



1.0 APPLICATION SUMMARY

Applicant: Older, Lundy, Koch & Martino

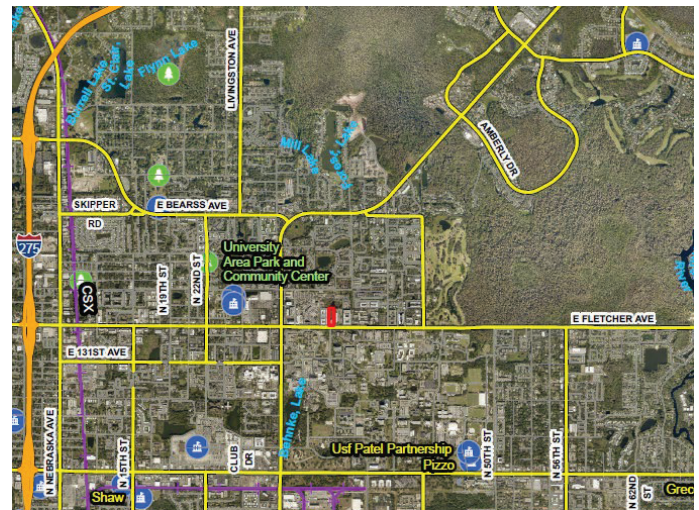
FLU Category: RMU-35

Service Area: Urban

Site Acreage: 2.53 +/-

Community Plan Area: University

Overlay/Special District: None



Introduction Summary:

The subject site is zoned PD (Planned Development) PD 21-0748 and approved for a 620-bed (124 units) student housing development. The current approval includes approval of a density bonus (Policy 23.5 – Residential Infill Density Bonus to 50 units per acre) from the RMU-35 Future Land Use (FLU) category. Under this application, the applicant is requesting various changes to previously approved development standards.

Existing Approval(s):	Proposed Modification(s):
Minimum 52 foot front yard setback first floor	Minimum 40 foot front yard setback first floor
Minimum 25 front yard setback upper floors	Minimum 40 foot front yard setback upper floors
Minimum 32 foot west side yard setback first floor (student housing)	Minimum 23 foot west side yard setback first floor
Minimum 25 foot west side yard setback upper floors (student housing)	Minimum 20 foot west side yard setback upper floors
Minimum 30 foot east side yard setback first floor (student housing)	Minimum 23 foot east side yard setback first floor
Minimum 25 foot east side yard setback upper floors (student housing)	Minimum 20 foot east side yard setback upper floors
Minimum 45 foot rear yard setback first floor	Minimum 33 foot rear yard setback first floor
Minimum 25 foot rear yard setback upper floors	Minimum 33 foot rear yard setback upper floors
Maximum building coverage of 50%	Maximum building coverage of 65%
Maximum number of 9-stories (student housing)	Maximum number of 9-stories

APPLICATION NUMBER: PRS 24-0024

ZHM HEARING DATE: N/A

BOCC LUM MEETING DATE: December 12, 2023

Case Reviewer: Michelle Heinrich, AICP

Maximum number of 8-stories (parking garage)	Maximum number of 9-stories
One way and two way traffic circulation along west side of building	Two way traffic circulation along west side of building

Additional Information:

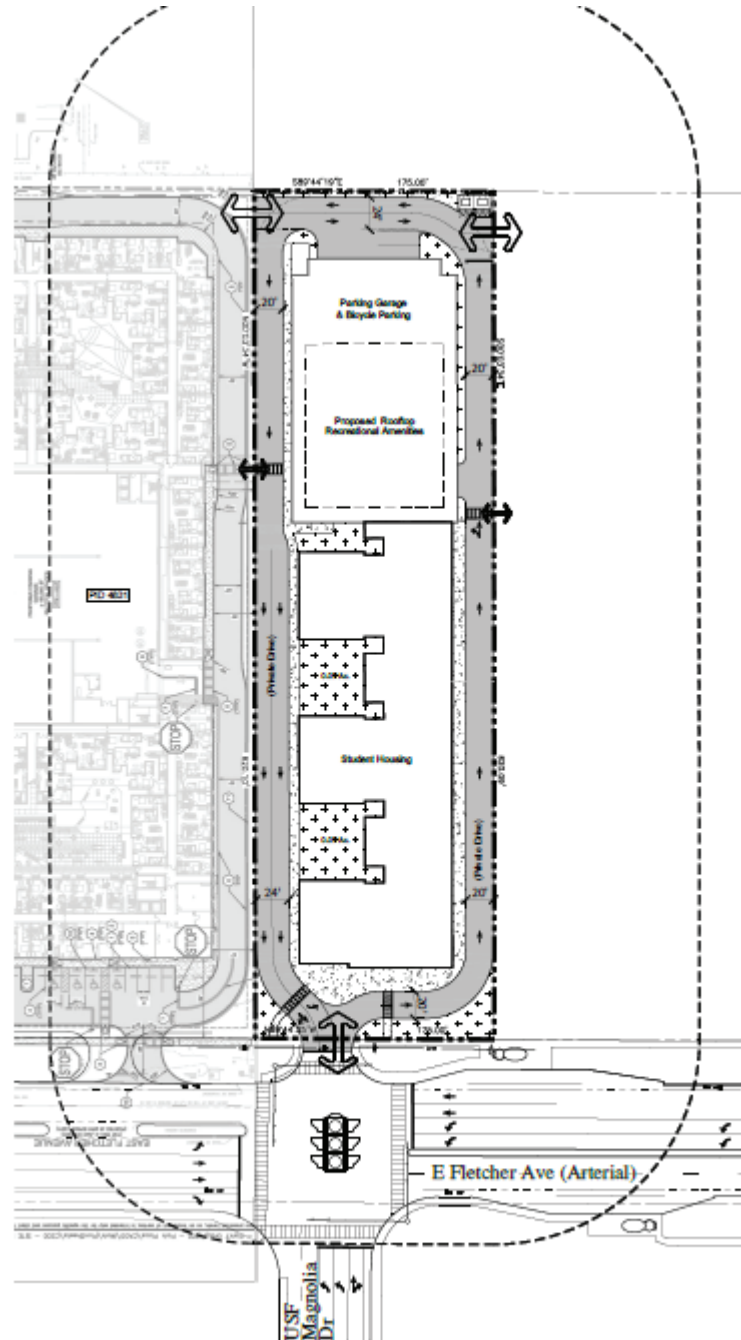
PD Variation(s):	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code:	None Requested as part of this application

Planning Commission Recommendation: N/A	Development Services Recommendation: Approvable, Subject to Conditions
---	--

Page 3 of 16

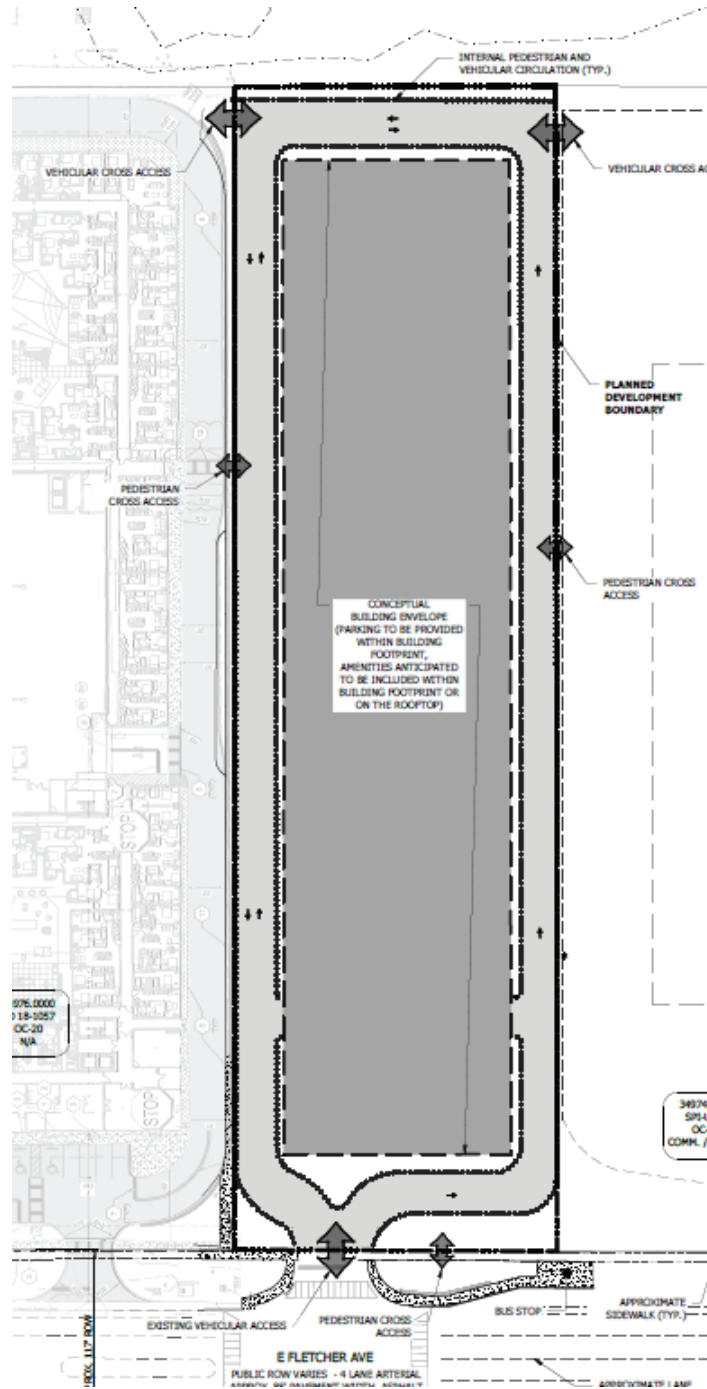
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 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
Fletcher Ave.	County Arterial - Hybrid	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,589	107	202
Proposed	2,589	107	202
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access ☐ Not applicable for this request

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

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees N/A				
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 checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located in an area oriented towards the University of South Florida and university-related uses. The surrounding area consists of multiple, intense residential and non-residential uses. Under the original rezoning request, staff found other student housing developments with approved heights varying from 6-stories (80 feet) to 4-stories. The adjacent uses were found to not be impacted due to the adjacent site's use and/or building height.

Since the approval, the proposed configuration of the building has changed to provide better efficiency and construction costs, which results in various setback changes.

The current front yard setback varies between 52 feet for the first floor and 25 feet for the upper floors. The proposed front yard setback of 40 feet (first floor) is decreased by 12 feet. The proposed front yard setback of 40 (upper floors) increases the setback by 15 feet. This will provide an increased front setback for the bulk of the building. The front of the building fronts Fletcher Avenue at the signalized intersection of Fletcher Avenue and Magnolia Drive.

The current west side yard setback varies between 32 feet for the first floor and 25 feet for the upper floors. The proposed setback of 23 feet for the first floor will reduce the setback by 9 feet. The proposed setback of 20 feet for the upper floors will decrease the setback by 5 feet. The western portion of the project abuts a 780-bed student housing project approved for a maximum of 80 feet in height and an eastern setback of 30 feet.

The current east side yard setback varies between 30 feet for the first floor and 25 feet for the upper floors. The proposed setback of 23 feet for the first floor will decrease the setback by 7 feet. The proposed setback of 20 feet for the upper floors will also decrease the setbacks by 5 feet. Property the immediate east of the site is developed with a 5 story medical office building, located approximately 77 feet from the common property line. The two buildings will be separated by a parking lot (medical building) and a one-way drive aisle (subject site).

The current rear yard setback varies between 45 for the first floor and 25 feet for the upper floors. The proposed setback of 33 feet (for both floors) will decrease the setback by 12 - 8 feet.

The maximum building coverage is proposed to increase by 15% from 50% to 65%. This is due to the re-configuration of the project. No increase in the number of beds is proposed.

Student housing portions of the building are limited a maximum of 9 stories, while parking garage portions are limited to 8 stories. The applicant proposes a maximum of 9 stories overall. No increase in the approved maximum height if 100 feet is proposed.

Lastly, traffic circulation around the building is proposed to change from one-way and two-way traffic along the west to two-way traffic only. There is no change in vehicular or pedestrian cross access points.

Staff has not identified any compatibility concerns with the requested changes.

5.2 Recommendation

Supported, subject to proposed conditions of approval.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. Development Standards Table to be corrected to reflect condition 3.
2. Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - a. Revise the PD site with respect to Fletcher Ave. right-of-way and/or Hillsborough County Corridor Preservation Plan requirements. Staff notes that the County's GIS inventory indicates +/- 150-feet of right-of-way; however, the applicant's site plan shows 117 feet of right-of-way existing. The applicant shall either determine that this value is in error and show the correct existing right-of-way or, alternatively, the applicant shall redesign the site and show/label the required right-of-way preservation in accordance with Development Review Procedures Manual and LDC requirements;
 - b. Modify the label on the southern project boundary which reads "Pedestrian Cross Access" to instead read "Proposed Pedestrian Access";
 - c. Modify the label on the western project boundary from "Pedestrian Cross Access" to instead read "Proposed Pedestrian Cross Access";
 - d. Modify the label on the eastern project boundary from "Pedestrian Cross Access" to instead read "Proposed Pedestrian Cross Access Stubout"; and,
 - e. Modify the label on the eastern and western project boundaries from "Vehicular Cross Access" to "Proposed Vehicular Access Stubout".

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted November 21, 2023.

1. Development of the project shall be limited to a 620-bed student housing project. One bedroom studios, multibedroom suites or a mixture thereof may be utilized; however, each studio or suite shall include a kitchen. Multibedroom suites may provide more than 5 bedrooms per suite; however, the overall number of beds permitted within the overall student housing project shall not be exceeded.
2. This application is approved for a density bonus to allow 50 units per acre per Comprehensive Plan Policy 23.5 (Residential Density Bonus for Infill Development).
3. The project shall be developed in accordance with the following:

Minimum front yard setback first floor:	52 <u>40</u> feet
Minimum front yard setback upper floors:	25 <u>40</u> feet
Minimum west side yard setback first floor (student housing):	32 <u>23</u> feet
Minimum west side yard setback upper floors (student housing):	25 <u>20</u> feet
Minimum west side yard setback (parking garage):	25 feet
Minimum east side yard setback first floor (student housing):	30 <u>23</u> feet
Minimum east side yard setback upper floors (student housing):	25 <u>20</u> feet
Minimum east side yard setback (parking garage):-	25 feet
Minimum rear yard setback first floor:	45 <u>33</u> feet
Minimum rear yard setback upper floors:-	25 feet
Maximum building height:	100 feet*

Maximum number of stories ~~(student housing building):~~ 9-stories
~~Maximum number of stories (parking garage):-~~ 8-stories
 Maximum impervious surface coverage: 90%
 *no additional 1:1 setback required for buildings over 30 feet in height


3.1 A six foot high solid wood or PVC fence shall be provided along the northern, western and eastern PD boundaries, exclusive of any cross access areas.

4. Recreational amenities shall be permitted on the roof of the parking garage.
5. At least 90 percent of the residents at all times shall be registered students at the University of South Florida (USF). Proof of registration shall be in the form of a current valid student identification card issued by USF or the USF Medical Center, and a 120 Form or equivalent documentation issued by USF at registration. The information on these documents shall match.
 - a. The owner/operator of the housing project shall maintain records to verify that at least 90 percent of the residents at all times are registered students at USF, as required above. Said records shall be provided to Hillsborough County for inspection and verification within 30 days of request.
 - b. Notwithstanding, nothing in these conditions shall be deemed to prohibit any individual who has not attained the age of 18 years from being domiciled with a parent or other legal custodian who is a registered student at USF, regardless of whether such individual is a registered student at USF. Additionally, nothing in these conditions shall be deemed to prohibit an individual from being domiciled with his or her spouse who is a registered student at USF, regardless of whether such individual is a registered student at USF.
6. Parking shall be provided at a rate of 0.75 vehicle parking spaces per resident and 0.25 bicycle parking spaces per resident. These rates represent a reduction to required parking rates. As such, no further reduction to these rates may be considered.
7. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
8. The developer shall construct two (2) vehicular access connections/stubouts (one each to the eastern and western project boundaries) as shown on the PD site plan. The developer shall construct two (2) pedestrian cross-access connections/stubouts (one each to the eastern and western project boundaries) as shown on the PD site plan.
9. Notwithstanding anything shown on the PD site plan or herein these zoning conditions to the contrary, the developer shall construct internal transportation improvements as follows, and minimum setbacks shall be increased as necessary to comply with this condition:
 - a. Except where greater widths are required by the Hillsborough County Fire Marshall, the developer shall construct internal drive aisles as follows:
 - a.1 Single one-way drive aisles shall have a minimum pavement width of 15-feet within a 20-foot-wide clear area; and,
 - a.2 Dual one-way drive aisles and two-way aisles shall have a minimum pavement width of 20-feet;
 - a.3 Drive aisles shall be constructed with a raised vertical curb, and there shall be a minimum of 2-feet between the back of curb and any property boundary and/or raised structures such as a fence, wall, building façade, etc.

- b. Sidewalks located adjacent to the raised vertical curbs shall be a minimum of 6-feet in width. Alternatively, sidewalks adjacent to travel pathways may be a minimum of 5-feet in width when separated from the internal drive aisles by a minimum 5-foot-wide green strip. All other internal sidewalks shall be a minimum of 5-feet in width.

910. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
11. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:


J. Brian Grady
Tue Dec 5 2023 11:19:01

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

PD Variations

The use requires a 10 foot wide buffer with Type A screening along the northern PD boundary and a 20 foot wide buffer with Type B screening along the eastern PD boundary. The applicant requests no buffering along the northern or eastern PD boundaries. The northern PD boundary will provide Type A screening; however, the eastern PD boundary will provide Type A, rather than Type B, screening. The Type A screening will consist of a 6-foot high solid fence (excluding cross access areas). It should be noted that the project was previously approved with no required buffering or screening due to staff error.

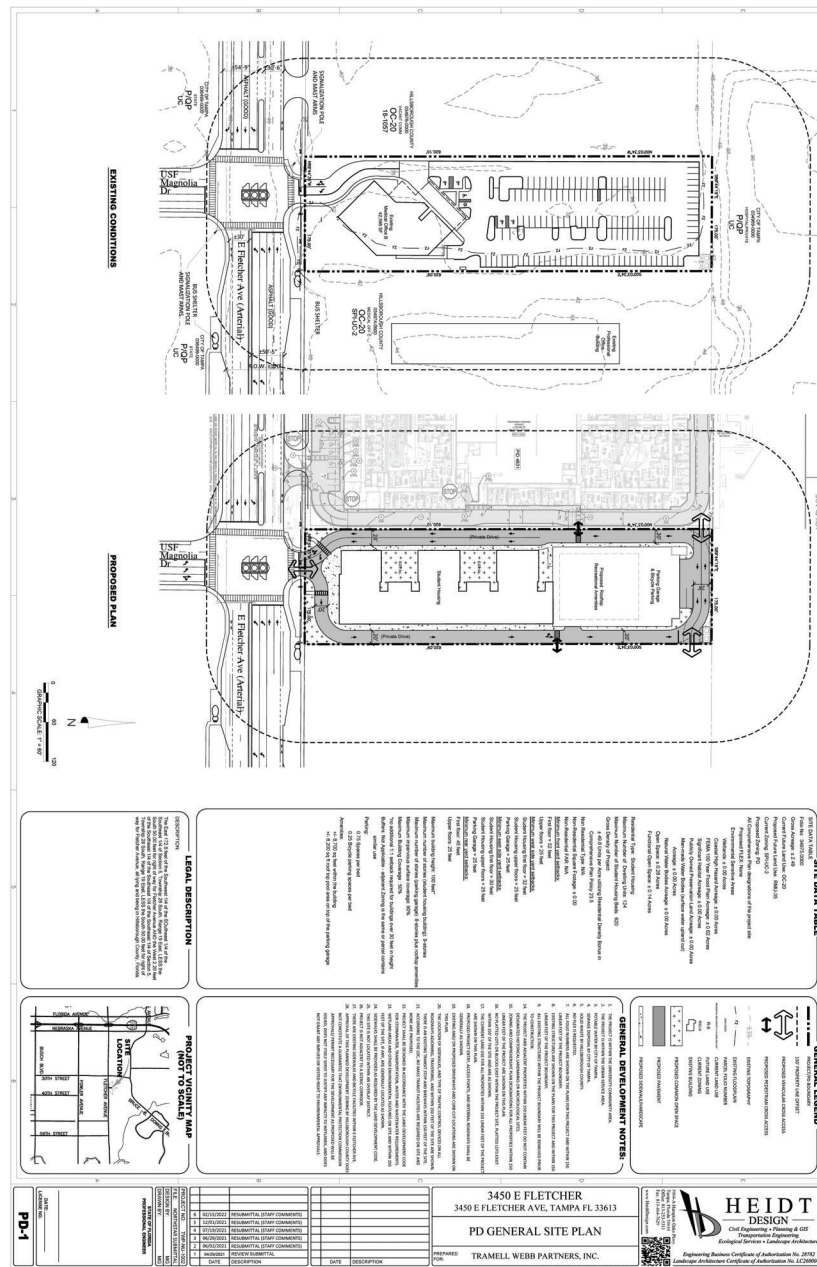
Per the applicant's responses, the constraints of the parcel size in relation to the project does not provide adequate room for the required buffers. Property to the north is utilized for parking and stormwater for the hospital and natural vegetation is present. Property to the east is the parking lot for the adjacent medical office.

The site was previously zoned SPI-UC-2 (Special Public Interest Univerity Community), which permits non-residential uses targeted to the USF area. When properties to the north and east were developed, no buffering and screening was required; however, once the property was rezoned and became residential, buffering and screening is required on the subject site. In such instances, buffering and screening is not retroactively required on the site of the more intense use.

Staff has no objections to the proposed PD variation requests.

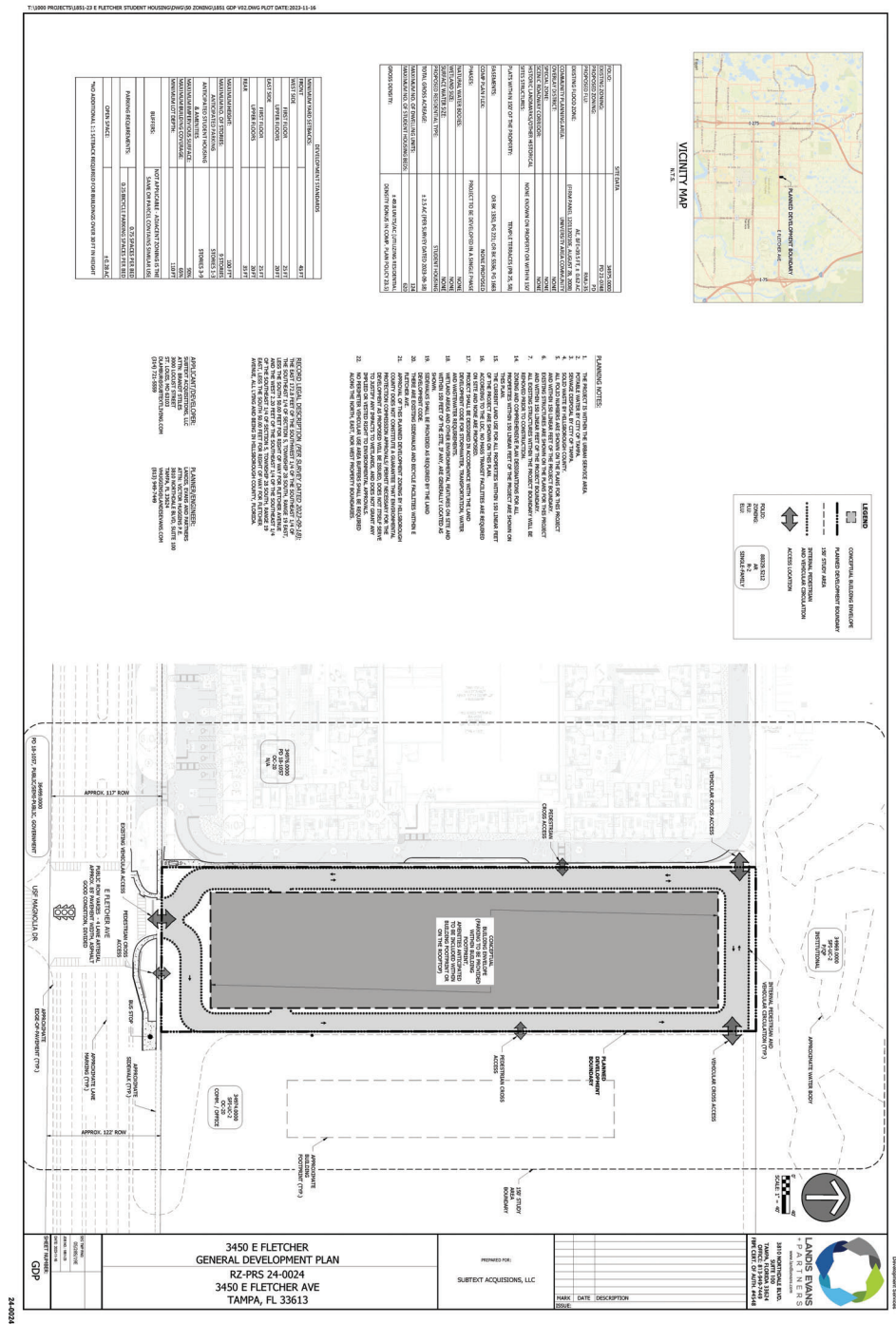
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



APPLICATION NUMBER: PRS 24-0024

ZHM HEARING DATE: N/A

BOCC LUM MEETING DATE: December 12, 2023

Case Reviewer: Michelle Heinrich, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/27/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: USF/ Northwest

PETITION NO: PRS 24-0024

☐

This agency has no comments.

☐

This agency has no objection.

☒

This agency has no objection, subject to the listed or attached conditions.

☐

This agency objects for the reasons set forth below.

NEW CONDITIONS OF APPROVAL

Previously approved transportation conditions shall be carried forward. Additionally, staff recommends the following new conditions be added:

New Conditions

- Notwithstanding anything shown on the PD site plan or herein these zoning conditions to the contrary, the developer shall construct internal transportation improvements as follows, and minimum setbacks shall be increased as necessary to comply with this condition:
 - Except where greater widths are required by the Hillsborough County Fire Marshall, the developer shall construct internal drive aisles as follows:
 - Single one-way drive aisles shall have a minimum pavement width of 15-feet within a 20-foot-wide clear area; and,
 - Dual one-way drive aisles and two-way aisles shall have a minimum pavement width of 20-feet;
 - Drive aisles shall be constructed with a raised vertical curb, and there shall be a minimum of 2-feet between the back of curb and any property boundary and/or raised structures such as a fence, wall, building façade, etc.
 - Sidewalks located adjacent to the raised vertical curbs shall be a minimum of 6-feet in width. Alternatively, sidewalks adjacent to travel pathways may be a minimum of 5-feet in width when separated from the internal drive aisles by a minimum 5-foot-wide green strip. All other internal sidewalks shall be a minimum of 5-feet in width.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Revise the PD site with respect to Fletcher Ave. right-of-way and/or Hillsborough County Corridor Preservation Plan requirements. Staff notes that the County's GIS inventory indicates +/- 150-feet of right-of-way; however, the applicant's site plan shows 117 feet of right-of-way existing. The applicant shall either determine that this value is in error and show the correct existing right-of-way or, alternatively, the applicant shall redesign the site and show/label the required right-of-way preservation in accordance with Development Review Procedures Manual and LDC requirements;
 - Modify the label on the southern project boundary which reads "Pedestrian Cross Access" to instead read "Proposed Pedestrian Access";

- Modify the label on the western project boundary from “Pedestrian Cross Access” to instead read “Proposed Pedestrian Cross Access”;
- Modify the label on the eastern project boundary from “Pedestrian Cross Access” to instead read “Proposed Pedestrian Cross Access Stubout”; and,
- Modify the label on the eastern and western project boundaries from “Vehicular Cross Access” to “Proposed Vehicular Access Stubout”.

PROJECT SUMMARY AND ANALYSIS

The applicant is a minor modification (also known as a PRS) to a +/- 2.53 ac. parcel zoned Planned Development (PD) 21-0748. The project is approved for a 620-unit bed student housing project.

The applicant has submitted a modification to the site plan and zoning conditions which seek to provide flexibility in the building and parking garage location and design and reduce building setbacks. Staff is concerned that the setback reduction could result in a minimum standard which is unachievable, depending upon the type of curbing which will ultimately be required at the time of site/construction plan review. To address this issue, staff has included a condition which reflects internal transportation requirements, and clarifies that minimum setbacks may need to be increased as/if necessary to comply with these minimum standards.

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a request to waive the trip generation and site access analysis for the proposed project. Staff notes that the proposed changes do not affect project entitlements nor proposed project access connections or internal circulation patterns. As such, staff finds an analysis would provide no additional information that is necessary to evaluate the request. Staff has prepared a comparison of the trip generated under the existing and proposed zoning designations below, representing a summary of the trip generation impacts of existing approved entitlements.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 630 resident student housing facility (2012 FDOT Study)	2,589	107	202

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 630 resident student housing facility (2012 FDOT Study)	2,589	107	202

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Fletcher Ave. is a 4-lane, publicly maintained, arterial roadway. The roadway is characterized by +/- 11-foot wide travel lanes in average condition. Along the project’s frontage, the roadway lies within a 150-foot wide right-of-way. There are +/- 5-foot wide sidewalks along both sides of Fletcher Ave. in the vicinity of the proposed project. There are +/- 5-foot wide bicycle facilities (on paved shoulders) on both sides of the roadway in the vicinity of the proposed project. There are Hillsborough Area Regional Transit (HART) bus bays on both sides of Fletcher Ave. in the vicinity of the project.

Along the project's frontage, Fletcher Ave. is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. There is no typical section within the Transportation Technical Manual (TTM). Therefore, we calculated the required minimum right-of-way necessary to accommodate the future 6-lanes by taking the minimum right-of-way necessary for the 4-lane TS-6 section (110 feet) and adding an additional 24 feet for the two additional lanes. Because the existing 150-foot-wide right-of-way is greater than the 134 feet required, no additional right-of-way preservation is required for the proposed project.

Staff notes the above is based on the County's GIS inventory, and the applicant has shown a different value. As such, staff has included a "Prior to Certification" condition requiring the applicant to rectify the discrepancy.

SITE ACCESS AND CONNECTIVITY

No changes to site access or connectivity are proposed as a part of this PRS request.

The project will be access via a single connection to Fletcher Ave., which exists today. This access location represents the northern leg of the signalized intersection of Fletcher Ave. and USF Magnolia Dr. As such, and in furtherance of connectivity goals and policies as found within the Hillsborough County Comprehensive Plan and Land Development Code, the existing approved PD requires the developer to provide vehicular connectivity along their eastern and western boundaries so that development/redevelopment of those parcels will be able to access the signal. This is in addition to the pedestrian cross access connections which are required pursuant to Section 6.04.03.Q of the LDC.

The existing site access improvements (eastbound left turn lane on Fletcher Ave. into the subject site) appears to be sufficient to serve the proposed project. No westbound to northbound right turn lane is warranted pursuant to Section 6.04.04.D. of the LDC.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Fletcher Ave.	Bruce B. Downs Blvd.	46 th St.	E	F

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,589	107	202
Proposed	2,589	107	202
Difference (+/-)	No Change	No Change	No Change

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

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

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

Transportation Comment Sheet

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

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted December 6, 2021.

1. Development of the project shall be limited to a 620-bed student housing project. One bedroom studios, multibedroom suites or a mixture thereof may be utilized; however, each studio or suite shall include a kitchen. Multibedroom suites may provide more than 5 bedrooms per suite; however, the overall number of beds permitted within the overall student housing project shall not be exceeded.
2. This application is approved for a density bonus to allow 50 units per acre per Comprehensive Plan Policy 23.5 (Residential Density Bonus for Infill Development).
3. The project shall be developed in accordance with the following:

The project shall be developed in accordance with the following:

Minimum front yard setback first floor:	52 feet
Minimum front yard setback upper floors:	25 feet
Minimum west side yard setback first floor (student housing):	32 feet
Minimum west side yard setback upper floors (student housing):	25 feet
Minimum west side yard setback (parking garage):	25 feet
Minimum east side yard setback first floor (student housing):	30 feet
Minimum east side yard setback upper floors (student housing):	25 feet
Minimum east side yard setback (parking garage):	25 feet
Minimum rear yard setback first floor:	45 feet
Minimum rear yard setback upper floors:	25 feet
Maximum building height:	100 feet*
Maximum number of stories (student housing building):	9-stories
Maximum number of stories (parking garage):	8-stories
Maximum impervious surface coverage:	90%
*no additional 1:1 setback required for buildings over 30 feet in height	

4. Recreational amenities shall be permitted on the roof of the parking garage.
5. At least 90 percent of the residents at all times shall be registered students at the University of South Florida (USF). Proof of registration shall be in the form of a current valid student identification card issued by USF or the USF Medical Center, and a 120 Form or equivalent documentation issued by USF at registration. The information on these documents shall match.
 - a. The owner/operator of the housing project shall maintain records to verify that at least 90 percent of the residents at all times are registered students at USF, as required above. Said records shall be provided to Hillsborough County for inspection and verification within 30 days of request.
 - b. Notwithstanding, nothing in these conditions shall be deemed to prohibit any individual who has not attained the age of 18 years from being domiciled with a parent or other legal custodian who is a registered student at USF, regardless of whether such individual is a registered student at USF. Additionally, nothing in these conditions shall be deemed to prohibit an individual

from being domiciled with his or her spouse who is a registered student at USF, regardless of whether such individual is a registered student at USF.

6. Parking shall be provided at a rate of 0.75 vehicle parking spaces per resident and 0.25 bicycle parking spaces per resident. These rates represent a reduction to required parking rates. As such, no further reduction to these rates may be considered.
7. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
8. The developer shall construct two (2) vehicular access connections/stubouts (one each to the eastern and western project boundaries) as shown on the PD site plan. The developer shall construct two (2) pedestrian cross-access connections/stubouts (one each to the eastern and western project boundaries) as shown on the PD site plan.
9. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/27/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: USF/ Northwest

PETITION NO: PRS 24-0024

☐

This agency has no comments.

☐

This agency has no objection.

☒

This agency has no objection, subject to the listed or attached conditions.

☐

This agency objects for the reasons set forth below.

NEW CONDITIONS OF APPROVAL

Previously approved transportation conditions shall be carried forward. Additionally, staff recommends the following new conditions be added:

New Conditions

- Notwithstanding anything shown on the PD site plan or herein these zoning conditions to the contrary, the developer shall construct internal transportation improvements as follows, and minimum setbacks shall be increased as necessary to comply with this condition:
 - Except where greater widths are required by the Hillsborough County Fire Marshall, the developer shall construct internal drive aisles as follows:
 - Single one-way drive aisles shall have a minimum pavement width of 15-feet within a 20-foot-wide clear area; and,
 - Dual one-way drive aisles and two-way aisles shall have a minimum pavement width of 20-feet;
 - Drive aisles shall be constructed with a raised vertical curb, and there shall be a minimum of 2-feet between the back of curb and any property boundary and/or raised structures such as a fence, wall, building façade, etc.
 - Sidewalks located adjacent to the raised vertical curbs shall be a minimum of 6-feet in width. Alternatively, sidewalks adjacent to travel pathways may be a minimum of 5-feet in width when separated from the internal drive aisles by a minimum 5-foot-wide green strip. All other internal sidewalks shall be a minimum of 5-feet in width.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Revise the PD site with respect to Fletcher Ave. right-of-way and/or Hillsborough County Corridor Preservation Plan requirements. Staff notes that the County's GIS inventory indicates +/- 150-feet of right-of-way; however, the applicant's site plan shows 117 feet of right-of-way existing. The applicant shall either determine that this value is in error and show the correct existing right-of-way or, alternatively, the applicant shall redesign the site and show/label the required right-of-way preservation in accordance with Development Review Procedures Manual and LDC requirements;
 - Modify the label on the southern project boundary which reads "Pedestrian Cross Access" to instead read "Proposed Pedestrian Access";

- Modify the label on the western project boundary from “Pedestrian Cross Access” to instead read “Proposed Pedestrian Cross Access”;
- Modify the label on the eastern project boundary from “Pedestrian Cross Access” to instead read “Proposed Pedestrian Cross Access Stubout”; and,
- Modify the label on the eastern and western project boundaries from “Vehicular Cross Access” to “Proposed Vehicular Access Stubout”.

PROJECT SUMMARY AND ANALYSIS

The applicant is a minor modification (also known as a PRS) to a +/- 2.53 ac. parcel zoned Planned Development (PD) 21-0748. The project is approved for a 620-unit bed student housing project.

The applicant has submitted a modification to the site plan and zoning conditions which seek to provide flexibility in the building and parking garage location and design and reduce building setbacks. Staff is concerned that the setback reduction could result in a minimum standard which is unachievable, depending upon the type of curbing which will ultimately be required at the time of site/construction plan review. To address this issue, staff has included a condition which reflects internal transportation requirements, and clarifies that minimum setbacks may need to be increased as/if necessary to comply with these minimum standards.

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a request to waive the trip generation and site access analysis for the proposed project. Staff notes that the proposed changes do not affect project entitlements nor proposed project access connections or internal circulation patterns. As such, staff finds an analysis would provide no additional information that is necessary to evaluate the request. Staff has prepared a comparison of the trip generated under the existing and proposed zoning designations below, representing a summary of the trip generation impacts of existing approved entitlements.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 630 resident student housing facility (2012 FDOT Study)	2,589	107	202

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 630 resident student housing facility (2012 FDOT Study)	2,589	107	202

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Fletcher Ave. is a 4-lane, publicly maintained, arterial roadway. The roadway is characterized by +/- 11-foot wide travel lanes in average condition. Along the project’s frontage, the roadway lies within a 150-foot wide right-of-way. There are +/- 5-foot wide sidewalks along both sides of Fletcher Ave. in the vicinity of the proposed project. There are +/- 5-foot wide bicycle facilities (on paved shoulders) on both sides of the roadway in the vicinity of the proposed project. There are Hillsborough Area Regional Transit (HART) bus bays on both sides of Fletcher Ave. in the vicinity of the project.

Along the project's frontage, Fletcher Ave. is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. There is no typical section within the Transportation Technical Manual (TTM). Therefore, we calculated the required minimum right-of-way necessary to accommodate the future 6-lanes by taking the minimum right-of-way necessary for the 4-lane TS-6 section (110 feet) and adding an additional 24 feet for the two additional lanes. Because the existing 150-foot-wide right-of-way is greater than the 134 feet required, no additional right-of-way preservation is required for the proposed project.

Staff notes the above is based on the County's GIS inventory, and the applicant has shown a different value. As such, staff has included a "Prior to Certification" condition requiring the applicant to rectify the discrepancy.

SITE ACCESS AND CONNECTIVITY

No changes to site access or connectivity are proposed as a part of this PRS request.

The project will be access via a single connection to Fletcher Ave., which exists today. This access location represents the northern leg of the signalized intersection of Fletcher Ave. and USF Magnolia Dr. As such, and in furtherance of connectivity goals and policies as found within the Hillsborough County Comprehensive Plan and Land Development Code, the existing approved PD requires the developer to provide vehicular connectivity along their eastern and western boundaries so that development/redevelopment of those parcels will be able to access the signal. This is in addition to the pedestrian cross access connections which are required pursuant to Section 6.04.03.Q of the LDC.

The existing site access improvements (eastbound left turn lane on Fletcher Ave. into the subject site) appears to be sufficient to serve the proposed project. No westbound to northbound right turn lane is warranted pursuant to Section 6.04.04.D. of the LDC.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Fletcher Ave.	Bruce B. Downs Blvd.	46 th St.	E	F

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,589	107	202
Proposed	2,589	107	202
Difference (+/-)	No Change	No Change	No Change

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

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

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

Transportation Comment Sheet

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

COMMISSION

Mariella Smith CHAIR
Pat Kemp VICE-CHAIR
Harry Cohen
Ken Hagan
Gwendolyn "Gwen" W. Myers
Kimberly Overman
Stacy White



DIRECTORS

Janet L. Dougherty EXECUTIVE DIRECTOR
Hooshang Boostani, P.E. WASTE DIVISION
Elaine S. DeLeeuw ADMIN DIVISION
Sam Elrabi, P.E. WATER DIVISION
Rick Muratti, Esq. LEGAL DEPT
Andy Schipfer, P.E. WETLANDS DIVISION
Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: December 12, 2023	COMMENT DATE: October 26, 2023
PETITION NO.: 24-0024	PROPERTY ADDRESS: 3450 East Fletcher Avenue
EPC REVIEWER: Kelly M. Holland	FOLIO #: 0349750000
CONTACT INFORMATION: (813) 627-2600 X 1222	STR: 05-28S-19E
EMAIL: hollandk@epchc.org	
REQUESTED ZONING: Rezoning to Planned Development	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	05/19/2021
WETLAND LINE VALIDITY	N/A
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	N/A
INFORMATIONAL COMMENTS: Wetlands Division staff of the Environmental Protection Commission of Hillsborough County (EPC) inspected the above referenced site in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using the methodology described within Chapter 62-340, Florida Administrative Code, and adopted into Chapter 1-11. The site inspection revealed that no wetlands or other surface waters exist within the above referenced parcel. Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.	

Environmental Excellence in a Changing World

Roger P. Stewart Center

3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

An Affirmative Action / Equal Opportunity Employer



Date: October 13, 2023

SUBJECT: PRS 24-0024

Be advised that as of *September 1, 2020*, the School Board of Hillsborough County requires review fees for plan amendments, rezoning cases and school concurrency. This project has been determined to be subject to an "Adequate Facilities Analysis (Rezoning Initial Submittal)". Prior to review and comments from the School Board the applicant must submit the following:

- 1) Pay the corresponding fee at <https://hillsborough-county-school-district--growth-management-planni.square.site/product/adequate-facilities-analysis-rezoning-initial-submittal-1st-revision-included-/3?cp=true&sa=true&sbp=false&q=false>; and
- 2) Submit and upload an application, along with payment receipt to the county. The application is found on the District's website at <https://drive.google.com/file/d/1xolPecJTKu5W7dr-xFGIFFZQ8LLaQZRT/view>

More information related to the School Concurrency review fees and process is found on the District's website at <https://www.hillsboroughschools.org/Page/4570> . Should questions arise, please contact staff below.

Thank you,

Andrea A. Stingone

Andrea A. Stingone M.Ed., Department Manager, Planning & Siting
Growth Management, Hillsborough County Public Schools

E: andrea.stingone@hcps.net

P: 813-272-4429 c: 813-354-6684



Agency Review Comment Sheet

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

TO: Zoning Review, Development Services **REQUEST DATE:** 10/10/2023

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 10/10/2023

APPLICANT: Older, Lundy, Koch & Martino **PID:** 24-0024

LOCATION: 3450 East Fletcher Ave Tampa, FL 33613

FOLIO NO.: 34975.0000

AGENCY REVIEW COMMENTS:

Based on the most current data, the proposed project is not located within a Wellhead Resource Protection Area (WRPA), Surface Water Resource Protection Area (SWRPA), and/or a Potable Water Wellfield Protection Area (PWWPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (EVSD) has no objection.

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PRS 24-0024

REVIEWED BY: Clay Walker, E.I.

DATE: 10/17/2023

FOLIO NO.: 34975.0000

WATER

- ☒ The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☐ A ___ inch water main exists ☐ (adjacent to the site), ☐ (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- ☒ The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☐ A ___ inch wastewater force main exists ☐ (adjacent to the site), ☐ (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: _____.