOS information on those roadways cannot be provided.

Ratliff, James

From: Williams, Michael
Sent: Thursday, March 23, 2023 6:55 PM
To: Michael D. Raysor (mdr@raysor-transportation.com)
Cc: Bose, Swati; Hill, Erthel; Chapela, Tania; Ratliff, James; PW-CEIntake; Tirado, Sheida; De Leon, Eleonor
Subject: FW: PRS 22-1680 - Administrative Variance Review
Attachments: 22-1680 AVReq 03-23-23.pdf

Importance: High

Mike,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 22-1680 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (deleone@hillsboroughcounty.org) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

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

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Thursday, March 23, 2023 3:45 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: PRS 22-1680 - Administrative Variance Review
Importance: High

Hello Mike,

The attached AV is approvable to me, please copy the following people in your response:

mdr@raysor-transportation.com
bores@hillsboroughcounty.org
hille@hillsboroughcounty.org
chapelat@hillsboroughcounty.org
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
W: HCFLGov.net

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TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

March 23, 2023 (Revision No. 1)

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

SUBJECT: HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
FOLIO # 059249-0510 & 059249-0520

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with PRS 22-1680 for the **HILLSBOROUGH COUNTY CROSS CREEK PARK**.

INTRODUCTION

The subject project site is located on the north & south sides of Bassett Creek Drive, between Kinnan Street and Pride Elementary School, in Hillsborough County, Florida (refer to **ATTACHMENT A** for the project site location map). The subject 12.46 acre southerly park site is proposed for development as conceptually shown in **ATTACHMENT B** (along with the PD plan); where access is planned to be provided via a right-in/right-out driveway connection to Bassett Creek Drive and a full access connection to Lions Den Drive. The 2.10 acre northerly park site is not proposed for development, however, the land use is proposed to be modified from “school” to “public park”, and current/planned access locations shall remain.

Pursuant to LDC §6.04.03.L., the following is applicable to Bassett Creek Drive in regard to the subject project:

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

An **ADMINISTRATIVE VARIANCE** is requested for relief from the above-referenced requirement to improve Bassett Creek Drive to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of zoning approval for the subject project. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

BASSETT CREEK DRIVE | ROADWAY CHARACTERISTICS

The subject segment of Bassett Creek Drive *from* Kinnan Street *to* Lions Den Drive (Pride Elementary School) is a two-lane undivided local roadway with a rural cross section and 35 mph posted speed limit. This segment of Bassett Creek Drive is located in a school zone with a reduced posted speed limit of 20 mph that is active at the time just before, during, and after school activities; along with associated signage, beacons, and pavement markings. Within the referenced limits, Bassett Creek Drive has a three-lane cross section, as in addition to the two through lanes, there is also a ± 2,000 foot right turn lane located along both Bassett Creek Drive and Kinnan Street on the approach to Lions Den Drive (Pride Elementary School).

Characteristics of Bassett Creek Drive were compiled, consisting of Right-of-Way Width, Pavement Condition, Lane Width, Shoulders, and Sidewalks; as discussed below and supplemented with photographs as shown in **ATTACHMENT D**.



MICHAEL J. WILLIAMS, P.E.
HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
MARCH 23, 2023 (REVISION NO. 1)
PAGE 2 OF 4

RIGHT-OF-WAY WIDTH: Bassett Creek Drive was found to have two typical right-of-way widths within the referenced segment, with $\pm 120'$ for the majority of the segment, and $\pm 60'$ near Lions Den Drive; as shown in **ATTACHMENT E**. These findings indicate that the subject roadway segment has a substandard right-of-way width near Lions Den Drive (and northward), as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet (plus 10 foot utility easements on each side). It is noted that the reported right-of-way widths are approximate, as measured from the *Hillsborough County Property Appraiser* website.

PAVEMENT CONDITION: Bassett Creek Drive was found to have good pavement conditions, without cracking or rutting that would be indicative of structural failure; noting that isolated areas of minor cracking were observed. It is noted that pavement condition is not included as part of the TS-7 typical section.

LANE WIDTH: Bassett Creek Drive was found to have a lane width of approximately $\pm 12.0'$; where this finding indicates that Bassett Creek Drive has a standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet.

SHOULDERS: Bassett Creek Drive was found to have unpaved relatively flat areas adjacent to the edge of pavement (at a typical width of at least 5.0') that provide for vehicle refuge and thus function as shoulders. These areas are continuous along Bassett Creek Drive. It is unknown whether the referenced areas are stabilized. It is noted that off-tracking was not observed along Bassett Creek Drive, which would be indicative of the need for shoulder improvements. These findings indicate that Bassett Creek Drive has substandard shoulder conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 5 foot (paved).

SIDEWALK: Bassett Creek Drive has a sidewalk on its south side, which within the subject segment is continuous, and connects (a) into the sidewalk system along Kinnan Street to the west, (b) into the sidewalk system internal to Pride Elementary, and (c) into the sidewalk system along Bassett Creek Drive & Wild Tamarind Drive to the north; as shown in **ATTACHMENT F**. These findings indicate that the subject segment of Bassett Creek Drive has substandard sidewalk conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, sidewalks are required on both sides of the road. However, in consideration of the location of Pride Elementary School on the south side of Bassett Creek Drive, with the lack of a sidewalk on the north side of Bassett Creek Drive, student walkers are "directed/encouraged" to walk on the south side of Bassett Creek Drive using designated cross walks in advance of the school, and thus minimize crossing at undesignated locations and/or in the vicinity of the highest concentrations of school generated traffic; where the foregoing is consistent with the tenets of Safe Routes To School (SRTS).

BASSETT CREEK DRIVE | CRASH HISTORY

An evaluation of crash data was conducted for the segment of Bassett Creek Drive between Kinnan Street and Lions Den Drive. Crash data was queried from the Hillsborough County Crash Data Management System for the prior 5 year period, from 1/1/18 through 12/31/22. During that period, no crashes were identified to occur within the referenced limits.

Thus, it is concluded from the crash data evaluation that substandard roadway conditions have not historically contributed to a safety deficiency, nor does the crash history for the subject segment of Bassett Creek Drive exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project attributable to substandard roadway conditions.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.
HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
MARCH 23, 2023 (REVISION NO. 1)
PAGE 3 OF 4

BASSETT CREEK DRIVE | TRAFFIC VOLUMES

Traffic volumes on Bassett Creek Drive were identified from the traffic study prepared for the proposed park site, with the most current version of the traffic study dated February 27, 2023; which identifies the following traffic volumes associated with the subject segment of Bassett Creek Drive; as documented in **ATTACHMENT G**.

EXISTING PEAK HOUR TRAFFIC VOLUMES

- Weekday AM Peak Hour (of school & adjacent street traffic): 591 vph
- Weekday PM Peak Hour (of school): 554 vph
- Weekday PM Peak Hour (of adjacent street traffic): 286 vph

Project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); resulting in an estimated 217 daily trips, 30 AM peak hour trips, and 33 PM peak hour trips; as documented in **ATTACHMENT H**.

ADMINISTRATIVE VARIANCE DISCUSSION

The roadway characteristics, crash data evaluation, and traffic volume data as presented herein was evaluated in consideration and support of the requirements of LDC §6.04.02.B. to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the existing right-of-way width for the entirety of the subject corridor is not adequate to accommodate the full TS-7 typical section; therefore, a requirement to implement the TS-7 typical section would create the burden of acquiring private property to increase the width of the right-of-way to sufficiently accommodate this typical section. Further, an additional unreasonable burden would similarly be placed upon the applicant if required to improve the shoulder and sidewalk conditions to meet the full requirements of the TS-7 typical section without the associated need (i.e., nexus) for those improvements based on traffic volumes, crash history, current roadway characteristics, and established pedestrian walking patterns, as discussed above. ***Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.***

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that substandard roadway conditions for the subject segment of Bassett Creek Drive have not historically contributed to a safety deficiency, nor does Bassett Creek Drive exhibit any crash patterns that would indicate a potential for future safety concerns associated with development of the project. Specifically, the lack of a sidewalk on the north side of Bassett Creek Drive provides for enhanced student pedestrian safety by minimizing crossings at undesignated locations and/or in the vicinity of the highest concentrations of school generated traffic, consistent with the tenets of Safe Routes To School (SRTS). ***Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect, public health, safety, or welfare.***

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as access to the project site relies upon Bassett Creek Drive, for which alternate access options are not available. ***Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.***



RAYSOR Transportation Consulting

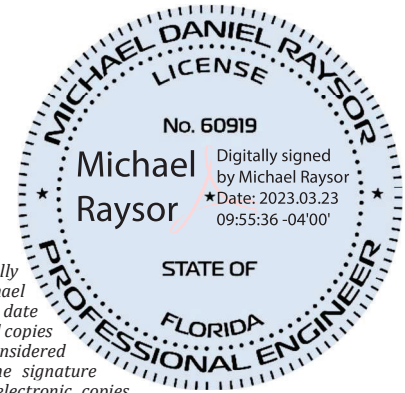
MICHAEL J. WILLIAMS, P.E.
HILLSBOROUGH COUNTY CROSS CREEK PARK (PRS 22-1680)
ADMINISTRATIVE VARIANCE FOR EXISTING FACILITIES
MARCH 23, 2023 (REVISION NO. 1)
PAGE 4 OF 4

The foregoing documents a request for an **ADMINISTRATIVE VARIANCE** to LDC §6.04.04.L. (Existing Facilities) in association with PRS 22-1680 for the **HILLSBOROUGH COUNTY CROSS CREEK PARK**, for relief from the implementation of improvements to Bassett Creek Drive to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



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

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

APPROVED..... ☐

APPROVED WITH CONDITIONS..... ☐

DENIED..... ☐

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

date

ATTACHMENTS

- A: Project Site Location Map
- B: Project Site Concept Plan
- C: TS-7 Typical Section
- D: Bassett Creek Drive Photographs
- E: Bassett Creek Drive Right-of-Way Map
- F: Bassett Creek Drive Sidewalk Map
- G: Bassett Creek Drive Traffic Volumes
- H: Project Generated Traffic

HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

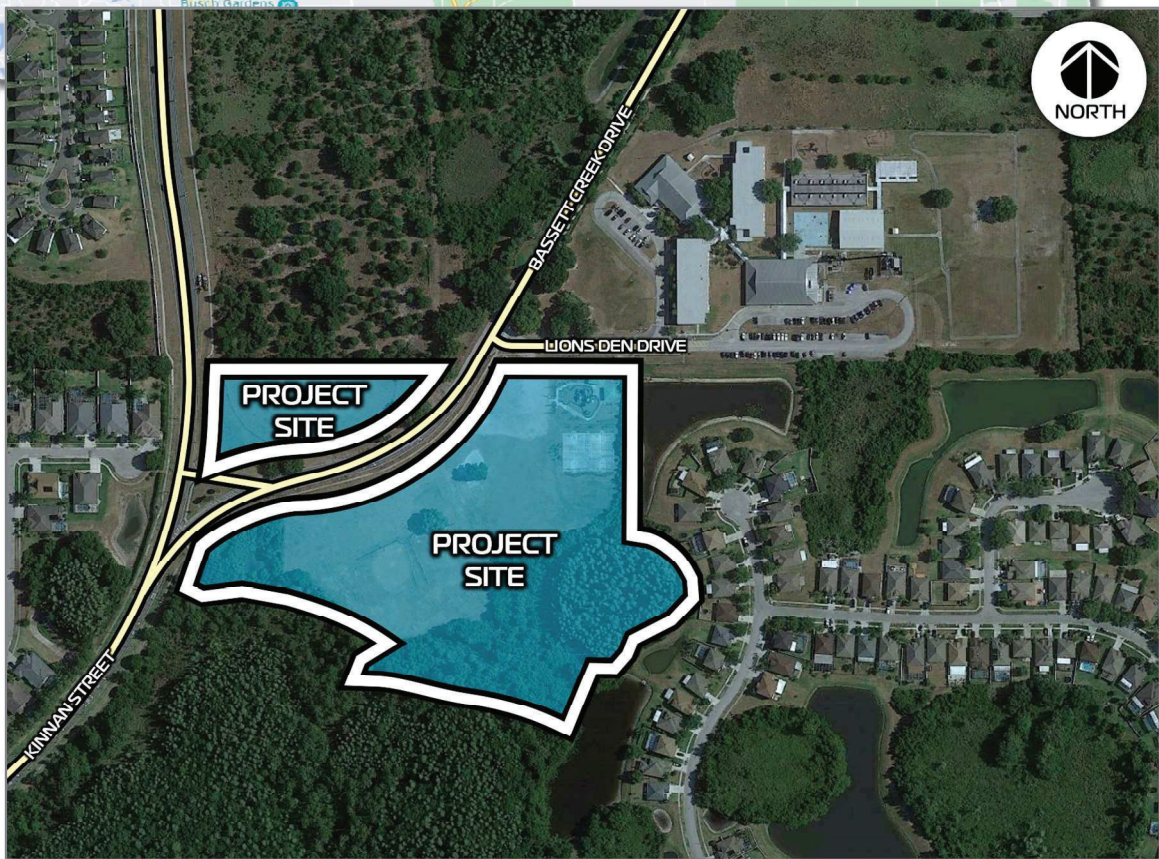
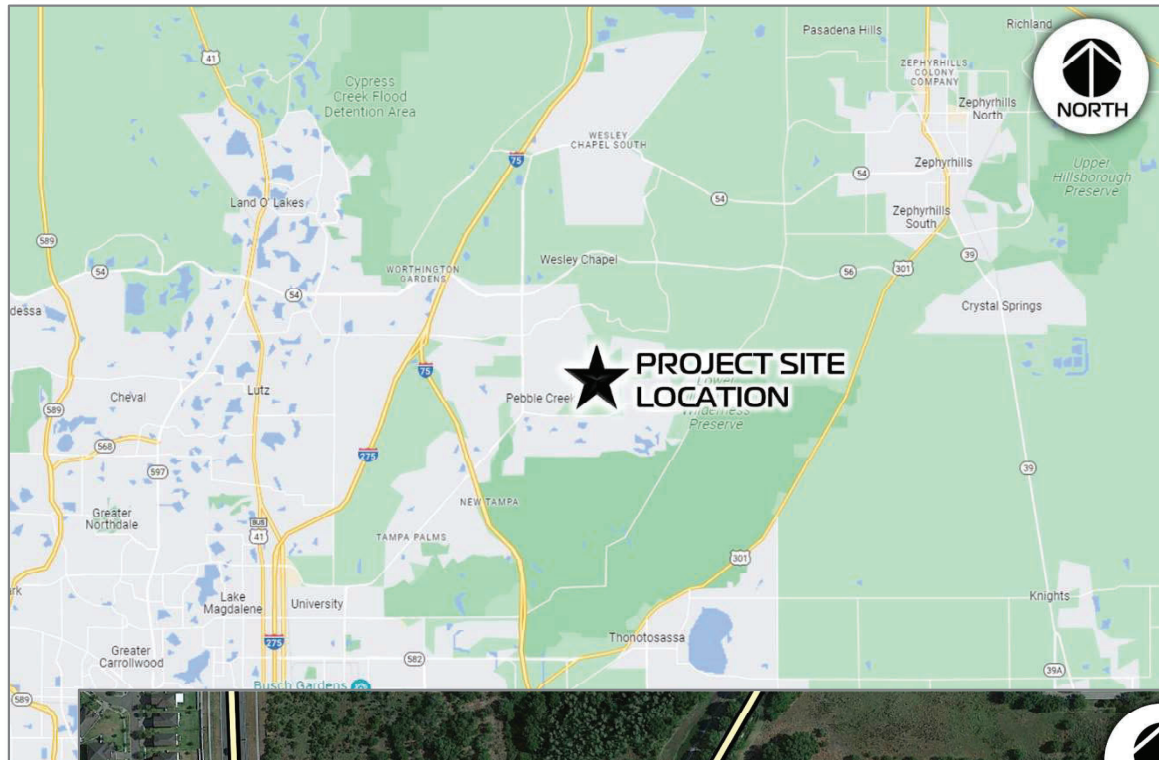
ATTACHMENT A

PROJECT SITE LOCATION MAP





CROSS CREEK PARK
Project Site Location Map



HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE *EXISTING FACILITIES*

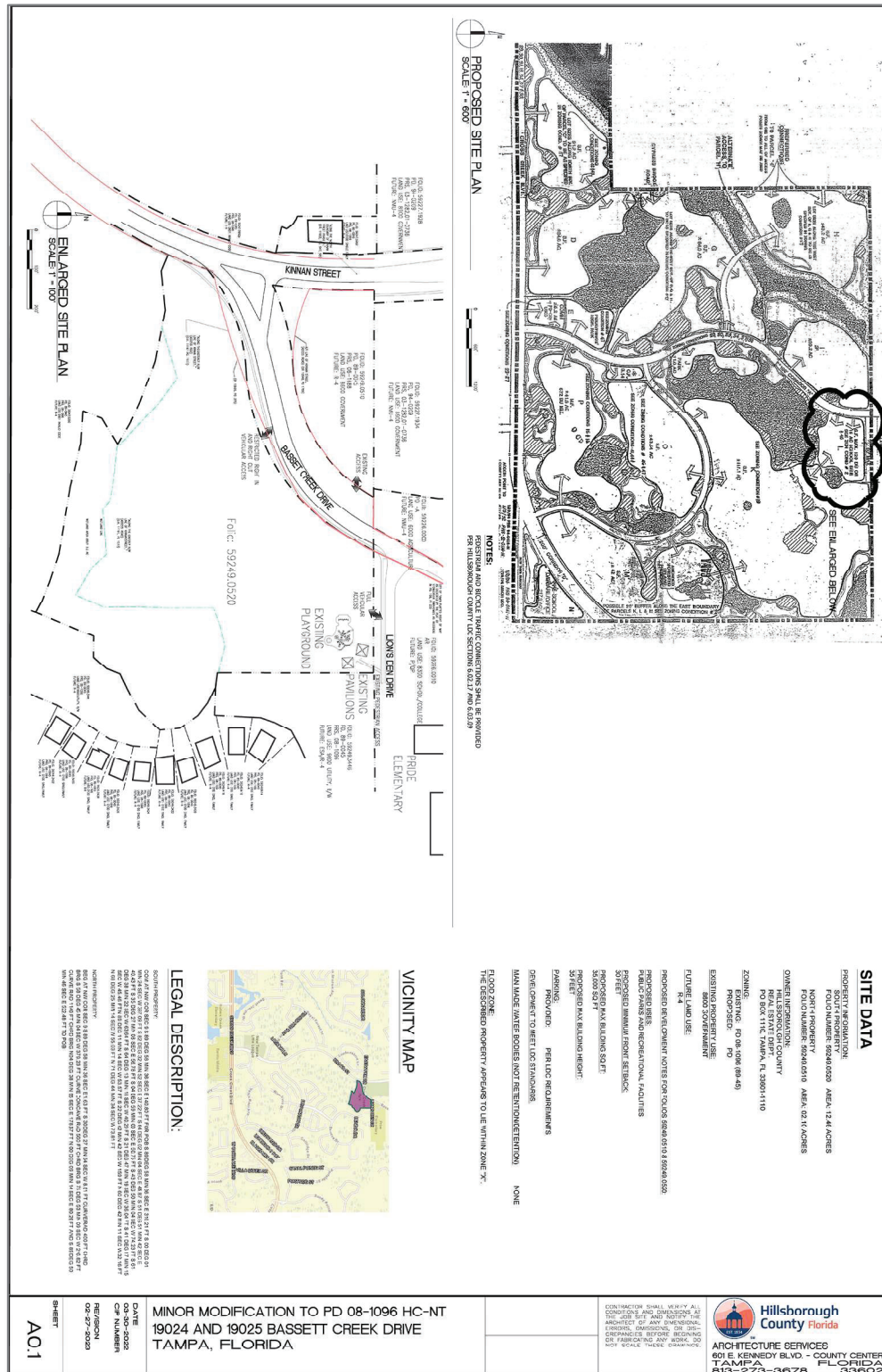
ATTACHMENT B

PROJECT SITE CONCEPT PLAN
PROJECT SITE PD PLAN





CONCEPT PLAN ONLY - SUBJECT TO CHANGE



HILLSBOROUGH COUNTY CROSS CREEK PARK

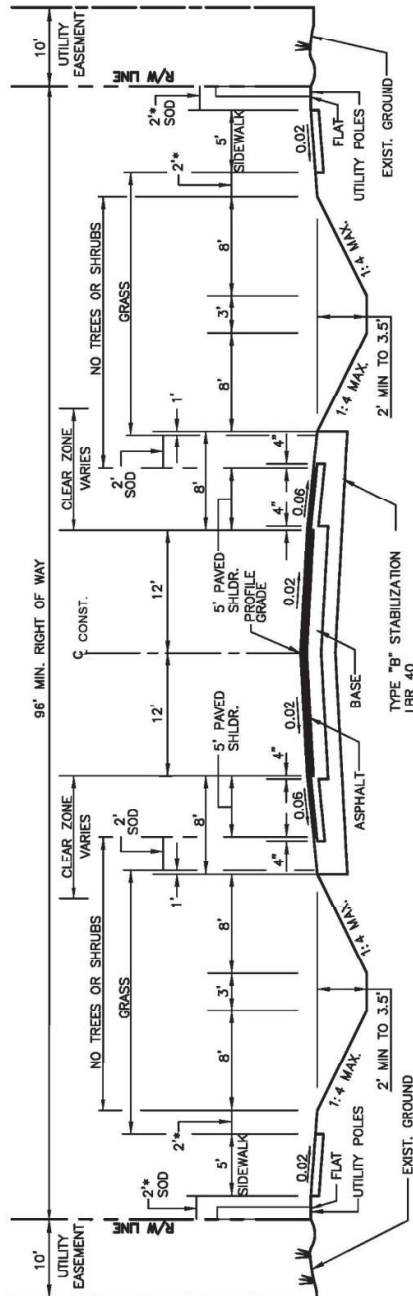
[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT C

TS-7 TYPICAL SECTION





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
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HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT D

BASSETT CREEK DRIVE PHOTOGRAPHS





BASSETT CREEK DRIVE | LOOKING NORTH/EAST



BASSETT CREEK DRIVE | LOOKING SOUTH/WEST

HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT E

BASSETT CREEK DRIVE RIGHT-OF-WAY MAP



HILLSBOROUGH COUNTY CROSS CREEK PARK

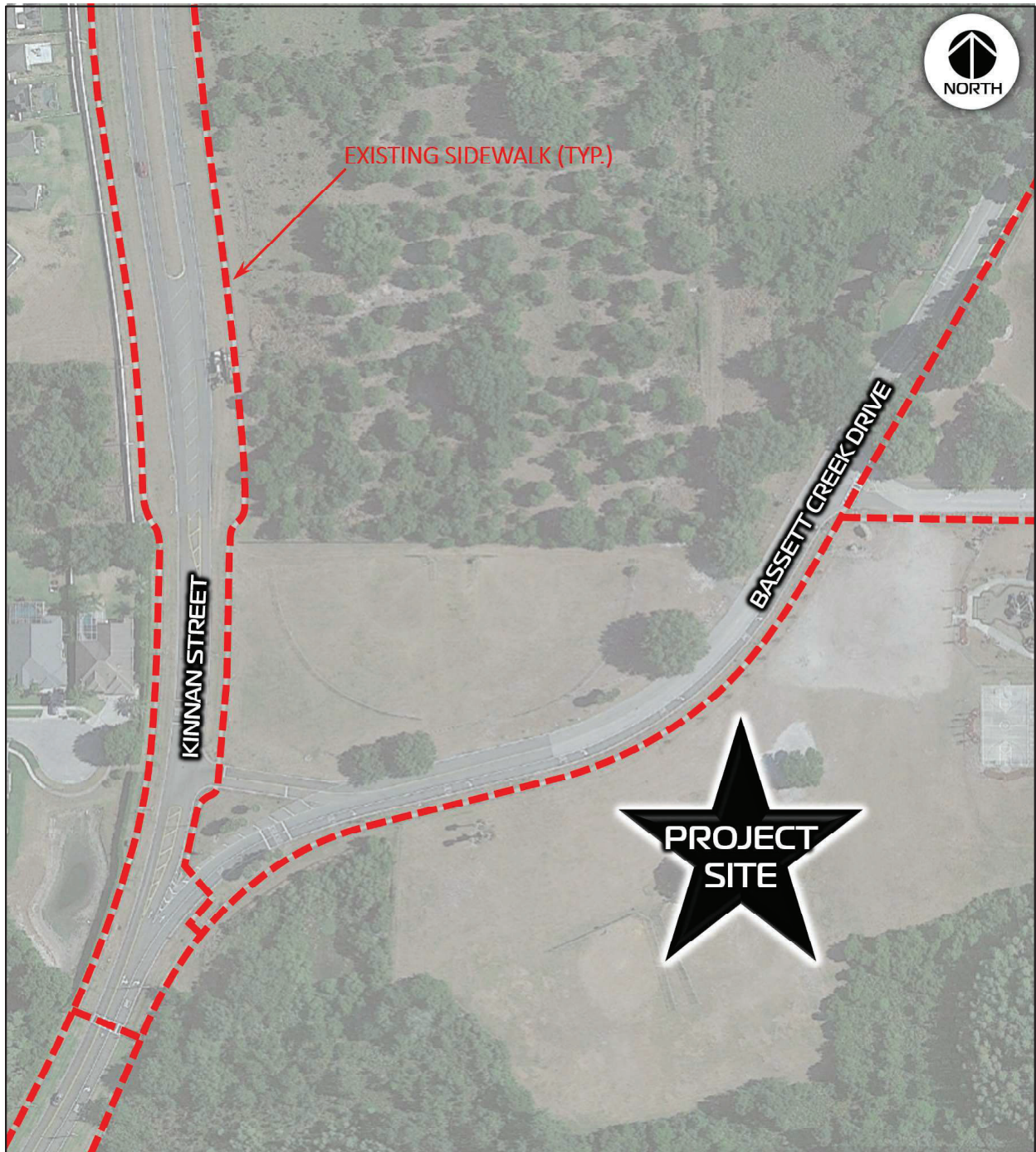
[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT F

BASSETT CREEK DRIVE SIDEWALK MAP





HILLSBOROUGH COUNTY CROSS CREEK PARK

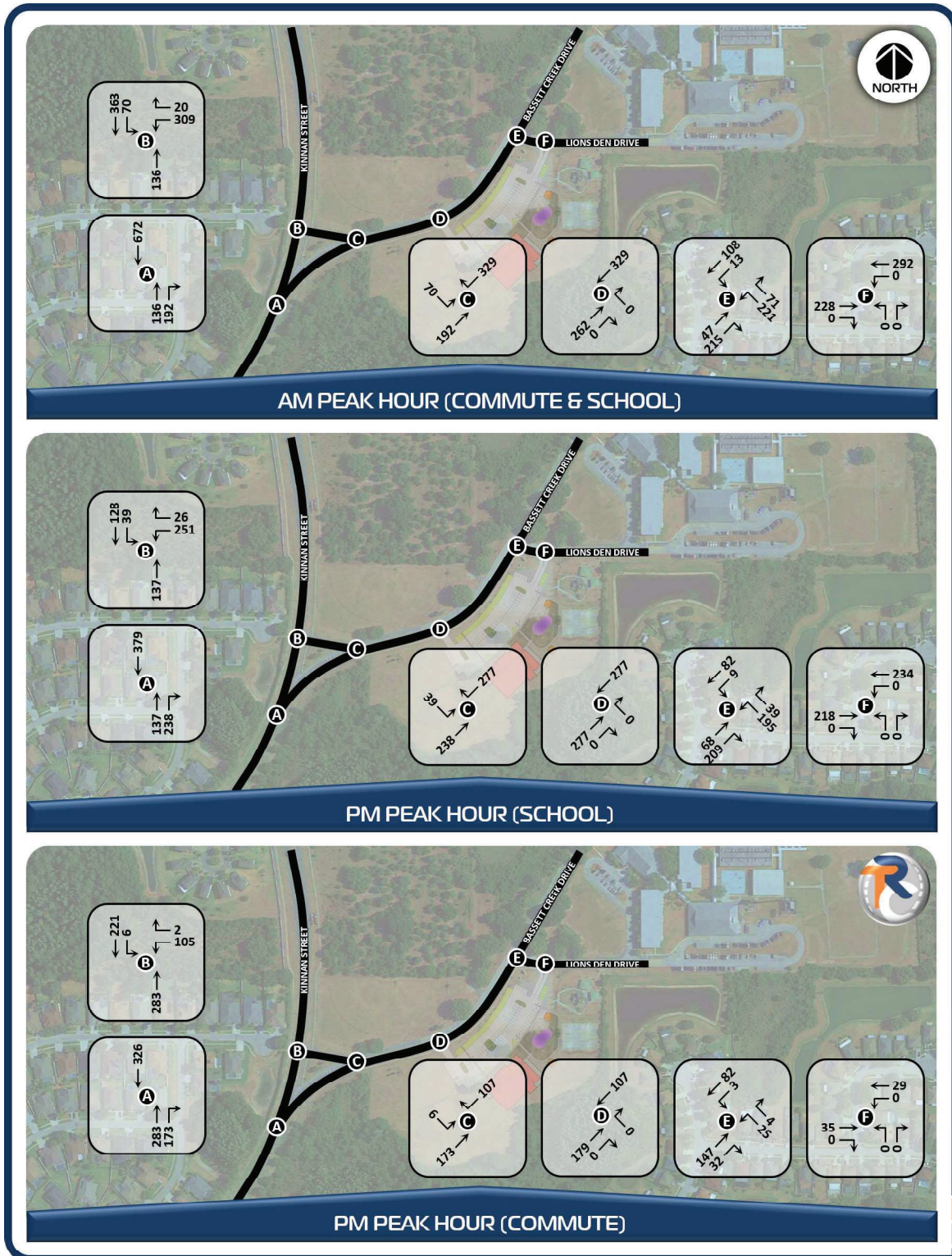
[PRS 22-0738]

ADMINISTRATIVE VARIANCE
EXISTING FACILITIES

ATTACHMENT G

BASSETT CREEK DRIVE TRAFFIC VOLUMES





HILLSBOROUGH COUNTY CROSS CREEK PARK

[PRS 22-0738]

ADMINISTRATIVE VARIANCE *EXISTING FACILITIES*

ATTACHMENT H

PROJECT GENERATED TRAFFIC





CROSS CREEK PARK
Project Site Trip Generation Estimate



ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
411	Public Park	12.4 acres	T=17.53(X)	217	T=2.43(X)	30	18	12	T=2.63(X)	33	18	15

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
Bassett Creek Dr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (some areas are only wide enough to accommodate an urban section)	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Lion's Pride Dr.	Private Driveway	2 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

Parcel L 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	2,270	740	160
Proposed	1,009	30	33
Difference (+/-)	(-) 1,261	(-) 710	(-) 127

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Basset Creek Dr./ Substandard Road	Administrative Variance Requested	Approvable
	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
<div><input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested</div> <div><input checked="" type="checkbox"/> Off-Site Improvements Provided</div>	<div><input type="checkbox"/> Yes <input type="checkbox"/> N/A</div> <div><input checked="" type="checkbox"/> No</div>	<div><input checked="" type="checkbox"/> Yes</div> <div><input type="checkbox"/> No</div>	

COMMISSION

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Steffanie L. Wickham WASTE DIVISION
Sterlin Woodard, P.E. WETLANDS DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: February 7, 2023	COMMENT DATE: January 5, 2023
PETITION NO.: 22-1680	PROPERTY ADDRESS: 19024 and 19025 Basset Creek Drive, Tampa
EPC REVIEWER: Kelly M. Holland	FOLIO #s: 0592490510 and 0592490520
CONTACT INFORMATION: (813) 627-2600 X 1222	STRs: 08 & 09-27S-20E
EMAIL: hollandk@epchc.org	
REQUESTED ZONING: Minor Modification / change in land use designation	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	N/A
WETLAND LINE VALIDITY	Expired
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Eastern portion and possibly southwest corner
<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 wetland / OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be	

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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 contains 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 lines 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.
- In regard to construction noise, the EPC's Chapter 1-10 Noise Rule "Exceptions" exempts construction activities occurring between the hours of 7 a.m. and 6:00 p.m., Monday through Friday, 8 a.m. and 6 p.m. Saturday, and 10 a.m. and 6 p.m. Sunday if reasonable precautions are taken to abate the noise from those activities. Reasonable precautions shall include but not be limited to noise abatement measures such as enclosure of the noise sources, use of acoustical blankets, and change in work practice. Construction occurring at all other times shall be subject to this rule.
- In regard to noise from pumps and/or compressors used on or near the construction site, the EPC's Chapter 1-10 Noise Rule 1-10.03(4), states that the Leq will not exceed 55 dBA as an Leq for a 10 minute period of time, measured from a distance of 40 feet across a residential property line at any time of the day or night.

kmh / app

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ec: John Muller, Property Owner Representative - mullerj@hillsboroughcounty.org
Ethel Hill, Applicant - hille@hillsboroughcounty.org