

1.0 APPLICATION SUMMARY

Applicant: RD Management, LLC

FLU Category: ICMU 35

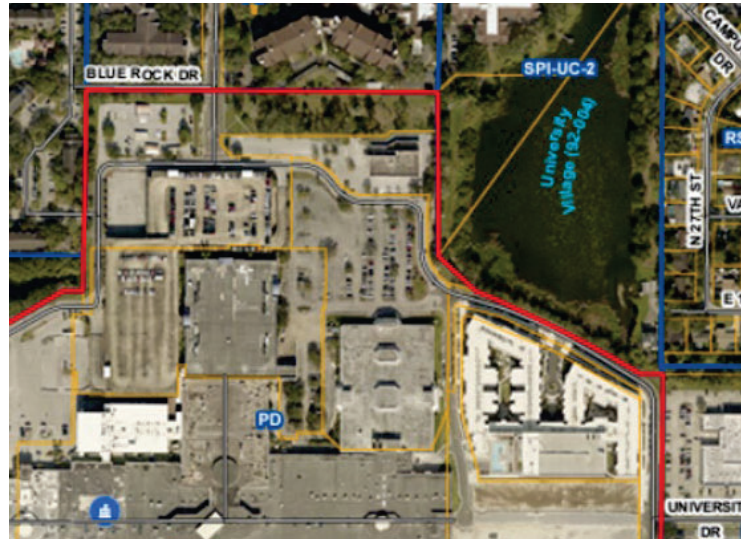
Service Area: Urban

Site Acreage: 90.3

Community Plan Area: University

Overlay: None

Request: To combine 3 blocks (Blocks 2, 3 and 4) into one single block.



Existing Approvals:

- Commercial General (CG), Residential and Office uses, Urban Mixed Use project with up to 0.5 FAR, or 2.0 FAR, 35 dwelling units per acre and allows use of FAR in lieu of density for residential projects at the developer’s option.
- Total of 12 internal Street typologies accommodating vehicular and pedestrian traffic.
- 16 Development Blocks.
- Building Design and Block development standards per Street Type.

Proposed Modification(s) Summary:

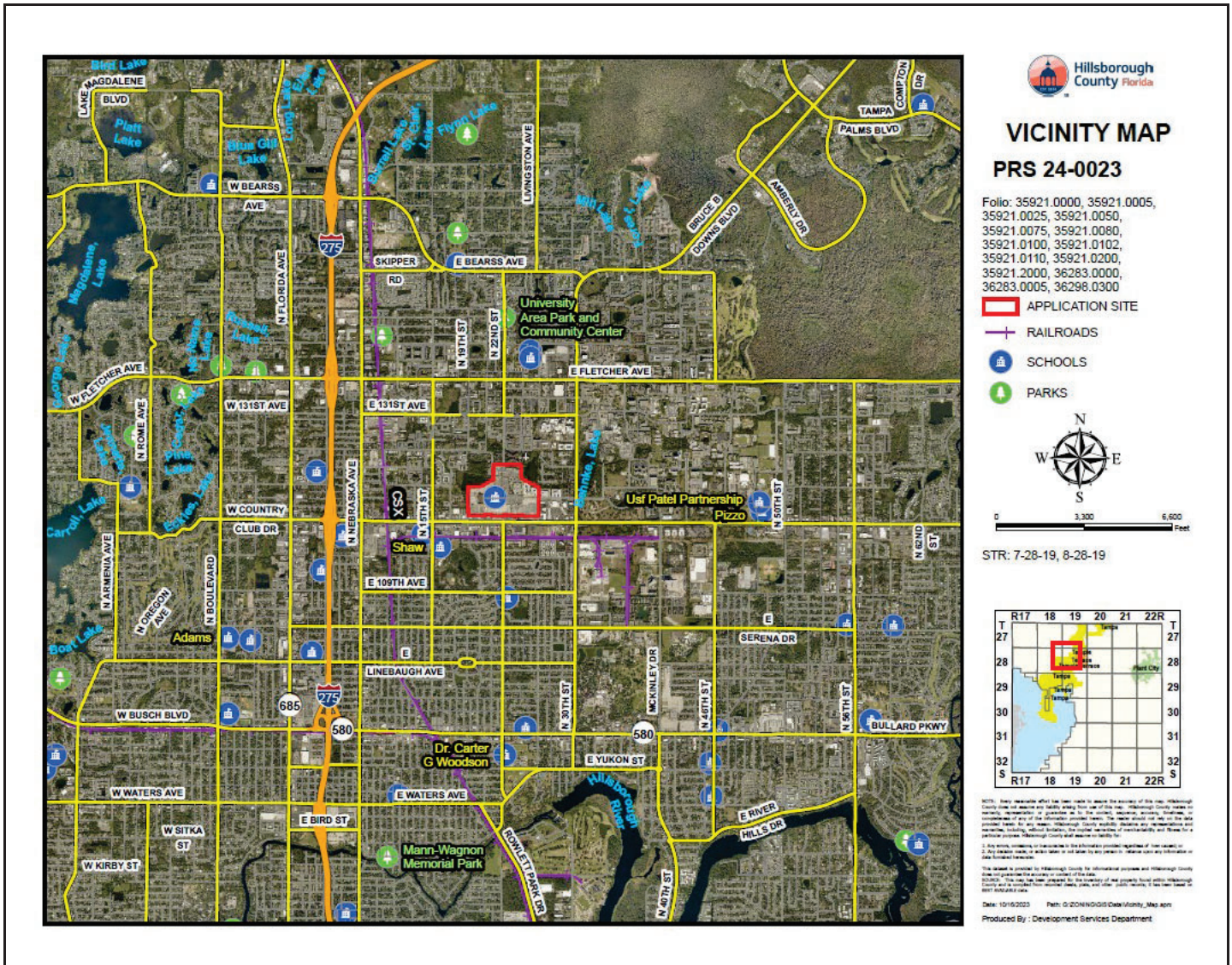
- Combine Blocks 2, 3 and 4 into one single block (Block #2).
- Add an access easement for a multiuse trail along the north and east of the proposed new Block, open to the public.
- Modify condition 5.2 to allow the new Block #2 to be developed without streets on all sides.
- Add design conditions for multi-family development when facing the proposed trail.

Additional Information:

PD Variations	None
Waiver(s) to the Land Development Code	None
Planning Commission Recommendation	Inconsistent
Development Services Department Recommendation	Supportable, subject to conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

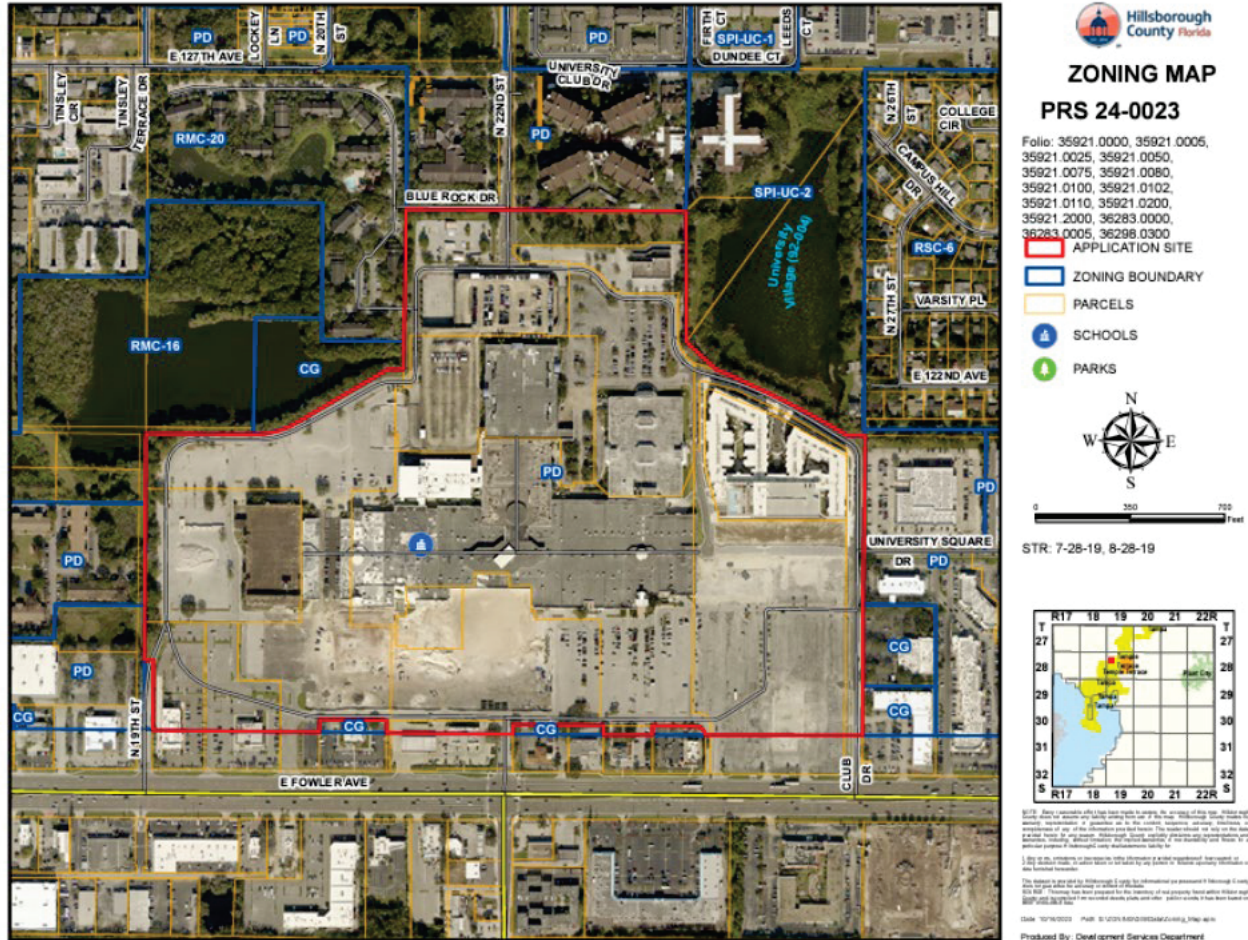


Context of Surrounding Area:

Surrounding areas consist today of a mix of uses including Multi family, shopping centers, retail, institutional, hospitals, research facilities and office. The subject site is adjacent to the City of Tampa and near the USF campus, Moffit Cancer Center and the James A Haley Veterans Hospital.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

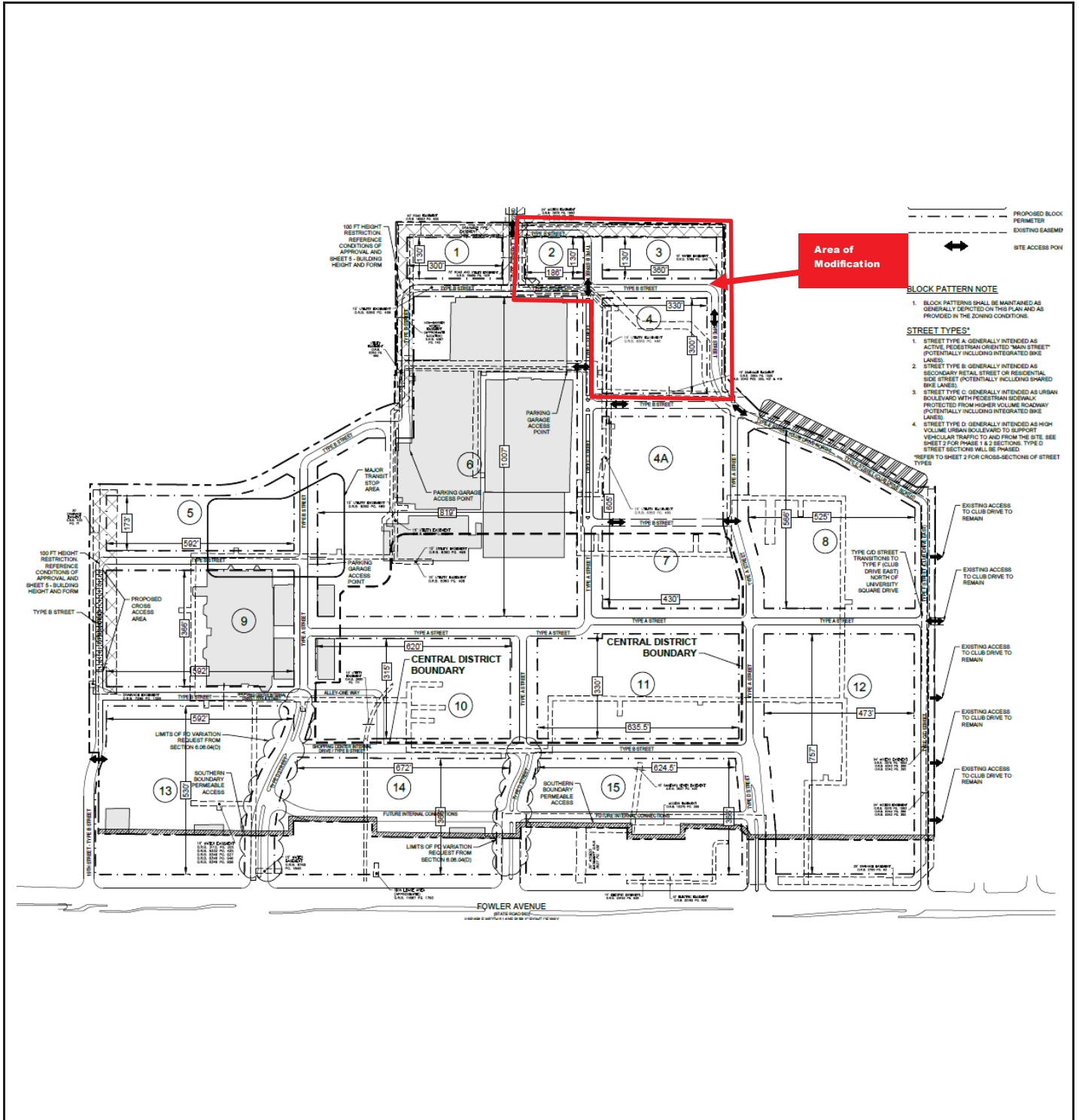


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 85-0286	Multi-family, 20 DU/Ac	Multi family	Apartment Complex, Assisted Living Facility
South	City of Tampa	N/A	N/A	Retail
East	PD 83-0211	0.75 FAR	Commercial/Office	Retail, Shopping Center, Office
West	PD 89-0171	0.29 FAR	Commercial/Office	Retail

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Approved Site Plan – General PD 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
Fowler Ave.	FDOT Principal Arterial - Urban	8 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
22 nd St.	County Collector – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
19 th St.	County Local – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
University Square Dr.	Private	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Club Dr.	Private	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

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

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Vehicular & Pedestrian	Choose an item.	Meets LDC
South	X	Choose an item.	Choose an item.	Meets LDC
East		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
West		Vehicular & Pedestrian	Choose an item.	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	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 checked="" type="checkbox"/> Yes <input 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 <u> </u> Volume Sensitive				
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	See Transportation Review Comments
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input 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 checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The surroundings consist today of a mix of commercial, multi family, office and institutional uses.

The University Mall Project

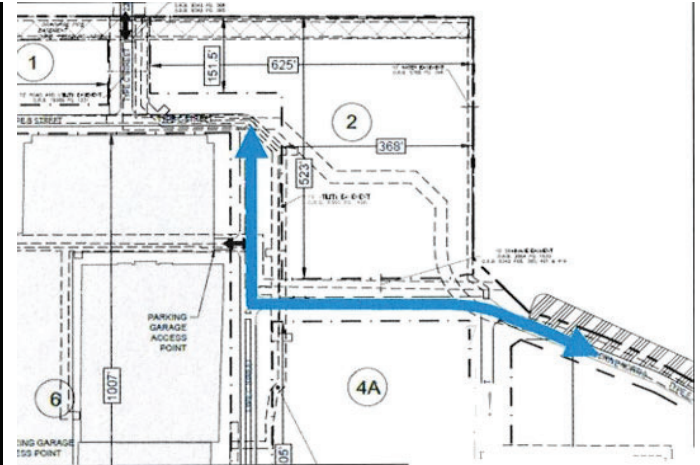
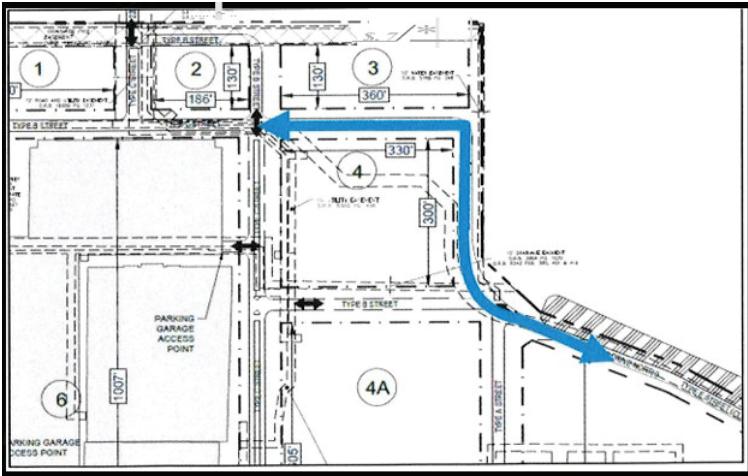
PD 22-1640 is a mixed use district approved for a variety of commercial, office and residential uses. The site today generally consists of a shopping mall housing a variety of retail uses including a movie theater. The Mall is undergoing redevelopment into a new mixed use development. The PD implements the Innovation Corridor Mixed Use (ICMU-35) Future Land Use category. The Project consist of 16 blocks, as noted in the approved General Development Plan (Section 2.0).

Access to the PD is from Fowler Avenue from the south, 19th Street from the west, 22nd Street from the north and Club drive from the east and southeast (existing public access easement provides for motorists to cross from the north to the south along Club Dr.). The site also has cross access to multiple sites to the east. The PD provides cross access to the west for future road expansions.

The PD has multiple street types, in addition to alleys, as shown on sheet 2 of the PD plans. "A" Streets are generally active, pedestrian oriented "main streets" (potentially including integrated bike lanes). "B" Streets are as secondary retail street or residential side streets (potentially including shared bike lanes). "C" Streets are intended as urban boulevards with pedestrian sidewalk protected from higher volume roadway (potentially including integrated bike lanes) and "D" Streets are considered for high volume urban boulevards to support vehicular traffic to and from the site. Types E and F are located on the perimeter to the east, adjacent to open space and retail uses. "A" and "B" Streets cover the majority of the project, which are the streets that promote a more walkable, pedestrian oriented environment. "A" and "B" street also restrict maximum building setbacks to maintain structures closer to the streets. This allows for a proper interaction between the users of the public space and the buildings fronting the streets. Additionally, design standards require windows, entrances and architectural features to be provided along building frontages to enhance the pedestrian experience. Surface parking on "A" streets frontages are required to be placed behind the buildings and are allowed to be placed on the side or behind buildings on the other street type frontages. Sheets 1 and 2 of the PD Plans indicate the general block configuration and street typical sections. The layout provides a grid like interconnected roadway network with links to adjacent sites and roads around the project. The PD also was approved alternative street layouts and designs to accommodate a Retail Area along the south portion of the project.

Open spaces consisting of squares, plazas or other outdoor areas are permitted throughout the project. A main square or civic space, located within the "Central District", at least 0.5 acres in size, is located central to the project. The square includes green space and place making elements and includes hardscapes, seating, pavilion(s) or other amenities available for public use and enjoyment. Plazas or squares throughout the site are also contemplated to accommodate commercial kiosks within open space areas, subject to the typical street section requirements. Place making elements (specialty signage, lighting, landscaping, building architecture, and/or public art) as an enhancing feature of open spaces within the Central District are provided as well.

For this Minor Modification, the Applicant requests to combine Blocks 2, 3, and 4 into a new "Block 2" to develop a multi-family project. Additionally, the Applicant requests modification of Condition 5.2 to reconfigure Club Drive so that Club Drive runs along the south side of Block 4 instead of between Blocks 3 and 4:

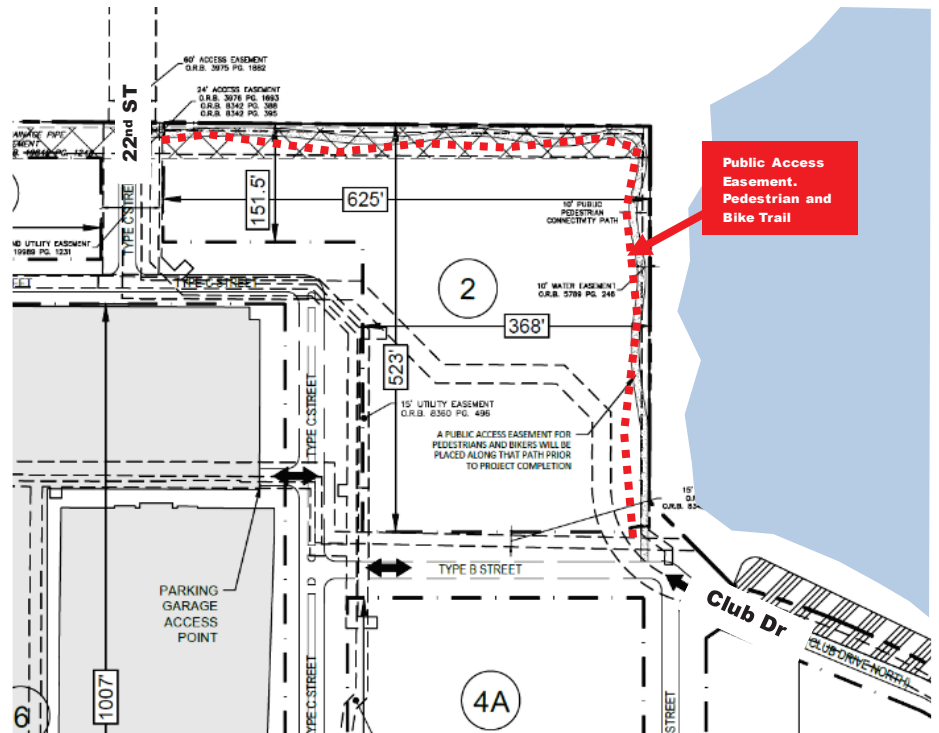


Current Configuration

Proposed Configuration

Two portions for Type B streets are being removed on the north and east of the proposed new block. Since the new Block 2 will not have streets along the north and east, current condition 5.2 will be amended as follows: *"With the exception of Block 6, maximum block perimeters shall be 2,500 linear feet. With the exception of Block 2, blocks shall be bounded on all sides by streets. An alley may be provided between blocks to allow access to an existing parking structure or between a new building and an existing structure."*

After staff evaluation of this PRS, the applicant made updates to the block design. A multiuse trail along the north and east of the New Block #2 will be provided to allow pedestrian and bike access along the NE boundary of the project. The trail will run adjacent to a pond located NE of the PD and will connect Club Drive from the southeast to 22nd St. to the northwest. Access by the public will be allowed by an access easement so that connectivity and integration contemplated by the overall project and the ICMU-35 FLU intent is maintained. The applicant proposes that the trail be a minimum of 10 feet wide. According to the applicant, and due to ongoing public safety concerns with areas inhabited by vagrants along the north and east of the proposed project,



only the easement area where the trail will be placed will be reserved at the time the project is developed. The trail will be built at a future stage when safety issues are addressed by the project operator. Development Services staff is proposing a timeline for the multiuse trail to be completed. No more than Six (6) months after certificates of occupancy have been issued for the multifamily project, the developer will be required to submit site development application for

the multiuse trail. The trail will be required to be built no later than 12 months after the issuance of certificates of occupancy. While there is no specific site design or building design for the proposed multifamily project yet, staff recommends that in order to maintain the overall design standards established by the PD, a condition will be added to require multifamily building facades facing the trail to consist of windows and/or balconies at a minimum rate of 50% of the wall area.

There is no change to land uses, site access or intensity as part of this minor modification.

Planning Commission found the request inconsistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County. In summary, Planning Commission staff found that the proposed modification to combine Blocks 2, 3, and 4 and the removal of four roadway segments is not consistent with the ICMU Future Land Use category's intent to provide for pedestrian and bicycle connectivity, pedestrian-oriented development, or roadway corridor sensitivity and presence. The proposed changes would align with a traditional suburban development and do not foster opportunities to live, work, and play as the ICMU-35 envisions.

Transportation staff reviewed the modification and does not object. No additional Transportation conditions are being proposed. Other reviewing agencies did not object to the modification.

While the proposed modification to the PD has been found inconsistent with the Hillsborough County Comprehensive Plan, Development Services does not find compatibility issues with the proposed modification request. The use proposed is permitted by the PD and the new block configuration will conform with the overall pattern and existing PD site design. Its size is comparable with other blocks currently approved in the PD and its length is within the currently approved block face parameters. Additionally, while streets will be only placed along the south and west, the provision of a multi-use path open to the public along the north and east will allow for connectivity on all of its sides. The initial construction plan approvals for the development of the new Block 2 will require the provision of an access easement area to accommodate a multiuse trail. The trail will be required to be completed as conditioned by this minor modification after certificate of occupancies are issued for the project. This would allow time for the project operator to address safety concerns for future residents and ensure the trail is ultimately built within a reasonable timeframe. Although street segments have been removed from certain sides of the proposed new Block, the provision of the trail will maintain interconnectivity within the project and provide alternative connections, both by pedestrians and cyclists, around the perimeter of the future Block #2. Any future project in Block 2 will also provide a building design in accordance with the intent of the overall PD requiring building facades to include features such as widows and balconies. The balconies and windows will benefit from the views of the trail and natural pond landscape to the east. Additionally, this would avoid excessive use of blank walls facing the future trail, and main entrances to the buildings will still be provided facing streets from the rest of the block sides, as required by the PD today.

5.2 Recommendation

Based on the above considerations, staff recommends approval, with conditions.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~March 3, 2023~~ November 21, 2023.

1. The Project shall be permitted to redevelop with any of the following uses:
 - All CG Uses (except sexually oriented uses, wastewater plants, recyclable material recovery facility).
 - Multi-Family Residential.
 - Community Residential Homes, Type C.
 - Convention Centers, Indoor Entertainment, Sporting Facilities and Amusement/Theme parks.
 - Outdoor events such as farmers market, concerts and temporary fairs/carnivals.
 - Large Scale Retail Development including Big Box Retailers (including Large Scale Building Supply and Do it Yourself Centers). The use shall be subject to the standards found in LDC Section 6.11.106. If the standards in 6.11.106 are in conflict with specific zoning conditions herein, the conditions shall apply.
 - Motion Picture Studio.
 - Research Uses (including biomedical research and labs).
 - Manufacturing, Processing, Assembly, Warehousing and Distribution of Pharmaceuticals, medical devices/equipment and all technology related products.
 - Warehousing, processing and distribution associated with a Food Bank.
2. The Project is located within the ICMU-35 mixed-use land use category that provides for a 2.0 FAR, 35 dwelling units per acre and allows use of FAR in lieu of density for residential projects at the developer's option. The project shall provide a minimum of two uses at all times. Should the development on site meet the following provisions, additional intensity and density is permitted pursuant to Objective 19 and Policies 19.1, 19.2 and 19.3 of the Future Land Use Element (FLUE):
 - If the project includes 3 or more land uses or vertically integrates two land uses, the project is entitled to a FAR Bonus of .50 FAR. If the .50 FAR bonus is granted, the entire site shall be regulated by FAR and not density.
 - Mixed-use projects of 3 or more land uses, can consider different housing types (multi-family, attached single family or detaches single family) as different uses.
 - 2.1 Parking structures shall not count towards the FAR.
 - 2.2 Both FAR and densities and open space shall be calculated on the basis of the entire land area within the PD, including any land dedicated for right-of-way subject to approval of applicable dedication agreement(s) with the County. A tracking data table showing the existing and proposed uses including the intensity/density ratio calculations and open space shall be included on all preliminary site plan and/or construction plan submittals.
 - 2.3 Open space requirements shall be calculated based on the limits of any portion of the PD submitted as a site plan for development or redevelopment. In order to provide opportunities for common open space and/or pedestrian connections throughout the PD, required open space can be provided either within the limits of that site plan or elsewhere within the PD.
 - The project shall provide a minimum of ten (10) percent open space within the overall PD area.

3. The following setbacks shall apply to the perimeter boundaries of the project unless otherwise noted on the site plan. No internal setbacks shall be required but development shall meet the building separation requirements of the Florida Building Code.
 - 3.1 The setback from Fowler Avenue is 25 feet, 20 feet from all other property lines.
 - 3.2 The project is not subject to the 2 additional feet of building setback per 1 additional foot of building height over 20 feet found in the Land Development Code (LDC) Part 6.01.01 footnote 8.
 - 3.3 Buffer and screening along the perimeter of the project shall be in accordance with the Land Development Code (LDC) Part 6.06.06. Buffer and screening between uses internal to the project shall not be required.
4. The existing development is served by two offsite county drainage ponds and existing onsite development is almost completely impervious. Any additional construction within this site and/or required associated off-site improvements are to meet the criteria set forth within the Stormwater Management Technical Manual in effect at the time of the Construction Plan submittal.
5. To ensure the project develops as a walkable, integrated and connected mixed-use development, the following design principles shall be provided for all new development:
 - 5.1 Location of roadways, street types and blocks shall generally conform to the layout as shown on the Sheet 1 of the PD General Site Plan. At each Preliminary Development Site Plan application for specific projects, the developer shall provide a general site plan depicting the subject site development plan within the context of the entire PD zoning district to demonstrate general conformance with the PD General Site Plan. Any deletion of a roadway, change of street type or reconfiguration of blocks that change the basic form of the blocks will require approval by the Board of County Commissioners in accordance with LDC Section 5.03.07.
 - 5.2 With the exception of Block 6, maximum block perimeters shall be 2,500 linear feet. With the exception of Block 2, blocks shall be bounded on all sides by streets. An alley may be provided between blocks to allow access to an existing parking structure or between a new building and an existing structure. Additionally, the below conditions shall apply to Block 2 of the Development Plan:
 - a. An access easement area a minimum of 10 feet wide, for a multiuse trail (pedestrian and bike), shall be provided along the north and east of Block #2 as shown on the General Development Site Plan. The access easement shall be recorded prior to Construction Plans approval for any project within Block #2.
 - b. No more than Six (6) months after initial certificates of occupancy have been issued for a project in Block #2, the developer shall be required to submit a site development plan application for the multiuse trail. The trail shall be built and completed no later than Twelve (12) months after the issuance of the initial certificate of occupancy.
 - c. Multifamily building facades facing the trail areas shall consist of windows and/or balconies at a minimum rate of 50% of the wall area.
 - 5.3 All internal streets shall be designated as Type A, B, C, D, E and F. Location and extension of the streets shall be as noted on the PD General Site Plan, Sheet 1 of 6. Design of the streets shall be as indicated

on PD General Site Plan Sheet 2 of 6. However, the component widths and the overall typical section widths shall be minimums and developer may increase the dimensions of the individual components or the total typical section at Developer's discretion. Where additional squares, civic spaces or hardscaped plazas are provided, on street parking adjacent to the squares, civic spaces or hardscaped plazas may be eliminated.

- a. Concurrent with the improvement of Club Drive East (Type F), the developer shall construct a mid-block pedestrian crossing across Club Drive East (Type F), in a location to be reviewed and approved at the time of plat/site/construction plan review. Prior to or concurrent with construction plan approval for Club Drive East (Type F), the developer shall grant a construction and access easement to the owners of folio 36282.0600, in order for the developer of that property to tie into the crosswalk identified above (at such time as the adjacent property may redevelop in the future).
- b. Concurrent with the improvement of that portion of Club Drive between Fowler Ave. and Club Dr. East (Type F), the developer shall construct a mid-block pedestrian crossing across Club Drive in a location +/- 475 feet south of University Square Dr. or as otherwise approved by Hillsborough County. Location of the crosswalk shall be reviewed and approved at the time of plat/site/construction plan review. Prior to or concurrent with construction plan approval for Club Drive South of University Square Drive the developer shall grant a construction and access easement to the owners of folio(s) adjacent to such crosswalk, in order for the developer of those properties to tie into the sidewalk system along Club Dr. south of University Square Dr.
- c. To the west of blocks 10 and 14, and to the east of block 14, where a Type D typical section is provided for on the PD General Site Plan, the typical section may be constructed in phases in accordance with the Type D Phase 1 typical section provided for on PD General Site Plan sheet 2 of 6.
- d. Notwithstanding the interim improvements envisioned to support the increment of development shown on PD General Site Plan Sheet 6 of 6, or as otherwise provided for herein these conditions, upon the earlier of:
 1. such time as the blocks adjacent to a Type D Phase 1 typical section is further developed or redeveloped) with vertical square footage (to also include a change of use), the Type D Phase 1 typical section shall be replaced with the Type D Street typical section and constructed in accordance with the Type D Street typical section on Sheet 2 of 6; or,
 2. such time as the Traffic Monitoring Report indicates that existing plus project traffic is anticipated to exceed the two-way peak-hour Level of Service (LOS) D threshold for a two-lane divided roadway (per Table 4 of the Florida Department of Transportation Quality/Level of Service Handbook) (for development on any block within the PD), the Type D Phase 1 typical section set forth in Condition 5.3.c shall be replaced with the Type D typical section and constructed in accordance with the Type D Street typical section on PD General Site Plan Sheet 2 of 6. For example, if the typical section between blocks 13 and 14 meets the thresholds set forth in this condition 5.3.d, the developer would only have to replace the typical section in that location and shall have no obligation to replace the typical section in other areas until that section independently meets the thresholds set forth herein.

- 5.4 Maximum building height shall be 300 feet. No building shall exceed 100 feet within 60 feet of the project boundaries along the areas north, west and northwest as indicated in Sheet 5 of the PD General Site Plan.
- The proposed site falls within Zone "B" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 200 feet Above Ground Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.
 - At the time of construction plan submittal, the developer shall provide a letter from the Airport Authority demonstrating compliance with the height restrictions requirements or applicable approvals for any height variances.
- 5.5 All new buildings along 'A' and 'B' Streets greater than 3,500 sq. ft. shall have an average height of 22.5 feet or greater within the setback zone, including parapets and architectural features.
- 5.6 Front setbacks for buildings along A Streets shall be 0 to 15 feet maximum and the entire length of each building façade facing the street shall be placed within the prescribed front yard setback area, up to a minimum average base height of 22.5' including architectural elements. Building facades/street walls above the minimum average base height are not subject to setback/build-to-line restrictions. Where buildings front onto a plaza or square, the setback area shall be measured from the edge of the additional provided open space. The plazas or squares shall be provided as publicly accessible amenities, consistent with condition 5.12.
- 5.7 Front setbacks for buildings along B Streets shall be 0 to 15 feet maximum and at least 50% of the length of each building façade facing the street shall be placed within the prescribed front yard setback area, up to a minimum average base height of 22.5' including architectural elements. Building facades/street walls above a minimum average base height of 22.5' are not subject to the setback/build-to-line restrictions. Where buildings front onto a plaza or square, the setback area shall be measured from the edge of the additional provided open space. The plazas or squares shall be provided as publicly accessible amenities, consistent with condition 5.12.
- 5.8 Minimum front setbacks for buildings along Type C, D, E and F Streets shall be 0 feet. Type C and Type D streets are not subject to maximum setbacks or building façade length percentages.
- 5.9 A building's primary orientation shall be toward the street rather than the parking areas. New buildings shall have at least one entrance which is accessible by pedestrians from a street.
- 5.10 A main square or civic space, located within the "Central District", shall be at least 0.5 acres in size and bounded by at least two 'A' Streets. If streets do not bound the remaining sides of the square, pedestrian thoroughfares shall be provided connecting to the street network. All buildings adjacent to the square shall have frontages facing the square with uses for retail, office, civic, or institutional. All building facing the square shall provide retail, office, civic, institutional or cultural uses on the ground floors. The square shall include green space and place making elements and may include hardscapes, seating, pavilion(s) or other amenities available for public use and enjoyment. The main square may include retail kiosks, provided that the commercial footprint of the building is not counted toward the minimum area required for the main square.

- 5.11 The developer shall provide at least two (2) of the following place making elements (specialty signage, lighting, landscaping, building architecture, and/or public art) as an enhancing feature of open spaces within the Central District.
- 5.12 Additional squares or hardscaped plazas ("Open Spaces") may be provided throughout the site, as publicly accessible amenities. Such Open Spaces may contain landscape elements, site furnishings, commercial kiosks, and/or outdoor seating which may be associated with neighboring eating establishment uses. Commercial kiosks shall not be subject to the build to line setback requirement of adjacent blocks and may be located anywhere on the Open Space, subject to condition 5.19. On street parking abutting such use may be eliminated per condition 5.3.
- 5.13 Blank walls, defined as walls with no transparency, mural, public art, or architectural enhancements/expressions, shall not occupy more than 50% of a street-facing frontage. Such expressions and enhancements include features such as pilasters, columns, canopies/porticos, arcades or colonnades and shall have a minimum projection or recess of two inches from the wall surface. No more than 40 feet of horizontal distance of wall shall be provided without architectural expressions.
- 5.14 On 'A' Streets, ground floor uses shall contain transparent glass windows or entrances covering a minimum of 50% of a building's linear frontage measured between 3 and 12 feet above sidewalk elevation, and blank walls shall not exceed 30 linear feet without being interrupted by a window, entry, or architectural expression.
- 5.15 On 'A' Streets, loading areas shall be enclosed by architectural screen or operable doors. Loading doors shall be closed when not in operation.
- 5.16 On 'A' Streets, parking lots shall be placed behind buildings. On 'B' Streets, parking lots shall be permitted to be located on the rear or side of the buildings provided that any permanent surface parking areas along 'B' Streets is screened by a 42-inch high wall or a hedge a minimum 42 inches high and a maximum height of 6 feet. Surface parking will comprise no more than 75% of a block once redeveloped. Existing surface parking may continue until the existing surface parking areas are redeveloped in accordance with the conditions and standards stipulated by the PD.
- 5.17 For new parking structures abutting streets, all walls, including the rear wall, shall conform with the façade requirements above, except that wall openings may be provided in lieu of windows. All parking garages that are open to the public shall provide direct pedestrian access from the parking levels of the structure to each street it faces, except where separated from the street by another building or parking lot.
- 5.18 Tables and/or graphic diagrams demonstrating the facades requirements for the percentages above shall be provided during the site construction permitting for review by Development Services Department staff.
- 5.19 Sidewalk widths shall be a minimum of 5 feet throughout the site, and a minimum of 6 feet on active frontages. Notwithstanding, sidewalk width and design is subject to the Typical Cross Sections noted on Plan Sheet 3 of 5 and condition 5.3.
- 5.20 Gateways shall mark the arrival into the district at key intersections. These are entrance corridors that herald the approach of a new landscape and defines the arrival point as a destination. A minimum of four gateways shall be provided: One (1) to the north, one (1) to the east and two (2) to the south. In


order to provide a transition that clearly indicates entrance to the project, each Gateway shall include features or architectural elements such as: change of paving materials, vertical or horizontal signage, arches, obelisks, planters/landscaping, monuments, public art or other similar treatments.

- 5.21 Notwithstanding any other provision of condition 5 to the contrary, the New Retail Area depicted on PD General Site Plan Sheet 6 of 6 may be developed with the Shopping Center Internal Drive Typical Section (not a Type B Street) and surface parking lot as shown on PD General Site Plan Sheets 2 of 6 and 6 of 6. Notwithstanding the above, at such time as any of the following occurs the developer shall complete the specified action:
- a. If the portion of adjacent Block 9 and 13 is developed or redeveloped (to include a change of use), the Shopping Center Internal Drive between Block 9 and 13 shall be replaced and the full Type B Street -Standard Typical Section or Type B Street – Alternate Typical Section shall be constructed in its place;
 - b. If the New Retail Area within Block 10 as shown on PD General Site Plan Sheet 6 of 6, is further developed or redeveloped (to include a change of use except for the building labeled as retail within the New Retail Area) subsequent to the development authorized via PD Site Plan Sheet 6 of 6, then the developer shall replace the Shopping Center Internal Drive between Block 10 and 14 and the full Type B Street -Standard Typical Section or Type B Street – Alternate Typical Section shall be constructed in its place; and,
 - c. If Block 14 is developed or redeveloped (to include a change of use) subsequent to construction of the parking field authorized via PD Site Plan Sheet 6 of 6, then the developer shall replace the Shopping Center Internal Drive between Block 10 and 14 and the full Type B Street - Standard Typical Section or Type B Street – Alternate Typical Section shall be constructed in its place.
- 5.22 Truck courts/loading areas abutting the Shopping Center Internal Drive shall be gated. The gates shall remain closed at all times, except during loading/truck deliveries. Placement of the gates shall be as shown on Sheet 6 of 6. Notwithstanding the above, truck courts/gates shall not be permitted in locations that interfere with any required alleyway stop signs and/or the required alleyway sidewalk connections. Nothing herein this condition shall be construed to mean that the alleyways cannot also be gated at both ends (regardless of anything shown on the PD site plan to the contrary) provided ungated pedestrian access is maintained).
- 5.23 Notwithstanding any other provision of condition 5 to the contrary, no sidewalk shall be required along the western side of the that portion of the Type D roadway aligning with 22nd St., between Fowler Ave. and the southern PD boundary, to support the increment of development shown on the PD General Site Plan Sheet 6 of 6.
6. The Applicant shall coordinate with Hillsborough County and Florida Department of Transportation (FDOT) staff to conduct a traffic analysis as each block located within the PD as depicted on sheet 1 of 5 (each a "Block") is developed, whether in phases or as a whole, in order to assess the currently proposed and cumulative AM peak- hour and PM peak-hour traffic impact at each project access. Coordination between the Applicant, Hillsborough County, and FDOT shall occur in order for the Applicant to provide an analysis that evaluates the access connections to determine how each connection will function at the time each Block is fully developed, while taking into consideration the future long-range plans for Fowler Avenue.

- a. Construction approvals for the initial development of each Block, whether in phases or as a whole, will require a Traffic Monitoring Report analyzing the specific development level (land use and scale). The Traffic Monitoring Report will analyze the operations of the major access locations to Uptown during the AM and PM peak-hours, as indicated during observations of the existing access locations. The Traffic Monitoring Report will include existing data (to identify existing traffic conditions), the projection of anticipated project traffic for the proposed Block (as agreed to with Hillsborough County) at its buildout year, and the future planned improvements along Fowler Avenue that are anticipated to be constructed or implemented at the Block's buildout year. Pending the results of the analysis, site access/operational improvements, median modifications or additional signalization may be required based upon review by Hillsborough County and the FDOT.
 - b. Construction approvals for subsequent development phases of each Block will require a Trip Generation Analysis for the specific proposed development to confirm the proposed traffic is within the Trip Generation presented in the initial Traffic Monitoring Report. If Hillsborough County determines the Trip Generation for the proposed development exceeds the Trip Generation presented of the initial Traffic Monitoring Report, an updated Traffic Monitoring Report will be required.
7. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, alternative intersection designs (i.e. roundabouts) may be used internal to the project. Utilization of such alternative designs shall not require a PD modification.
 8. Notwithstanding anything herein these conditions or on the PD Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
 9. The developer shall provide the following transit facilities:
 - a. A Major Transit Stop (MTS) within the general area designated for such purpose on the PD site plan. The MTS shall serve as a transit stop for both the Hillsborough Area Regional Transit Authority (HART) and University of South Florida (USF) Bullrunner service. Additionally, the staging area shall accommodate two (2) transit vehicles within dedicated bus bays or within a driveway outside of the path of general vehicular circulation. This transit stop and required amenities shall be provided with the initial increment of redevelopment.
 - b. The developer shall provide, within 500 feet of the intersection of Fowler Ave. and 22nd St., a separate bus stop with loading/unloading within dedicated bus bays or within a driveway outside of the path of general vehicular circulation. This transit stop and required amenities shall be constructed and operating no later than December 31, 2025 or concurrent with the initial increment of (re)development within blocks 10, 11, 14, or 15, whichever occurs earlier.
 - c. Two (2) additional bus stops shall be provided within the project, serving either HART and/or USF Bullrunner. These stops maybe located anywhere within the project, subject to approval of the transit agencies serving that stop. These stops and required amenities shall be constructed and operating no later than December 31, 2027 or concurrent with the first increment of (re)development within the last block (re)developed after approval of this rezoning, whichever occurs earlier.
 - d. If bus bays are provided, each bay shall meet the minimum design standards within the latest edition of the "Accessing Transit, Design Handbook for Florida Bus Passenger Facilities", published by the Florida Department of Transportation, and shall be approved by HART.

- e. At each of the above required transit facilities the developer shall provide a bus shelter and benches suitable for waiting out of inclement weather. Alternatively, seating may be provided under a building or other architectural feature of the project (which provides equivalent or greater protection from the elements) as long as the seating area is located within 100 feet of the transit stop. Transit accessory pads, trash receptacles and bicycle racks shall be provided at each facility. Location and design of the transit stop and amenities shall be subject to approval of Hillsborough County and the respective transit agencies served by the facility. Prior to approval of the applicable site/construction plan submittal whereby the transit facility within a certain block is required, the developer shall provide written documentation indicating the transit agency or agencies using the facilities have approved their design and location.
10. Upon the re-development of Block 9 or Block 13 (not including reuse of existing buildings or shells) along the western PD boundary, the developer shall provide a stub out within the area located on the site plan as the "Western Cross Access Area" to the N 19th Street right-of-way.
11. Upon complete redevelopment of the Project, the developer shall provide the County with a perpetual easement agreement benefitting the public for the purpose of traversing the Project from the eastern boundary of the Project to the western boundary. The location of the easement area shall be limited to private roadways within the Project (running east to west across the Project but not necessarily in a straight line or linear path) in a location determined solely by the developer and as may be changed by developer from time to time. The easement agreement, among other things, shall provide the following terms and conditions:
- 11.1 Developer reserves the right to eject any individual(s), groups or entities performing any unlawful act(s) within the easement area;
- 11.2 Developer may temporarily suspend use of the easement area for special events, festivals or private events that are hosted on the Project;
- 11.3 Developer may temporarily suspend use of the easement area in order to perform maintenance, repairs or replacements on or to the easement area;
- 11.4 Developer may relocate the easement area provided the new easement area runs from the eastern edge to the western edge of the Project but not necessarily in a straight line or linear path.
- For purposes of this condition, "complete redevelopment" shall mean that (i) the easement area selected by developer running from the eastern boundary of the property to the western boundary of the property shall be completely reconstructed as shown on the adopted Planned Development site plan (as may be amended from time to time) and (ii) all blocks adjacent to the easement area (on both the north and the south) shall be fully constructed and shall have received a certificate of occupancy or final inspections, as applicable (including buildings, internal drives and related improvements) within each block.
12. The Vehicular Use Area (VUA) buffer shall be permitted to be reduced or eliminated in those areas marked as VUA Variation Area on sheet 6 of 6 of the GSP. At such time that Type D Phase 1 typical sections are replaced with the Type D typical sections, the required VUA areas shall be provided in accordance with LDC Sec. 6.06.04.
13. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no on-site development shall occur inconsistent with any recorded public easements within the site.

- 14. 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.
- 15. 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.
- 16. 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).
- 17. 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.
- 18. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 19. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 20. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 21. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the PD General Site Plan, zoning conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

Zoning Administrator Sign Off:	 J. Brian Grady Wed Nov 29 2023 08:38:29
---------------------------------------	--

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

Overall Area of proposed Block#2



8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

Drawing name: K:\TAM_CIV\145017 - RD Management\1000 - Lighten Master Plan\CAD\Work\PlanSheets\2023\09-28 - Core Tempa PRS Phase II Updates\SHEET 1 OF 5 - GENERAL DEVELOPMENT PLAN.dwg Sheet 1 Jun 21, 2023 11:17am by: Mergin,Dawid

UNDESIRABLE FILL AND UNDESIRABLE SOILS

TYPE OF ZONING	GENERAL DESCRIPTION
UNDESIRABLE FILL	NO
UNDESIRABLE SOILS	NO

PLANS

PLAN NAME	DATE	BY	CHECKED	SCALE	DESCRIPTION
GENERAL DEVELOPMENT PLAN	12/12/23	MORGAN, MERGIN	DAVID, MERGIN	AS SHOWN ON PLAN	GENERAL DEVELOPMENT PLAN

NOTES

1. REFER TO THE GENERAL DEVELOPMENT PLAN FOR ALL REGULATORY REQUIREMENTS.
2. THE DEVELOPER SHALL SUBMIT THE GENERAL DEVELOPMENT PLAN TO THE BOARD OF PLANNING AND ZONING ADMINISTRATION FOR REVIEW AND APPROVAL.
3. THE DEVELOPER SHALL SUBMIT THE GENERAL DEVELOPMENT PLAN TO THE BOARD OF PLANNING AND ZONING ADMINISTRATION FOR REVIEW AND APPROVAL.
4. THE DEVELOPER SHALL SUBMIT THE GENERAL DEVELOPMENT PLAN TO THE BOARD OF PLANNING AND ZONING ADMINISTRATION FOR REVIEW AND APPROVAL.
5. THE DEVELOPER SHALL SUBMIT THE GENERAL DEVELOPMENT PLAN TO THE BOARD OF PLANNING AND ZONING ADMINISTRATION FOR REVIEW AND APPROVAL.

PERMITTED USES

1. OFFICE BUILDING
2. GENERAL OFFICE BUILDING
3. PROFESSIONAL OFFICE BUILDING
4. COMPUTER OFFICE BUILDING
5. BUSINESS OFFICE BUILDING
6. MANUFACTURING BUILDING
7. WAREHOUSE BUILDING
8. DISTRIBUTION CENTER BUILDING
9. RETAIL BUILDING
10. COMMERCIAL BUILDING
11. INDUSTRIAL BUILDING
12. STORAGE BUILDING
13. WAREHOUSE BUILDING
14. DISTRIBUTION CENTER BUILDING
15. MANUFACTURING BUILDING
16. BUSINESS OFFICE BUILDING
17. PROFESSIONAL OFFICE BUILDING
18. GENERAL OFFICE BUILDING
19. COMPUTER OFFICE BUILDING

PARKING NOTES

1. PARKING SHALL BE PROVIDED FOR ALL EMPLOYEES AND VISITORS.
2. PARKING SHALL BE PROVIDED FOR ALL EMPLOYEES AND VISITORS.
3. PARKING SHALL BE PROVIDED FOR ALL EMPLOYEES AND VISITORS.

LEGEND

- 1. PROPOSED BUILDING FOOTPRINT
- 2. EXISTING BUILDING FOOTPRINT
- 3. EXISTING DRIVEWAY
- 4. EXISTING DRIVEWAY
- 5. EXISTING DRIVEWAY
- 6. EXISTING DRIVEWAY
- 7. EXISTING DRIVEWAY
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- 17. EXISTING DRIVEWAY
- 18. EXISTING DRIVEWAY
- 19. EXISTING DRIVEWAY

RD MANAGEMENT LLC
 HILLSBOROUGH COUNTY, FLORIDA

GENERAL DEVELOPMENT PLAN

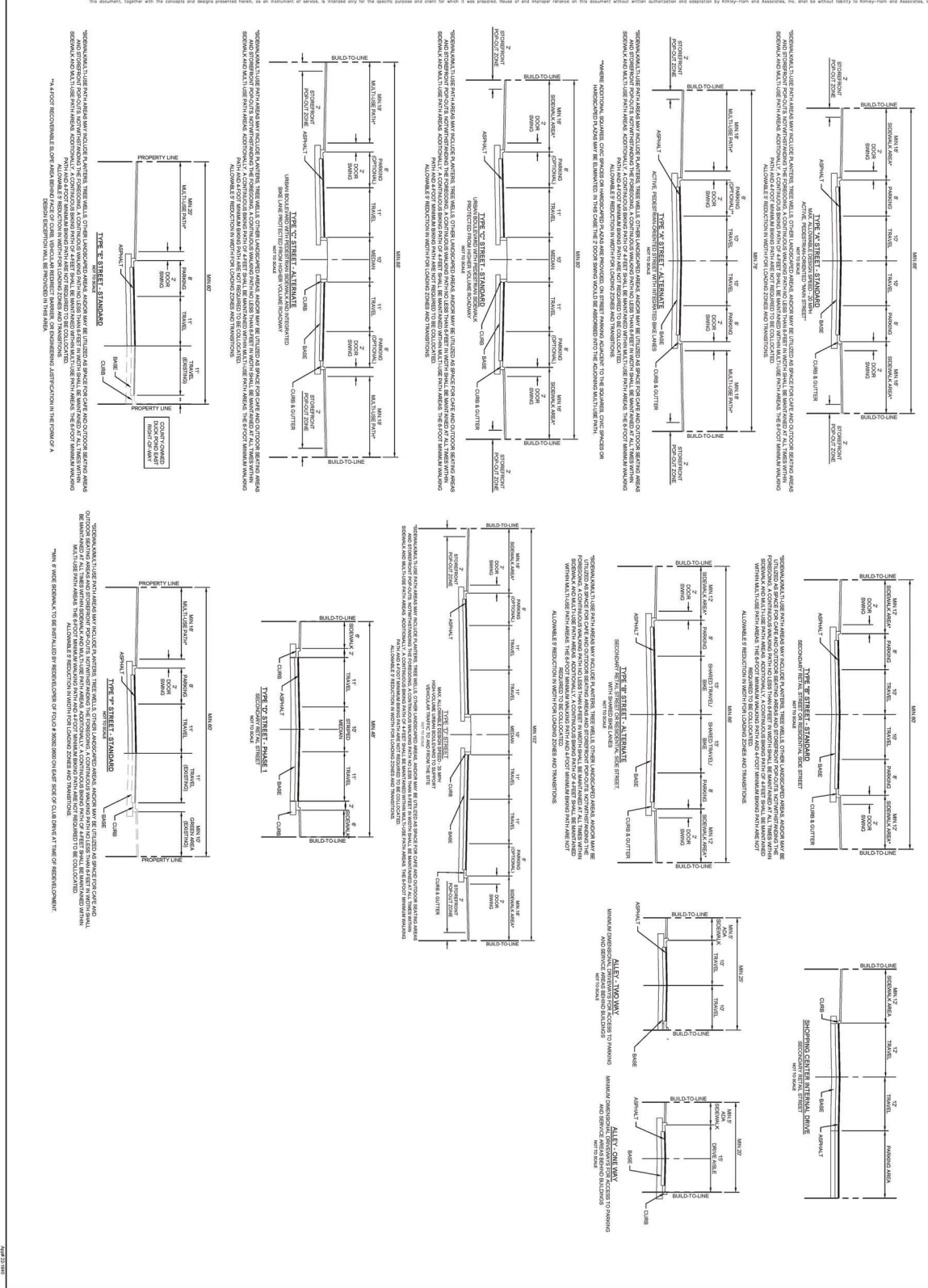
22-1040

1 OF 6

Scale: AS SHOWN ON PLAN
 Design Engineer: NATHAN Q. LEE, P.E.
 Checkered by: DAVID MERGIN
 Date: 6/26/23
 Kimley-Horn
 2025 KIMLEY-HORN AND ASSOCIATES, INC.
 500 FRANKLIN STREET, SUITE 1600, TAMPA, FL 33602
 WWW.KIMLEY-HORN.COM REGISTRY NO. 33066

Received
 06/22/23

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<p>RD MANAGEMENT LLC HILLSBOROUGH COUNTY FLORIDA</p>		<p>TYPICAL SECTIONS</p>		<p>DESIGN ENGINEER: NATHAN Q. LEE, P.E. FLORIDA REGISTRATION NUMBER: 69843</p>		<p>Kimley Horn © 2022 KIMLEY-HORN AND ASSOCIATES, INC. NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602 PH: 813-289-1111 WWW.KIMLEY-HORN.COM REGISTRY NO. 30106</p>		<p>DATE: 6/27/2023 PROJECT NO.: SHEET NUMBER: 2 OF 6</p>	<p>REVISIONS</p>
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Date: 6/22/2022
 Page: 4 of 4
 22-1640

DATE	6/22/2022
DESIGNER	RD MANAGEMENT LLC
PROJECT NO.	HILLSBOROUGH COUNTY FLORIDA
SHEET NUMBER	3 OF 6

SCALE	AS SHOWN
DESIGN ENGINEER	NATHAN Q. LEE, P.E.
DESIGNED BY	BEN
FLORIDA REGISTRATION NUMBER	69843
DRAWN BY	BEN
CHECKED BY	NQ
DATE	

Kimley-Horn

© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
 PHONE: 813-953-1400 FAX: 813-953-1402
 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

LEGEND

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 1" = 100' (0.7" = 30M)

NOTES

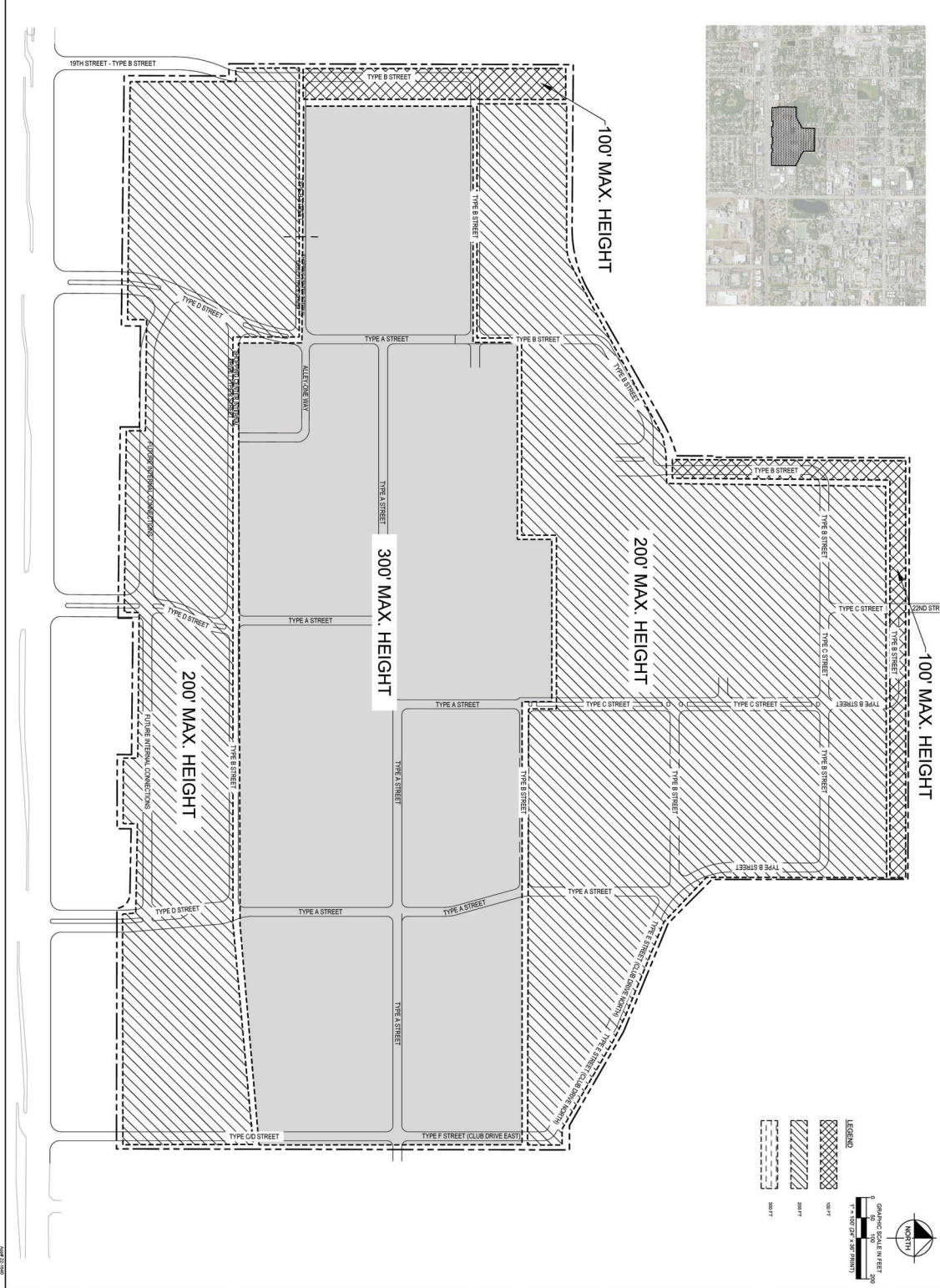
1. THIS BICYCLE NETWORK PLAN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. CONSULT THE CONTRACT DOCUMENTS FOR THE PROJECT FOR THE BICYCLE NETWORK PLAN.

Revised: 6/22/2022
 Drawn: Ben
 Checked: NQ

NO.	REVISIONS	DATE

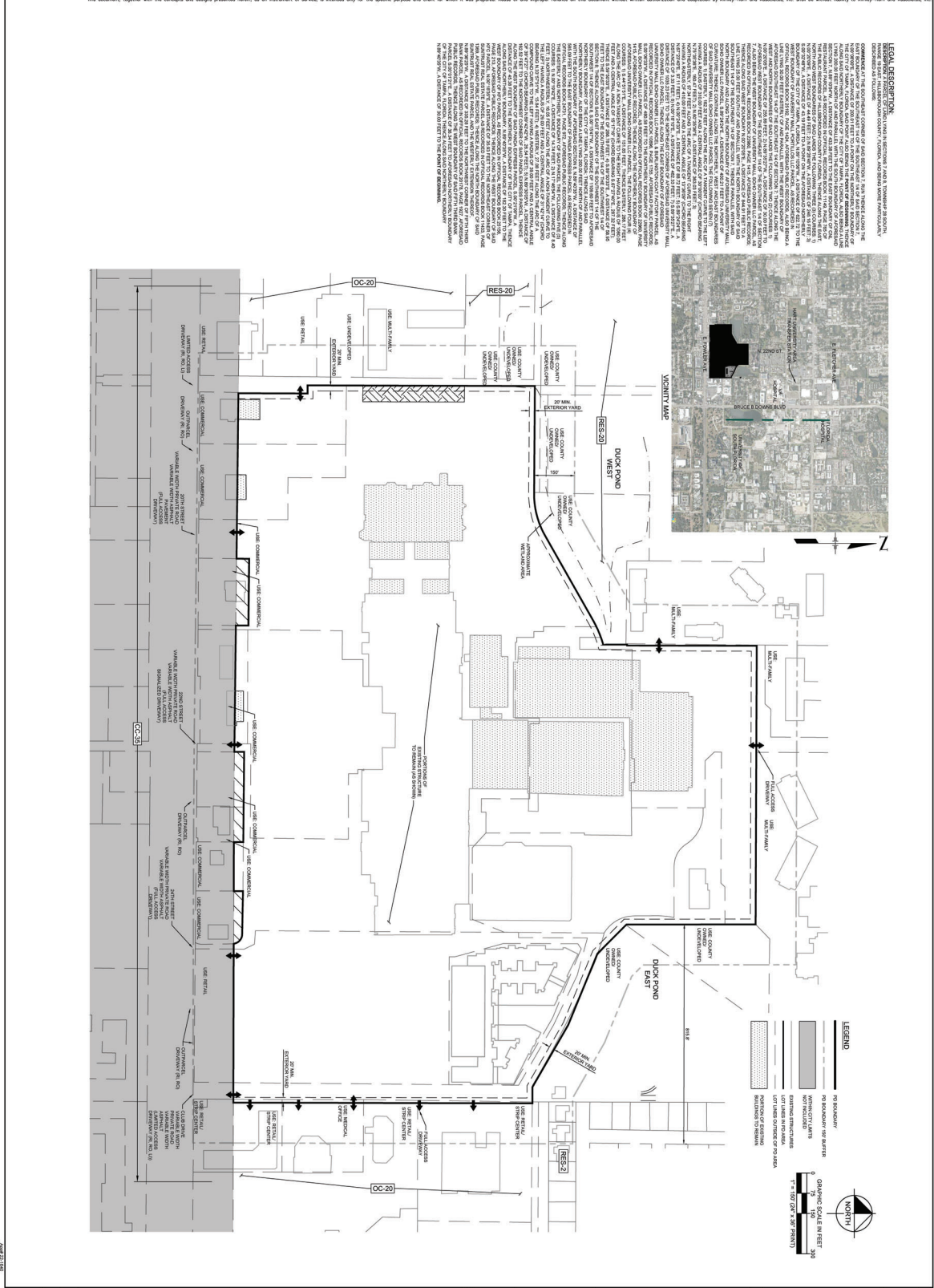
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4 OF 6 22-164D	RD MANAGEMENT LLC HILLSBOROUGH COUNTY FLORIDA	BUILDING HEIGHT AND FORM	SCALE: DESIGNED BY: NATAN G. LEE, P.E. FLORIDA REGISTRATION NUMBER: DRAWN BY: BEN CHECKED BY: NGL DATE: 6/9/23	DESIGN ENGINEER: NATAN G. LEE, P.E. FLORIDA REGISTRATION NUMBER: 69843	© 2022 KIMLEY-HORN AND ASSOCIATES, INC. 20 NORTH FRANKLIN STREET, SUITE 1600, TAMPA, FL 33602 PHONE: 813-652-1460 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106	REVISIONS DATE	Received Date: 6/22/23 Submitted
	05/17/2023 PROJECT NO. 22-164D SHEET NO.						

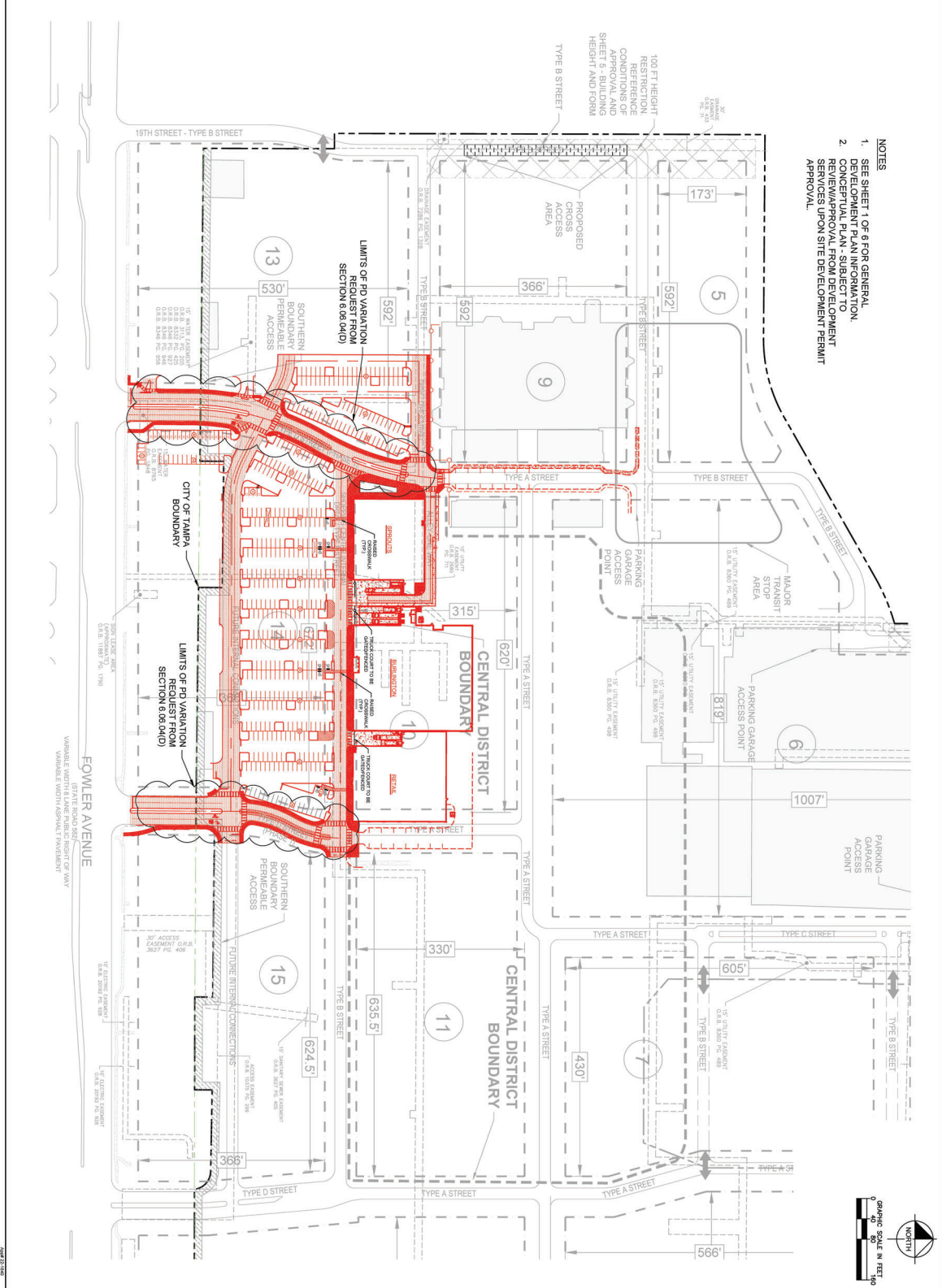
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DATE: 12/15/2022	PROJECT NO: 145017	SHEET NUMBER: 5 OF 6
SCALE: AS SHOWN	DESIGN ENGINEER: NATHAN Q. LEE, P.E.	FLORIDA REGISTRATION NUMBER: 69843
DRAWN BY: BFN	CHECKED BY: BFN	DATE: 6/24/23
REVISIONS DATE: _____ BY: _____		

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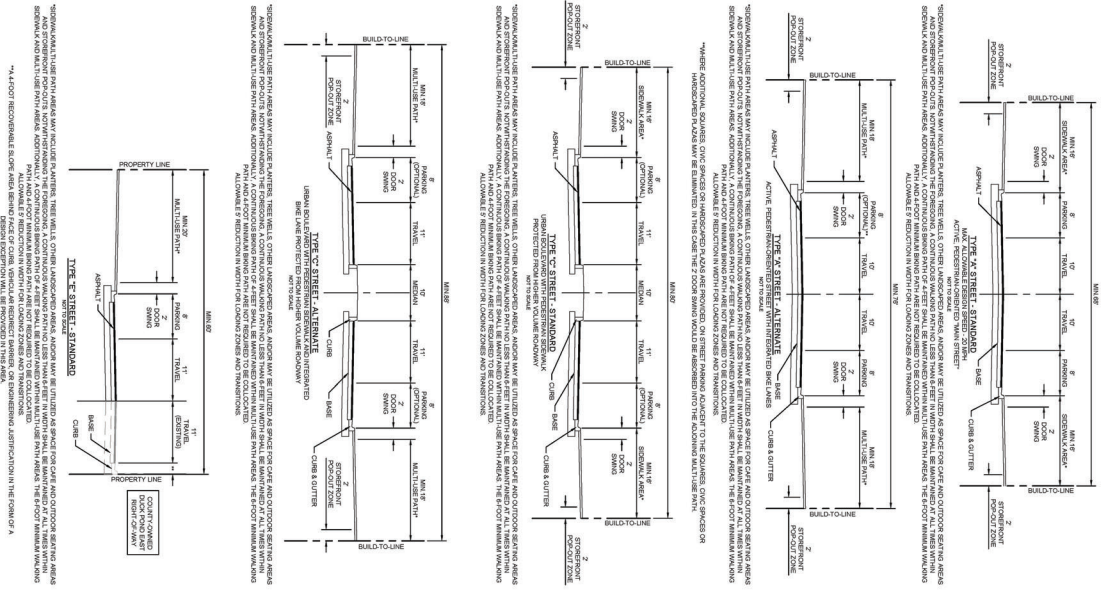


- NOTES**
1. SEE SHEET 1 OF 6 FOR GENERAL DEVELOPMENT PLAN INFORMATION.
 2. CONCEPTUAL PLAN SUBJECT TO APPROVAL AND PERMITS SERVICES UPON SITE DEVELOPMENT PERMIT APPROVAL.

<p>RD MANAGEMENT LLC</p> <p>HILLSBOROUGH COUNTY FLORIDA</p>	<p>NEW RETAIL AREA PLAN</p>	<p>SCALE: _____</p>	<p>DESIGN ENGINEER: NATHAN O. LEE, P.E.</p>	<p>Kimley-Horn</p> <p>© 2022 KIMLEY-HORN AND ASSOCIATES, INC. 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602 PHONE: 813-251-1515 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION			
		NO.	DATE			DESCRIPTION					
		<p>PROJECT NO.: 145017000</p>	<p>DATE: _____</p>			<p>CHECKED BY: _____</p>	<p>FLORIDA REGISTRATION NUMBER: 69843</p>				
<p>DATE: 6/22/2022</p>	<p>PROJECT NO.: 145017000</p>	<p>DATE: _____</p>	<p>DATE: _____</p>								
<p>6 OF 6</p>	<p>22-1840</p>	<p> </p>	<p> </p>								

Drawing name: K:\TAM_Civil\4507 - RD Management\000 - Uptown Master Plan\CAD\Work\PlanSheets\2023\09.28 - Core_Temp_PRS_Phase II Updates\SHEET 2 OF 5 - TYPICAL SECTIONS - 10 FOOT SECTIONS.dwg Sheet 2 Nov 20, 2023 4:35pm by michael.cherry

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SECTIONAL ELEVATION OF TYPE 'C' STREET - STANDARD

SECTIONAL ELEVATION OF TYPE 'C' STREET - ALTERNATE

SECTIONAL ELEVATION OF TYPE 'W' STREET - STANDARD

SECTIONAL ELEVATION OF TYPE 'W' STREET - ALTERNATE

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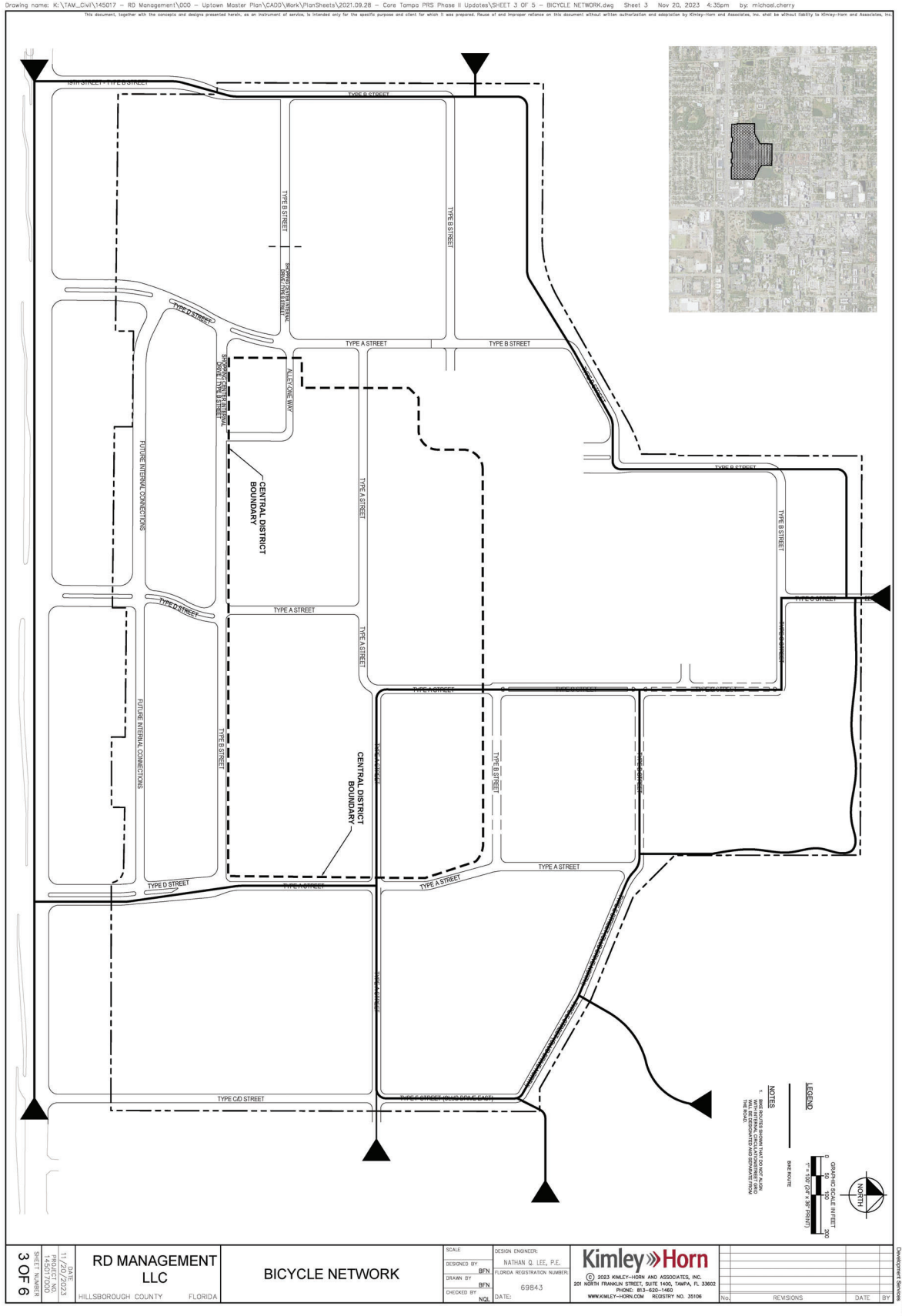
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SECTIONAL ELEVATION OF TYPE 'Z' STREET - STANDARD

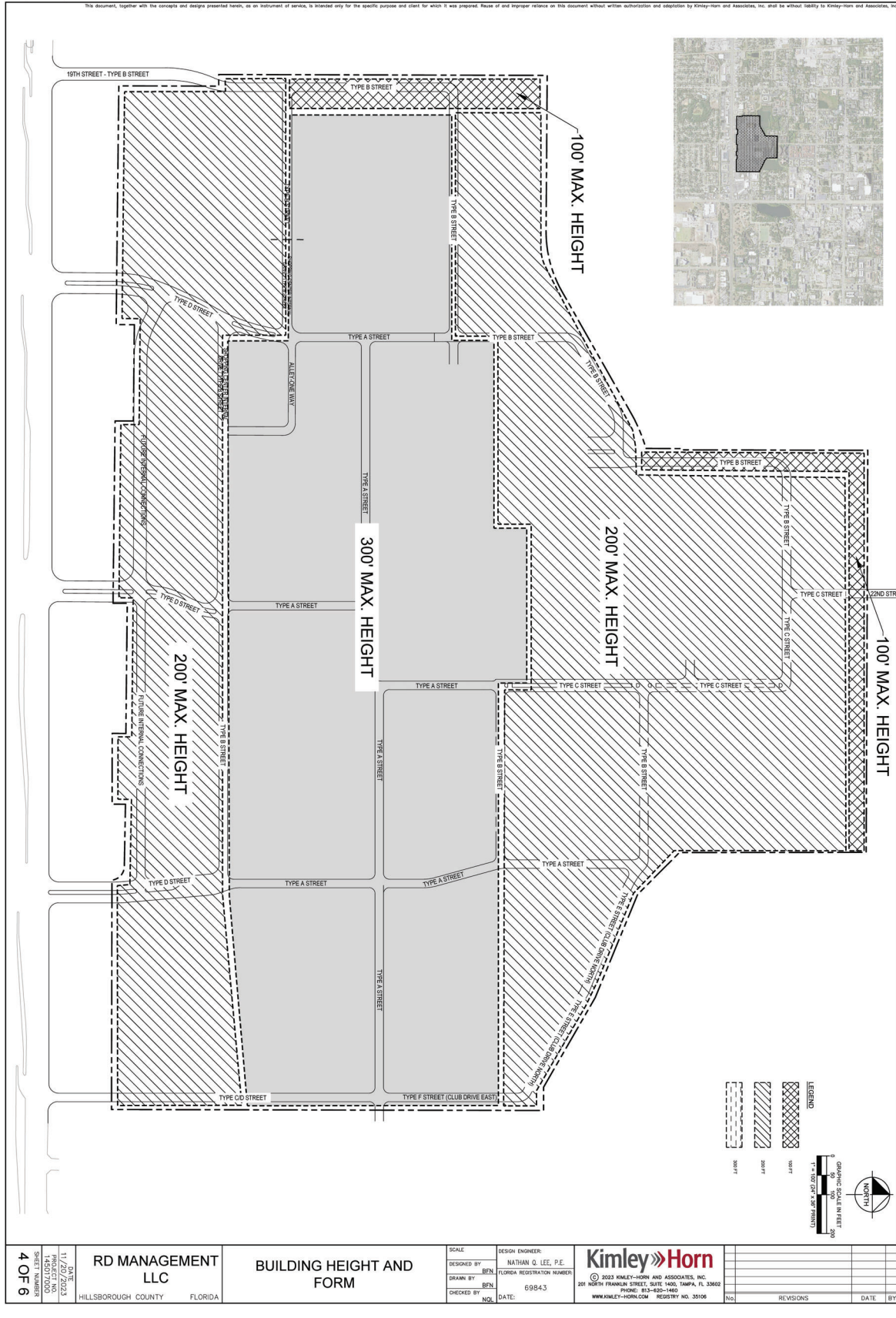
SECTIONAL ELEVATION OF TYPE 'Z' STREET - ALTERNATE

DATE: 11/20/2023	RD MANAGEMENT LLC HILLSBOROUGH COUNTY FLORIDA	TYPICAL SECTIONS	SCALE	DESIGN ENGINEER: NATHAN O. LEE, P.E.	Kimley-Horn 2023 KIMLEY-HORN AND ASSOCIATES, INC. 391 N.W. 36th St., Suite 1400, Tampa, FL 33602 PH: 813-289-9333 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106	NO.	REVISIONS	DATE	BY
				DRAWN BY: BN					
SHEET NUMBER: 2 OF 6									

24-0023



Drawing name: K:\TAM_Civil\145017 - RD Management\000 - Uplown Master Plan\CADD\Work\PlanSheets\2021.09.28 - Core Tampa PRS Phase II Updates\SHEET 4 OF 5 - BUILDING HEIGHT AND FORM.dwg Sheet 4 Nov 20, 2023 4:35pm by: michael.cherry
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RD MANAGEMENT LLC

HILLSBOROUGH COUNTY FLORIDA

BUILDING HEIGHT AND FORM

SCALE

DESIGNED BY: NATHAN Q. LEE, P.E.

DRAIN BY: BFL FLORIDA REGISTRATION NUMBER: 69843

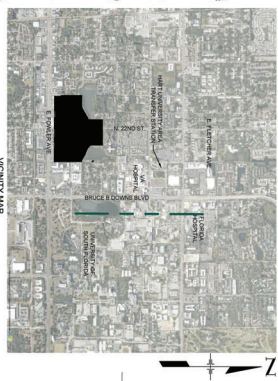
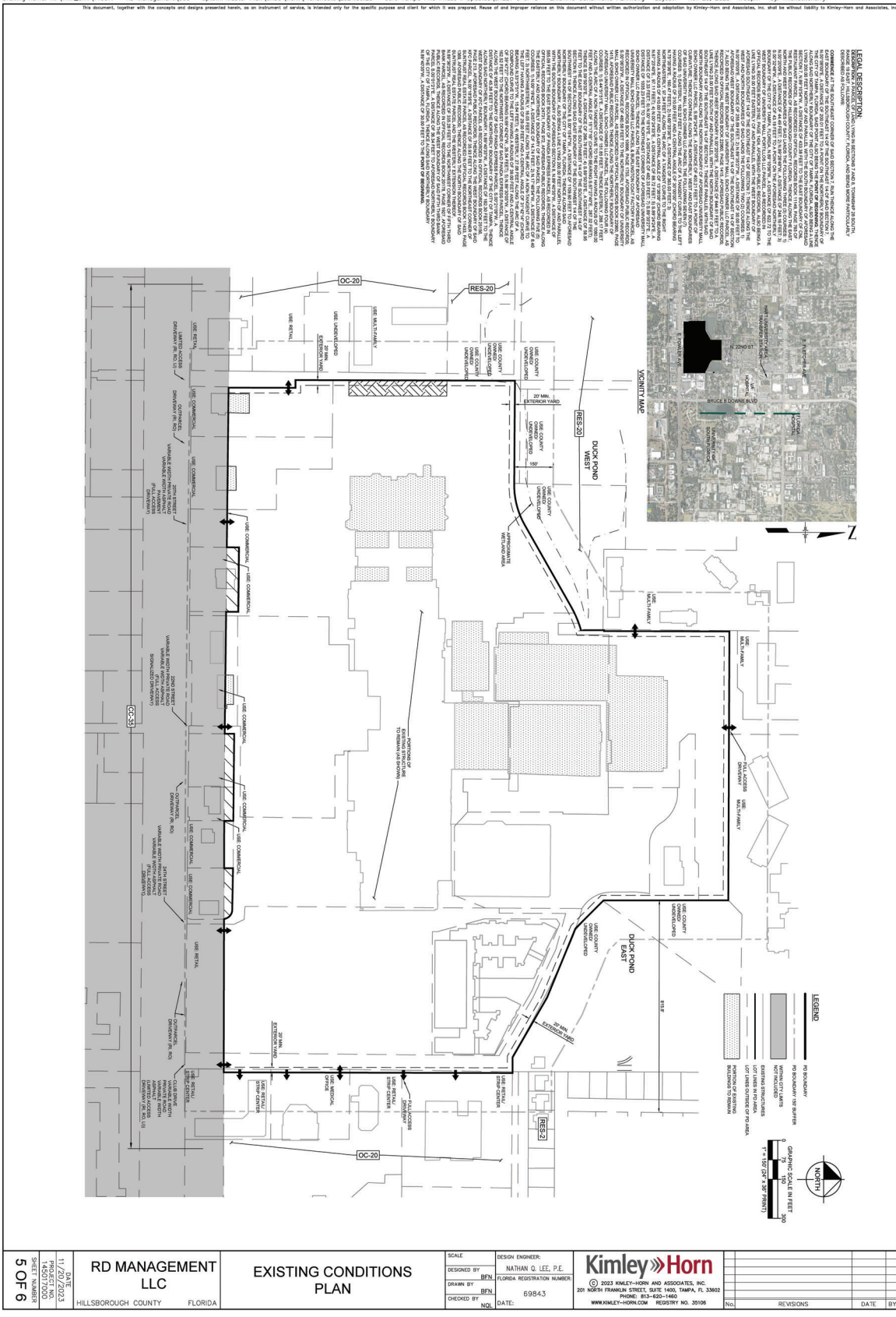
CHECKED BY: BFL

DATE:

Kimley-Horn

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 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
 PHONE: 813-620-1400
 WWW.KIMLEY-HORN.COM REGISTRY NO. 33108

Drawing name: K:\TAM_Civil\145017 - RD Management\000 - Uptown Master Plan\CAD\Work\PlanSheets\2021.09.28 - Core Tempo PRS Phase II Updates\SHEET 5 OF 5 - EXISTING CONDITIONS PLAN.dwg Layout1 Nov 20, 2023 4:35pm by: michael.sherry



LEGAL DESCRIPTION:
 A certain parcel of land in Hillsborough County, Florida, known as Parcel 1, located in the Uptown Master Plan, bounded on the north by the intersection of Dickson Street and on the south by the intersection of Dickson Street and on the east by the intersection of Dickson Street and on the west by the intersection of Dickson Street, containing approximately 1.00 acre, more or less, as shown on the plat of the Uptown Master Plan, recorded in Public Record Book 20188, Page 1, of the Public Records of Hillsborough County, Florida.

LEGEND

- PROPOSED
- EXISTING STRUCTURES
- LOT LINES ORIGINALLY FROM PLAN
- PORTION OF EXISTING STRUCTURE TO REMAIN

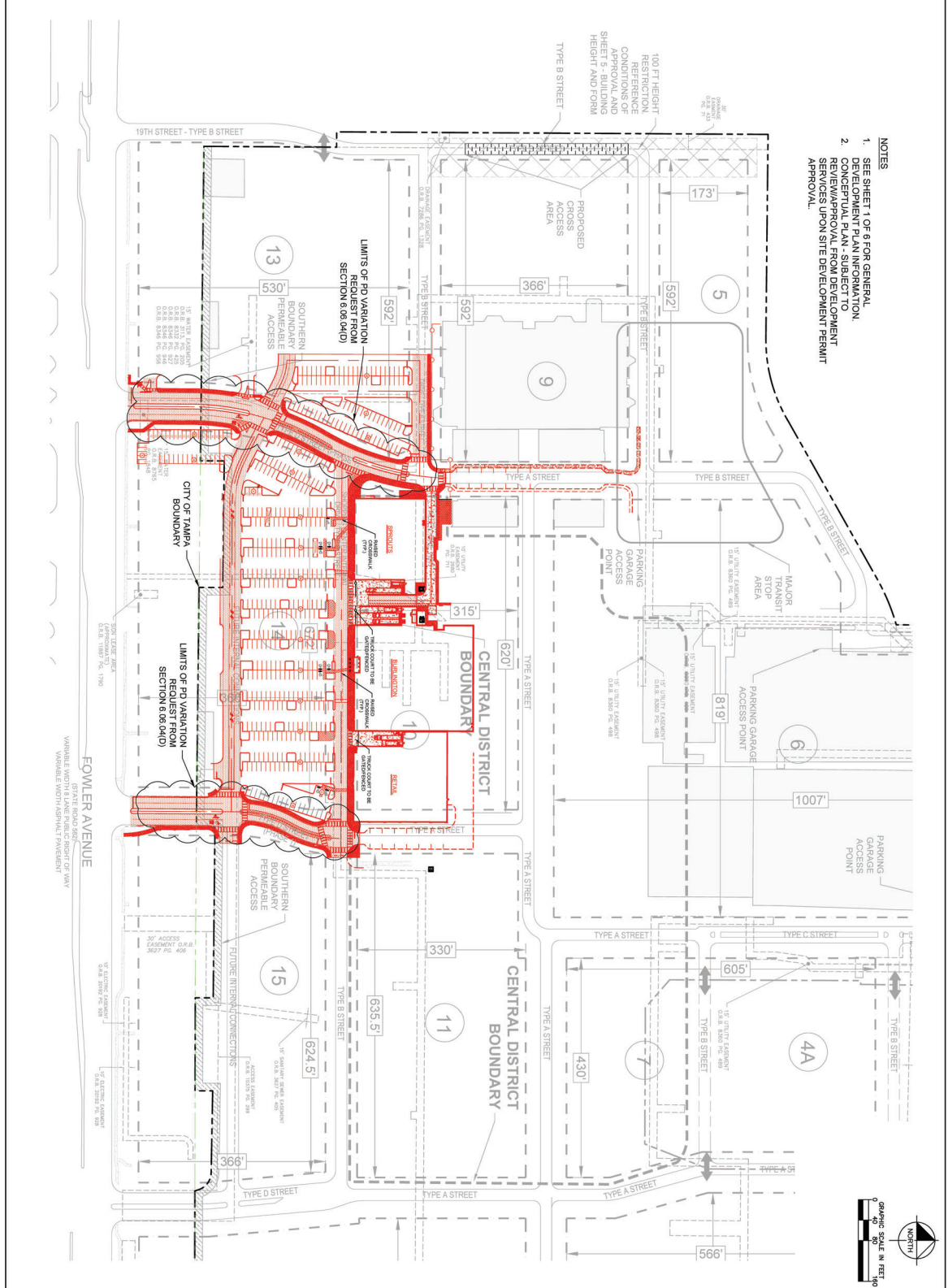
GRAPHIC SCALE IN FEET
 1" = 100' (1" = 30.48 METERS)

NORTH

RD MANAGEMENT LLC HILLSBOROUGH COUNTY FLORIDA	EXISTING CONDITIONS PLAN	SCALE:	DESIGN ENGINEER:	Kimley»Horn 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602 PHONE: 813-251-1500 WWW.KIMLEY-HORN.COM REGISTRY NO. 20108
		DRAWN BY: BFN	NATHAN Q. LEE, P.E. FLORIDA REGISTRATION NUMBER: 59643	
		CHECKED BY: NDL	DATE: 5/9/24	
		DATE: 11/20/2023 PROJECT NO.: 145017000 SHEET NO.: 5 OF 6	REVISIONS DATE BY	

Drawing name: K:\TAM_Civil\145017 - RD Management\000 - Uptown Master Plan\CADD\Work\PlanSheets\2021.09.28 - Core Tampa PRS Phase II Updated\SHEET 6 OF 6 - PD SHOPPING CENTER OVERLAY.dwg Sheet 6 Nov 20, 2023 4:35pm by: michael.cherry

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- NOTES**
1. SEE SHEET 1 OF 6 FOR GENERAL DEVELOPMENT PLAN INFORMATION.
 2. CONCEPTUAL PLAN - SUBJECT TO REVIEW/APPROVAL FROM DEVELOPMENT SERVICES UPON SITE DEVELOPMENT PERMIT APPROVAL.

<p>DATE: 11/20/2023</p> <p>PROJECT NO: 145017</p> <p>SHEET NUMBER: 6 OF 6</p>	<p>RD MANAGEMENT LLC</p> <p>HILLSBOROUGH COUNTY FLORIDA</p>	<p>NEW RETAIL AREA PLAN</p>	<p>SCALE: AS SHOWN</p>	<p>DESIGN ENGINEER: NATHAN Q. LEE, P.E.</p> <p>FLORIDA REGISTRATION NUMBER: 12000</p>	<p>Kimley-Horn</p> <p>© 2023 KIMLEY-HORN AND ASSOCIATES, INC.</p> <p>201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602</p> <p>PHONE: 813-620-1400</p> <p>WWW.KIMLEY-HORN.COM REGISTRY NO. 35106</p>	<p>NO.</p>	<p>REVISIONS</p>	<p>DATE</p>	<p>BY</p>
			<p>DRAWN BY: BFN</p> <p>CHECKED BY: NO</p>	<p>DATE: 6/9/23</p>		<p>NO.</p>	<p>DATE</p>	<p>BY</p>	

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA/SECTOR: USF/Northeast

DATE: 11/22/2023
AGENCY/DEPT: Transportation
PETITION NO: PRS 24-0023

<input type="checkbox"/>	This agency has no comments.
<input checked="" type="checkbox"/>	This agency has no objection.
<input type="checkbox"/>	This agency has no objection, subject to the listed or attached conditions.
<input type="checkbox"/>	This agency objects for the reasons set forth below.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification to Planned Development (PD) 22-1640. The Planned Development is approved for a +/-90.35-acre mixed use development. The PD has a total of 12 internal Street typologies accommodating vehicular and pedestrian traffic and includes 15 Development Blocks. The site is generally located at the E Fowler Ave and University Square Mall intersection in the University of South Florida Community Planning Area.

The requested modification proposes to reconfigure the approved development block by combining Blocks 2, 3, and 4 into a new Block 2 to facilitate the developer’s desired site development project with this specific area of the Planned Development. The proposed change includes changes to Condition of Approval 5.2 to reconfigure Club Drive so that Club Drive runs along the south side of Block 4 instead of between Blocks 3 and 4. Additionally, the applicant proposes to construct a multi-use path along the eastern and northern perimeter of the proposed new Block 2 that connects Club Dr. to 22nd St.

There is no proposed change to land use type or intensity.

SITE ACCESS

The project has 7 existing access connections (listed below) to the surrounding roadway network. There are no proposed changes to the existing access connections.

Project Access Connections:

- Fowler Avenue & N. 19th Street/University Mall Westernmost Driveway (bi-directional median opening)
- Fowler Avenue & N. 20th Street (full-access two-way stop-controlled intersection)
- Fowler Avenue & N. 22nd Street (full-access signalized intersection)
- Fowler Avenue & N. 23rd Street (full-access two-way stop-controlled intersection)
- Fowler Avenue & Club Drive (directional median opening)
- Club Drive & University Square Drive (all-way stop-controlled intersection)
- Club Drive & N. 22nd Street (all-way stop-controlled intersection)

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
Fowler Ave.	FDOT Principal Arterial - Urban	8 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
22 nd St.	County Collector – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
19 th St.	County Local – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
University Square Dr.	Private	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Club Dr.	Private	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

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

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Vehicular & Pedestrian	Choose an item.	Meets LDC
South	X	Choose an item.	Choose an item.	Meets LDC
East		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
West		Vehicular & Pedestrian	Choose an item.	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	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	See Transportation Review comments.



**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted March 3, 2023.

1. The Project shall be permitted to redevelop with any of the following uses:
 - All CG Uses (except sexually oriented uses, wastewater plants, recyclable material recovery facility).
 - Multi-Family Residential.
 - Community Residential Homes, Type C.
 - Convention Centers, Indoor Entertainment, Sporting Facilities and Amusement/Theme parks.
 - Outdoor events such as farmers market, concerts and temporary fairs/carnivals.
 - Large Scale Retail Development including Big Box Retailers (including Large Scale Building Supply and Do it Yourself Centers). The use shall be subject to the standards found in LDC Section 6.11.106. If the standards in 6.11.106 are in conflict with specific zoning conditions herein, the conditions shall apply.
 - Motion Picture Studio.
 - Research Uses (including biomedical research and labs).
 - Manufacturing, Processing, Assembly, Warehousing and Distribution of Pharmaceuticals, medical devices/equipment and all technology related products.
 - Warehousing, processing and distribution associated with a Food Bank.

2. The Project is located within the ICMU-35 mixed-use land use category that provides for a 2.0 FAR, 35 dwelling units per acre and allows use of FAR in lieu of density for residential projects at the developer's option. The project shall provide a minimum of two uses at all times. Should the development on site meet the following provisions, additional intensity and density is permitted pursuant to Objective 19 and Policies 19.1, 19.2 and 19.3 of the Future Land Use Element (FLUE):
 - If the project includes 3 or more land uses or vertically integrates two land uses, the project is entitled to a FAR Bonus of .50 FAR. If the .50 FAR bonus is granted, the entire site shall be regulated by FAR and not density.
 - Mixed-use projects of 3 or more land uses, can consider different housing types (multi-family, attached single family or detaches single family) as different uses.
 - 2.1 Parking structures shall not count towards the FAR.
 - 2.2 Both FAR and densities and open space shall be calculated on the basis of the entire land area within the PD, including any land dedicated for right-of-way subject to approval of applicable dedication agreement(s) with the County. A tracking data table showing the existing and proposed uses including the intensity/density ratio calculations and open space shall be included on all preliminary site plan and/or construction plan submittals.
 - 2.3 Open space requirements shall be calculated based on the limits of any portion of the PD submitted as a site plan for development or redevelopment. In order to provide opportunities for common open space and/or pedestrian connections throughout the PD, required open space can be provided either within the limits of that site plan or elsewhere within the PD.
 - The project shall provide a minimum of ten (10) percent open space within the overall PD area.

3. The following setbacks shall apply to the perimeter boundaries of the project unless otherwise noted on the site plan. No internal setbacks shall be required but development shall meet the building separation requirements of the Florida Building Code.
 - 3.1 The setback from Fowler Avenue is 25 feet, 20 feet from all other property lines.
 - 3.2 The project is not subject to the 2 additional feet of building setback per 1 additional foot of building height over 20 feet found in the Land Development Code (LDC) Part 6.01.01 footnote 8.
 - 3.3 Buffer and screening along the perimeter of the project shall be in accordance with the Land Development Code (LDC) Part 6.06.06. Buffer and screening between uses internal to the project shall not be required.
4. The existing development is served by two offsite county drainage ponds and existing onsite development is almost completely impervious. Any additional construction within this site and/or required associated off-site improvements are to meet the criteria set forth within the Stormwater Management Technical Manual in effect at the time of the Construction Plan submittal.
5. To ensure the project develops as a walkable, integrated and connected mixed-use development, the following design principles shall be provided for all new development:
 - 5.1 Location of roadways, street types and blocks shall generally conform to the layout as shown on the Sheet 1 of the PD General Site Plan. At each Preliminary Development Site Plan application for specific projects, the developer shall provide a general site plan depicting the subject site development plan within the context of the entire PD zoning district to demonstrate general conformance with the PD General Site Plan. Any deletion of a roadway, change of street type or reconfiguration of blocks that change the basic form of the blocks will require approval by the Board of County Commissioners in accordance with LDC Section 5.03.07.
 - 5.2 With the exception of Block 6, maximum block perimeters shall be 2,500 linear feet. Blocks shall be bounded on all sides by streets. An alley may be provided between blocks to allow access to an existing parking structure or between a new building and an existing structure.
 - 5.3 All internal streets shall be designated as Type A, B, C, D, E and F. Location and extension of the streets shall be as noted on the PD General Site Plan, Sheet 1 of 6. Design of the streets shall be as indicated on PD General Site Plan Sheet 2 of 6. However, the component widths and the overall typical section widths shall be minimums and developer may increase the dimensions of the individual components or the total typical section at Developer's discretion. Where additional squares, civic spaces or hardscaped plazas are provided, on street parking adjacent to the squares, civic spaces or hardscaped plazas may be eliminated.
 - a. Concurrent with the improvement of Club Drive East (Type F), the developer shall construct a mid-block pedestrian crossing across Club Drive East (Type F), in a location to be reviewed and approved at the time of plat/site/construction plan review. Prior to or concurrent with construction plan approval for Club Drive East (Type F), the developer shall grant a construction and access easement to the owners of folio 36282.0600, in order for the developer of that property to tie into the crosswalk identified above (at such time as the adjacent property may redevelop in the future).

-
- b. Concurrent with the improvement of that portion of Club Drive between Fowler Ave. and Club Dr. East (Type F), the developer shall construct a mid-block pedestrian crossing across Club Drive in a location +/- 475 feet south of University Square Dr. or as otherwise approved by Hillsborough County. Location of the crosswalk shall be reviewed and approved at the time of plat/site/construction plan review. Prior to or concurrent with construction plan approval for Club Drive South of University Square Drive the developer shall grant a construction and access easement to the owners of folio(s) adjacent to such crosswalk, in order for the developer of those properties to tie into the sidewalk system along Club Dr. south of University Square Dr.
- c. To the west of blocks 10 and 14, and to the east of block 14, where a Type D typical section is provided for on the PD General Site Plan, the typical section may be constructed in phases in accordance with the Type D Phase 1 typical section provided for on PD General Site Plan sheet 2 of 6.
- d. Notwithstanding the interim improvements envisioned to support the increment of development shown on PD General Site Plan Sheet 6 of 6, or as otherwise provided for herein these conditions, upon the earlier of:
1. such time as the blocks adjacent to a Type D Phase 1 typical section is further developed or redeveloped) with vertical square footage (to also include a change of use), the Type D Phase 1 typical section shall be replaced with the Type D Street typical section and constructed in accordance with the Type D Street typical section on Sheet 2 of 6; or,
 2. such time as the Traffic Monitoring Report indicates that existing plus project traffic is anticipated to exceed the two-way peak-hour Level of Service (LOS) D threshold for a two-lane divided roadway (per Table 4 of the Florida Department of Transportation Quality/Level of Service Handbook) (for development on any block within the PD), the Type D Phase 1 typical section set forth in Condition 5.3.c shall be replaced with the Type D typical section and constructed in accordance with the Type D Street typical section on PD General Site Plan Sheet 2 of 6. For example, if the typical section between blocks 13 and 14 meets the thresholds set forth in this condition 5.3.d, the developer would only have to replace the typical section in that location and shall have no obligation to replace the typical section in other areas until that section independently meets the thresholds set forth herein.
- 5.4 Maximum building height shall be 300 feet. No building shall exceed 100 feet within 60 feet of the project boundaries along the areas north, west and northwest as indicated in Sheet 5 of the PD General Site Plan.
- The proposed site falls within Zone "B" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 200 feet Above Ground Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.
 - At the time of construction plan submittal, the developer shall provide a letter from the Airport Authority demonstrating compliance with the height restrictions requirements or applicable approvals for any height variances.

- 5.5 All new buildings along 'A' and 'B' Streets greater than 3,500 sq. ft. shall have an average height of 22.5 feet or greater within the setback zone, including parapets and architectural features.
- 5.6 Front setbacks for buildings along A Streets shall be 0 to 15 feet maximum and the entire length of each building façade facing the street shall be placed within the prescribed front yard setback area, up to a minimum average base height of 22.5' including architectural elements. Building facades/street walls above the minimum average base height are not subject to setback/build-to-line restrictions. Where buildings front onto a plaza or square, the setback area shall be measured from the edge of the additional provided open space. The plazas or squares shall be provided as publicly accessible amenities, consistent with condition 5.12.
- 5.7 Front setbacks for buildings along B Streets shall be 0 to 15 feet maximum and at least 50% of the length of each building façade facing the street shall be placed within the prescribed front yard setback area, up to a minimum average base height of 22.5' including architectural elements. Building facades/street walls above a minimum average base height of 22.5' are not subject to the setback/build-to-line restrictions. Where buildings front onto a plaza or square, the setback area shall be measured from the edge of the additional provided open space. The plazas or squares shall be provided as publicly accessible amenities, consistent with condition 5.12.
- 5.8 Minimum front setbacks for buildings along Type C, D, E and F Streets shall be 0 feet. Type C and Type D streets are not subject to maximum setbacks or building façade length percentages.
- 5.9 A building's primary orientation shall be toward the street rather than the parking areas. New buildings shall have at least one entrance which is accessible by pedestrians from a street.
- 5.10 A main square or civic space, located within the "Central District", shall be at least 0.5 acres in size and bounded by at least two 'A' Streets. If streets do not bound the remaining sides of the square, pedestrian thoroughfares shall be provided connecting to the street network. All buildings adjacent to the square shall have frontages facing the square with uses for retail, office, civic, or institutional. All building facing the square shall provide retail, office, civic, institutional or cultural uses on the ground floors. The square shall include green space and place making elements and may include hardscapes, seating, pavilion(s) or other amenities available for public use and enjoyment. The main square may include retail kiosks, provided that the commercial footprint of the building is not counted toward the minimum area required for the main square.
- 5.11 The developer shall provide at least two (2) of the following place making elements (specialty signage, lighting, landscaping, building architecture, and/or public art) as an enhancing feature of open spaces within the Central District.
- 5.12 Additional squares or hardscaped plazas ("Open Spaces") may be provided throughout the site, as publicly accessible amenities. Such Open Spaces may contain landscape elements, site furnishings, commercial kiosks, and/or outdoor seating which may be associated with neighboring eating establishment uses. Commercial kiosks shall not be subject to the build to line setback requirement of adjacent blocks and may be located anywhere on the Open Space, subject to condition 5.19. On street parking abutting such use may be eliminated per condition 5.3.

- 5.13 Blank walls, defined as walls with no transparency, mural, public art, or architectural enhancements/expressions, shall not occupy more than 50% of a street-facing frontage. Such expressions and enhancements include features such as pilasters, columns, canopies/porticos, arcades or colonnades and shall have a minimum projection or recess of two inches from the wall surface. No more than 40 feet of horizontal distance of wall shall be provided without architectural expressions.
- 5.14 On 'A' Streets, ground floor uses shall contain transparent glass windows or entrances covering a minimum of 50% of a building's linear frontage measured between 3 and 12 feet above sidewalk elevation, and blank walls shall not exceed 30 linear feet without being interrupted by a window, entry, or architectural expression.
- 5.15 On 'A' Streets, loading areas shall be enclosed by architectural screen or operable doors. Loading doors shall be closed when not in operation.
- 5.16 On 'A' Streets, parking lots shall be placed behind buildings. On 'B' Streets, parking lots shall be permitted to be located on the rear or side of the buildings provided that any permanent surface parking areas along 'B' Streets is screened by a 42-inch high wall or a hedge a minimum 42 inches high and a maximum height of 6 feet. Surface parking will comprise no more than 75% of a block once redeveloped. Existing surface parking may continue until the existing surface parking areas are redeveloped in accordance with the conditions and standards stipulated by the PD.
- 5.17 For new parking structures abutting streets, all walls, including the rear wall, shall conform with the façade requirements above, except that wall openings may be provided in lieu of windows. All parking garages that are open to the public shall provide direct pedestrian access from the parking levels of the structure to each street it faces, except where separated from the street by another building or parking lot.
- 5.18 Tables and/or graphic diagrams demonstrating the facades requirements for the percentages above shall be provided during the site construction permitting for review by Development Services Department staff.
- 5.19 Sidewalk widths shall be a minimum of 5 feet throughout the site, and a minimum of 6 feet on active frontages. Notwithstanding, sidewalk width and design is subject to the Typical Cross Sections noted on Plan Sheet 3 of 5 and condition 5.3.
- 5.20 Gateways shall mark the arrival into the district at key intersections. These are entrance corridors that herald the approach of a new landscape and defines the arrival point as a destination. A minimum of four gateways shall be provided: One (1) to the north, one (1) to the east and two (2) to the south. In order to provide a transition that clearly indicates entrance to the project, each Gateway shall include features or architectural elements such as: change of paving materials, vertical or horizontal signage, arches, obelisks, planters/landscaping, monuments, public art or other similar treatments.
- 5.21 Notwithstanding any other provision of condition 5 to the contrary, the New Retail Area depicted on PD General Site Plan Sheet 6 of 6 may be developed with the Shopping Center Internal Drive Typical Section (not a Type B Street) and surface parking lot as shown on PD

General Site Plan Sheets 2 of 6 and 6 of 6. Notwithstanding the above, at such time as any of the following occurs the developer shall complete the specified action:

- a. If the portion of adjacent Block 9 and 13 is developed or redeveloped (to include a change of use), the Shopping Center Internal Drive between Block 9 and 13 shall be replaced and the full Type B Street -Standard Typical Section or Type B Street – Alternate Typical Section shall be constructed in its place;
- b. If the New Retail Area within Block 10 as shown on PD General Site Plan Sheet 6 of 6, is further developed or redeveloped (to include a change of use except for the building labeled as retail within the New Retail Area) subsequent to the development authorized via PD Site Plan Sheet 6 of 6, then the developer shall replace the Shopping Center Internal Drive between Block 10 and 14 and the full Type B Street -Standard Typical Section or Type B Street – Alternate Typical Section shall be constructed in its place; and,
- c. If Block 14 is developed or redeveloped (to include a change of use) subsequent to construction of the parking field authorized via PD Site Plan Sheet 6 of 6, then the developer shall replace the Shopping Center Internal Drive between Block 10 and 14 and the full Type B Street - Standard Typical Section or Type B Street – Alternate Typical Section shall be constructed in its place.

5.22 Truck courts/loading areas abutting the Shopping Center Internal Drive shall be gated. The gates shall remain closed at all times, except during loading/truck deliveries. Placement of the gates shall be as shown on Sheet 6 of 6. Notwithstanding the above, truck courts/gates shall not be permitted in locations that interfere with any required alleyway stop signs and/or the required alleyway sidewalk connections. Nothing herein this condition shall be construed to mean that the alleyways cannot also be gated at both ends (regardless of anything shown on the PD site plan to the contrary) provided ungated pedestrian access is maintained).

5.23 Notwithstanding any other provision of condition 5 to the contrary, no sidewalk shall be required along the western side of the that portion of the Type D roadway aligning with 22nd St., between Fowler Ave. and the southern PD boundary, to support the increment of development shown on the PD General Site Plan Sheet 6 of 6.

6. The Applicant shall coordinate with Hillsborough County and Florida Department of Transportation (FDOT) staff to conduct a traffic analysis as each block located within the PD as depicted on sheet 1 of 5 (each a "Block") is developed, whether in phases or as a whole, in order to assess the currently proposed and cumulative AM peak- hour and PM peak-hour traffic impact at each project access. Coordination between the Applicant, Hillsborough County, and FDOT shall occur in order for the Applicant to provide an analysis that evaluates the access connections to determine how each connection will function at the time each Block is fully developed, while taking into consideration the future long-range plans for Fowler Avenue.

- a. Construction approvals for the initial development of each Block, whether in phases or as a whole, will require a Traffic Monitoring Report analyzing the specific development level (land use and scale). The Traffic Monitoring Report will analyze the operations of the major access locations to Uptown during the AM and PM peak-hours, as indicated during observations of the existing access locations. The Traffic Monitoring Report will include existing data (to identify

existing traffic conditions), the projection of anticipated project traffic for the proposed Block (as agreed to with Hillsborough County) at its buildout year, and the future planned improvements along Fowler Avenue that are anticipated to be constructed or implemented at the Block's buildout year. Pending the results of the analysis, site access/operational improvements, median modifications or additional signalization may be required based upon review by Hillsborough County and the FDOT.

- b. Construction approvals for subsequent development phases of each Block will require a Trip Generation Analysis for the specific proposed development to confirm the proposed traffic is within the Trip Generation presented in the initial Traffic Monitoring Report. If Hillsborough County determines the Trip Generation for the proposed development exceeds the Trip Generation presented of the initial Traffic Monitoring Report, an updated Traffic Monitoring Report will be required.
7. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, alternative intersection designs (i.e. roundabouts) may be used internal to the project. Utilization of such alternative designs shall not require a PD modification.
8. Notwithstanding anything herein these conditions or on the PD Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
9. The developer shall provide the following transit facilities:
 - a. A Major Transit Stop (MTS) within the general area designated for such purpose on the PD site plan. The MTS shall serve as a transit stop for both the Hillsborough Area Regional Transit Authority (HART) and University of South Florida (USF) Bullrunner service. Additionally, the staging area shall accommodate two (2) transit vehicles within dedicated bus bays or within a driveway outside of the path of general vehicular circulation. This transit stop and required amenities shall be provided with the initial increment of redevelopment.
 - b. The developer shall provide, within 500 feet of the intersection of Fowler Ave. and 22nd St., a separate bus stop with loading/unloading within dedicated bus bays or within a driveway outside of the path of general vehicular circulation. This transit stop and required amenities shall be constructed and operating no later than December 31, 2025 or concurrent with the initial increment of (re)development within blocks 10, 11, 14, or 15, whichever occurs earlier.
 - c. Two (2) additional bus stops shall be provided within the project, serving either HART and/or USF Bullrunner. These stops maybe located anywhere within the project, subject to approval of the transit agencies serving that stop. These stops and required amenities shall be constructed and operating no later than December 31, 2027 or concurrent with the first increment of (re)development within the last block (re)developed after approval of this rezoning, whichever occurs earlier.
 - d. If bus bays are provided, each bay shall meet the minimum design standards within the latest edition of the "Accessing Transit, Design Handbook for Florida Bus Passenger Facilities", published by the Florida Department of Transportation, and shall be approved by HART.

-
- e. At each of the above required transit facilities the developer shall provide a bus shelter and benches suitable for waiting out of inclement weather. Alternatively, seating may be provided under a building or other architectural feature of the project (which provides equivalent or greater protection from the elements) as long as the seating area is located within 100 feet of the transit stop. Transit accessory pads, trash receptacles and bicycle racks shall be provided at each facility. Location and design of the transit stop and amenities shall be subject to approval of Hillsborough County and the respective transit agencies served by the facility. Prior to approval of the applicable site/construction plan submittal whereby the transit facility within a certain block is required, the developer shall provide written documentation indicating the transit agency or agencies using the facilities have approved their design and location.
10. Upon the re-development of Block 9 or Block 13 (not including reuse of existing buildings or shells) along the western PD boundary, the developer shall provide a stub out within the area located on the site plan as the "Western Cross Access Area" to the N 19th Street right-of-way.
11. Upon complete redevelopment of the Project, the developer shall provide the County with a perpetual easement agreement benefitting the public for the purpose of traversing the Project from the eastern boundary of the Project to the western boundary. The location of the easement area shall be limited to private roadways within the Project (running east to west across the Project but not necessarily in a straight line or linear path) in a location determined solely by the developer and as may be changed by developer from time to time. The easement agreement, among other things, shall provide the following terms and conditions:
- 11.1 Developer reserves the right to eject any individual(s), groups or entities performing any unlawful act(s) within the easement area;
- 11.2 Developer may temporarily suspend use of the easement area for special events, festivals or private events that are hosted on the Project;
- 11.3 Developer may temporarily suspend use of the easement area in order to perform maintenance, repairs or replacements on or to the easement area;
- 11.4 Developer may relocate the easement area provided the new easement area runs from the eastern edge to the western edge of the Project but not necessarily in a straight line or linear path.
- For purposes of this condition, "complete redevelopment" shall mean that (i) the easement area selected by developer running from the eastern boundary of the property to the western boundary of the property shall be completely reconstructed as shown on the adopted Planned Development site plan (as may be amended from time to time) and (ii) all blocks adjacent to the easement area (on both the north and the south) shall be fully constructed and shall have received a certificate of occupancy or final inspections, as applicable (including buildings, internal drives and related improvements) within each block.
12. The Vehicular Use Area (VUA) buffer shall be permitted to be reduced or eliminated in those areas marked as VUA Variation Area on sheet 6 of 6 of the GSP. At such time that Type D Phase 1 typical sections are replaced with the Type D typical sections, the required VUA areas shall be provided in accordance with LDC Sec. 6.06.04.

13. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no on-site development shall occur inconsistent with any recorded public easements within the site.
14. 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.
15. 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.
16. 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).
17. 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.
18. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
19. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
20. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
21. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the PD General Site Plan, zoning conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA/SECTOR: USF/Northeast

DATE: 11/22/2023
AGENCY/DEPT: Transportation
PETITION NO: PRS 24-0023

<input type="checkbox"/>	This agency has no comments.
<input checked="" type="checkbox"/>	This agency has no objection.
<input type="checkbox"/>	This agency has no objection, subject to the listed or attached conditions.
<input type="checkbox"/>	This agency objects for the reasons set forth below.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification to Planned Development (PD) 22-1640. The Planned Development is approved for a +/-90.35-acre mixed use development. The PD has a total of 12 internal Street typologies accommodating vehicular and pedestrian traffic and includes 15 Development Blocks. The site is generally located at the E Fowler Ave and University Square Mall intersection in the University of South Florida Community Planning Area.

The requested modification proposes to reconfigure the approved development block by combining Blocks 2, 3, and 4 into a new Block 2 to facilitate the developer’s desired site development project with this specific area of the Planned Development. The proposed change includes changes to Condition of Approval 5.2 to reconfigure Club Drive so that Club Drive runs along the south side of Block 4 instead of between Blocks 3 and 4. Additionally, the applicant proposes to construct a multi-use path along the eastern and northern perimeter of the proposed new Block 2 that connects Club Dr. to 22nd St.

There is no proposed change to land use type or intensity.

SITE ACCESS

The project has 7 existing access connections (listed below) to the surrounding roadway network. There are no proposed changes to the existing access connections.

Project Access Connections:

- Fowler Avenue & N. 19th Street/University Mall Westernmost Driveway (bi-directional median opening)
- Fowler Avenue & N. 20th Street (full-access two-way stop-controlled intersection)
- Fowler Avenue & N. 22nd Street (full-access signalized intersection)
- Fowler Avenue & N. 23rd Street (full-access two-way stop-controlled intersection)
- Fowler Avenue & Club Drive (directional median opening)
- Club Drive & University Square Drive (all-way stop-controlled intersection)
- Club Drive & N. 22nd Street (all-way stop-controlled intersection)

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
Fowler Ave.	FDOT Principal Arterial - Urban	8 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
22 nd St.	County Collector – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
19 th St.	County Local – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
University Square Dr.	Private	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Club Dr.	Private	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

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

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Vehicular & Pedestrian	Choose an item.	Meets LDC
South	X	Choose an item.	Choose an item.	Meets LDC
East		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
West		Vehicular & Pedestrian	Choose an item.	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	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	See Transportation Review comments.

COMMISSION

Joshua Wostal CHAIR
 Harry Cohen VICE-CHAIR
 Donna Cameron Cepeda
 Ken Hagan
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 Michael Lynch WETLANDS DIVISION
 Rick Muratti, Esq. LEGAL DEPT
 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: December 12, 2023</p> <p>PETITION NO.: 24-0023</p> <p>EPC REVIEWER: Abbie Weeks</p> <p>CONTACT INFORMATION: (813) 627-2600 X1101</p> <p>EMAIL: weeksa@epchc.org</p>	<p>COMMENT DATE: October 20, 2023</p> <p>PROPERTY ADDRESS: 2212, 2266 E Fowler Ave, 12270 University Mall Ct, 2244 University Square Mall, 12313 Club Dr, Tampa</p> <p>FOLIO #: 0359210000, 0359210005, 0359210200, 0359212000, 0362980300</p> <p>STR: 07/08-28S-19E</p>
<p>REQUESTED ZONING: Minor Modification to PD</p>	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	n/a
WETLAND LINE VALIDITY	Expired 2/15/2023
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands are located in the northeastern and northwestern portions of the property
<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 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.

- Wetland delineation surveys were submitted and approved by EPC; however, they expired in February 2023. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

aow/

ec: oprais@corespaces.com
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swalker@stearnsweaver.com
kreali@stearnsweaver.com



Date: October 13, 2023

SUBJECT: PRS 24-0023

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.

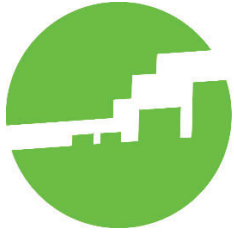
Thank you,

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



Hillsborough County City-County Planning Commission

Memorandum

November 28, 2023

To: Brian Grady, Hillsborough County Development Services Department

From: Melissa Lienhard, AICP, Hillsborough County City-County Planning Commission

RE: PRS 24-0023

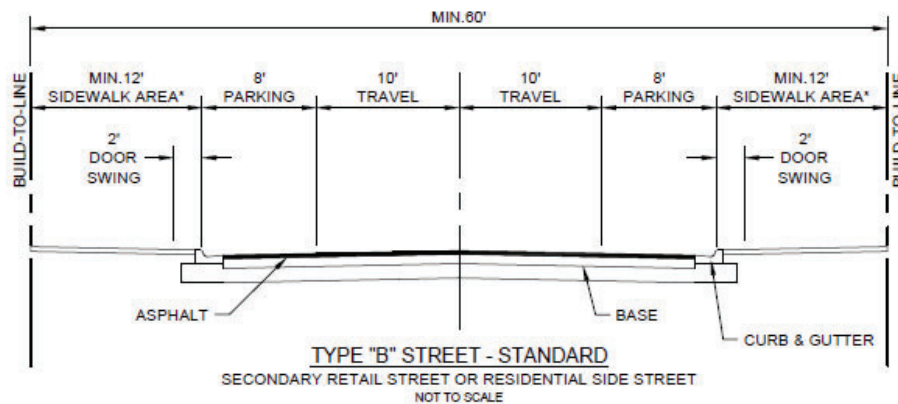
The applicant is requesting a Personal Appearance/Minor Modification (PRS) to PD 19-1443. The request, based upon the Site Plan dated 11-21-2023 in the Optix document repository system, is to combine Blocks 2, 3, and 4. By combining three smaller blocks into one large block, four roadway segments will be eliminated: (1) a Type B Street on the north side of Block 2; (2) a Type B Street on the east side of Block 2; (3) a Type B Street between Blocks 3 and 4; and (4) a Type B Street on the east side of Block 4.

The University Mall site is located within the Innovation Corridor Mixed Use-35 (ICMU-35) Future Land Use category. The intent of the ICMU-35 category is to form a regional activity center that incorporates road systems, building clustering, and the mixing of uses. The category also intends to foster opportunities for the developments that provide opportunities to live, work, and play. Furthermore, the category indicates that developments in this category should reflect elements of mixed-use design such as: pedestrian, bicycle, and roadway connectivity; horizontal and/or vertical integration of uses; pedestrian oriented/walkable; and roadway corridor sensitivity and presence.

The request to combine three separate blocks into one large superblock moves away from this intent by removing four roadway connections, which reduces roadway connectivity and roadway corridor sensitivity and presence. Combining three smaller blocks into one large block also increases the scale of the blocks, which were originally designed to be pedestrian oriented and walkable per the intent of the ICMU-35 category. This Future Land Use category emphasizes integrated uses and walkability within and around the site. Creating a superblock removes that integration and walkability within current Blocks 2, 3, and 4, undermining the intent of the ICMU-35 category.

A Type B Street – Standard cross section includes a minimum of 60 feet of width with a minimum of a 12-foot sidewalk area on each side of the street, on-street parking on each side of the street, and two 10-foot travel lanes for vehicles (see graphic on the following page). The proposed modification would remove four Type B Streets, which would eliminate the opportunity for walking, biking, and driving in and around this portion of the University Mall site.





The applicant has submitted a site plan, dated November 21, 2023, that shows a new 10-foot trail along the northern and eastern perimeter of the proposed superblock. While this trail addition was attempting to mitigate the creation of a superblock with the removal of four roadway segments, Planning Commission staff asked the applicant to address the interior building design of the new superblock in relation to the new proposed trail in order to meet the intent of the ICMU-35 category. The design of the buildings and the trail itself is critical to maintaining the intent of this Future Land Use category. The applicant indicated they did not desire to create a new Condition of Approval that was amenable to Planning Commission staff's request. In addition, in a phone call on November 27, 2023, with the applicant's representative, it was communicated that the applicant was reluctant to include the trail based upon safety concerns and that they were considering removing the trail as an option in the PRS application process.

While Planning Commission staff is sensitive to the applicant's position, safety concerns in site design can be addressed in a multitude of ways. Isolating and gating off a development is not an approach that is integrated or interconnected. The Future Land Use Element (FLUE) of the *Unincorporated Hillsborough County Comprehensive Plan* includes policy language on Crime Prevention Through Environmental Design, otherwise known as CPTED. According to the International Crime Prevention Through Environmental Design Association (ICA), CPTED is a "multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. CPTED is pronounced 'sep-ted' and it is also known around the world as Designing Out Crime, defensible space, and other similar terms."

The site is located within the limits of the University Area Community Plan, which contains several policies related to the importance and promotion of CPTED. For instance, under Goal 2 (Eliminating Obsolete Land Uses), the Community Plan vision discourages criminal activity and encourages providing a sense of security for area residents through the implementation of CPTED principles. The Community Plan also encourages working with the Hillsborough County Sheriff's Office and other stakeholders to develop strategies for crime prevention and public safety within the Community Plan boundary.

In the FLUE's Community Design Component section, Goal 2 is to "create safer, more livable communities that foster interaction between people and discourage criminal activities through their effective use of the physical environment and proper design". Objective 12-1 indicates that "CPTED techniques and principles should be utilized in new development to achieve safe, livable communities". Policy 2-1.2 supports the incorporation of public safety considerations and CPTED techniques into project design and review for future development and redevelopment in unincorporated Hillsborough County. Policy 2-1.2 states that natural surveillance techniques should be considered in the placement of physical features, such as the inclusion of a mix of activities and uses, people, and lighting in such a way that maximizes visibility. Policy 2-2.3 promotes the inclusion of pedestrian friendly streets and sidewalks as a means of natural surveillance. Policy 2-1.4 encourages site design of buildings that orients doors and windows to overlook streets and parking areas. The proposed trail would support all of the aforementioned policies by creating natural surveillance and an integration of uses and activities.

In conclusion, the proposed modification to combine Blocks 2, 3, and 4 and the removal of four roadway segments is not consistent with the ICMU Future Land Use category's intent to provide for pedestrian and bicycle connectivity, pedestrian-oriented development, or roadway corridor sensitivity and presence. The proposed changes align with a traditional suburban development and do not foster opportunities to live, work, and play as the ICMU-35 envisions.

The request has been found **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*. This request would be in direct conflict with the ICMU-35 Future Land Use category, policy direction in the Future Land Use Element, policy direction in the Mobility Section, and the University Area Community Plan vision. The following Goals, Objectives, and Policies of the *Comprehensive Plan* apply to this Personal Appearance/Minor Modification request (PRS 24-0023) and are used as a basis for an inconsistency finding:

MOBILITY SECTION

Goal 1: *Build and maintain a transportation system that supports the needs of all users with respect to ability, resources, identity and mode preference.*

Goal 4: *Provide safe and convenient connections within the transportation network that support multimodal access to key destinations, such as community focal points, employment centers and services throughout the County.*

Objective 4.1: *In urban and suburban contexts, design communities around a grid network of streets, or a modified grid, which will improve interconnections between neighborhoods and surrounding neighborhood-serving uses.*

Policy 4.1.2: *Require pedestrian and bicycle interconnections between adjacent, compatible development, and where appropriate, require vehicular interconnections.*

Goal 5: *Create a sustainable transportation system that allows people to take their mode of choice to access necessities, opportunities, recreation and each other.*

Objective 5.3: *New development shall mitigate its impact on the multimodal transportation network.*

Policy 5.3.4: *Consider existing and future development allowed under adopted Future Land Use Element categories in projecting future multimodal transportation needs.*

Objective 5.7: *Build a comprehensive bicycle/pedestrian system, including multi-use trails or side paths, sidewalks, pedestrian crossings and on-road bicycle facilities, to attract more people to walk and bicycle for all trip purposes.*

Policy 5.7.2: *Seek opportunities to construct multi-use trails or side paths adjacent or parallel to limited access highways, along drainage channels, shorelines, and various utility and railroad right-of-way.*

Policy 5.7.3: *Use trails and shared-use paths to connect schools, neighborhoods, parks, greenways, and civic, residential, and commercial districts, excluding paths through preserves and conservation parks. Use techniques such as cooperative agreements, easements, public right-of-way and Land Development Code standards.*

Policy 5.7.4: *Connect or accommodate future connections to planned and/or existing trails within new development.*

Policy 5.7.5: *Encourage the creation of nonmotorized connections in areas where roads are unlikely to be added, including large residential developments.*

FUTURE LAND USE ELEMENT

Policy 19.2: *In the mixed use land use categories, when two or more uses are required on the same project, then the development shall be implemented through a zoning district that demonstrates street connectivity, description of land uses, and site placement, access locations and internal connections at a minimum.*

COMMUNITY DESIGN COMPONENT

6.0 ROADWAY LEVEL DESIGN

6.2 PEDESTRIAN NETWORK

OBJECTIVE 15-1: *Provide for pedestrian needs in the design of new and existing roadways.*

15-1.1: *Design pedestrian facilities for designated roadways in urban and suburban areas to include the following considerations:*

- *Continuous sidewalks, free of obstruction, buffered from traffic by landscape or setbacks, and shaded by awnings or trees where appropriate.*

15-1.3: *Locate sidewalks along both sides of all public streets and in all residential areas, particularly near schools and adjacent to parks or recreational facilities, office buildings, local businesses and other similar locations that attract high amounts of pedestrian activity.*

6.3 PEDESTRIAN CROSSINGS

OBJECTIVE 15-2: *Provide safe and convenient roadway crossings that are easily identifiable by pedestrians and motorists.*

6.4 PEDESTRIAN AMENITIES

OBJECTIVE 15-3: *Provide pedestrian amenities along roadways, sidewalks, and bike paths to increase the comfort, safety, and security of users.*

2.2 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

GOAL 2: *Create safer, more livable communities that foster interaction between people and discourage criminal activities through their effective use of the physical environment and proper design.*

OBJECTIVE 2-1: *CPTED techniques and principles should be utilized in new development to achieve safe, livable communities.*

Policies:

2-1.1: *Support the incorporation of public safety considerations and CPTED techniques into project design and review for future development and redevelopment in the County.*

2-1.2: *Natural surveillance techniques should be considered in the placement of physical features, mix of activities and uses, people and lighting in such a way as to maximize visibility.*

2-1.3: *Promote the inclusion of pedestrian-friendly streets and sidewalks as a means of natural surveillance.*

2-1.4: *Encourage site design of buildings that orients doors and windows to overlook streets and parking areas.*

2-1.5: *Physical attributes that express ownership, such as pavement treatments, landscaping, art, signage, screening and fences should be used as a form of territorial reinforcement.*

2-1.6: *Sidewalks, entrances, landscaping and fences should be used to provide physical guidance to and from entrances and exits and to prevent public access from dark or unmonitored areas, as a natural access control technique.*

2-1.7: *The use of low maintenance landscaping and lighting treatments and the upkeep of property should be used to facilitate CPTED principles.*

2-1.8: *Delineate private spaces from public spaces with plantings, pavement designs, gateway treatments, and low fencing, where feasible.*

2-1.9: *Clearly delineate public routes while at the same time discouraging access to private areas.*

2-1.10: *All open space areas, and access to them, should be carefully designed and located, using natural surveillance to maximize community safety and crime prevention and minimize opportunities for public nuisance.*

Appendix A: Innovation Corridor Mixed Use-35 (ICMU-35)

The ICMU-35 category shall form a regional activity center which incorporates internal road systems, building clustering and mixing of uses. The category intends to foster opportunities for live, work and play developments. This category shall be made available for consideration along segments of those major corridors within 1.5 miles of the University of South Florida main campus, with the intent of providing increased development opportunities. The ICMU-35 category should be surrounded by other urban level plan categories and be located along fixed-guideway and major transit lines.

- *Developments should reflect elements of mixed-use design such as:*
- *Pedestrian, bicycle and roadway connectivity*
- *Horizontal and/or vertical integration of uses*
- *Pedestrian oriented/walkable*
- *Roadway corridor sensitivity and presence*

LIVABLE COMMUNITIES ELEMENT: University Area Community Plan

Goal 1: Build Community Infrastructure

The community supports:

- *implementing traffic calming techniques including traffic islands and roundabouts, where appropriate,*
- *creating a network of boulevards, main streets, and pedestrian links (sidewalks/trails) to facilitate mobility and non-motorized travel within the University Area Community;*

Goal 2: Eliminate Obsolete Land Uses

The community supports:

- *discouraging criminal activity and providing a sense of security for area residents through implementation of CPTED (Crime Prevention through Environmental Design) principles;*
- *working with the Hillsborough County Sheriff's Office and other stakeholders to develop strategies for crime prevention and public safety with the UAC boundary;*
- *maintaining a variety of land-use options and promotion mixed-use developments in the area;*
- *implementing the University Area Community Main Street and Neighborhood Office zoning districts to create stable, pedestrian friendly neighborhoods with compatible mixed uses, a variety of housing types, and tree lined main streets and boulevards;*
- *providing greater flexibility in land-use and density for future development while ensuring that neighborhood buffers and urban amenities are enhanced;*
- *creating unified pedestrian links between land uses by means of community Main Streets and sidewalks;*
- *encouraging the redevelopment of sub-standard and deteriorated housing focused along main streets through mixed land uses and higher densities; and*

The County will, where feasible:

- *to ensure safety and quality of life, the County will in collaboration with the Hillsborough County Sheriff's Office maintain a strategic program for crime prevention and public safety within the UCA boundary. The strategic program will identify and implement actions appropriate both for the UAC as a whole and for specific areas within the UAC boundary. Tools, techniques and programs expected to reduce crime and promote public safety may include but not be limited to:*
 - *Crime Prevention Through Environmental Design (CPTED) applied to building and site design;*
 - *Crime Prevention Through Environmental Design (CPTED) applied to public spaces;*
 - *revisions to the Special Public Interest University Community and University Community zoning districts (SPI-UC-1,2,3 and 4 and UCA-MS and NHO to support CPTED principles;*
 - *enhanced police presence/community policing;*
 - *street lighting;*
 - *surveillance cameras with monitoring;*
 - *emergency call boxes;*
 - *improved bike/pedestrian crossings; and*
 - *traffic control improvements*

Tools, techniques and programs for crime prevention and public safety will be evaluated in terms of:

- *effectiveness;*
- *cost of initial implementation (public and private);*
- *operational and maintenance cost (public and private); and*
- *community and public resources required for effective implementation.*

Goal 3: Create Community Identity

The community supports:

- *developing physical improvements such as landscaping, gateways, sidewalks, signage, and street trees to define community identity;*
- *using landscape buffers and urban design features/techniques to reduce conflicts between land uses, to promote high quality development, and to create an identifiable community character.*

If you have any questions regarding these comments or need further information, please contact me at (813) 547-4364.



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: Core Spaces c/o Olivia Prais Papreck, Development Mgr. **PID:** 24-0023

LOCATION: 2266 E Fowler Ave 101 Tampa, FL 33612
12313 Club Dr Tampa, FL 33612
2270 University Mall Ct Tampa, FL 33612
2244 University Square Mall Tampa, FL 33612
2212 E Fowler Ave Tampa, FL 33612

FOLIO NO.: 35921.0000, 36298.0300, 35921.0200, 35921.2000, and 35921.0005

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 24-0023 **REVIEWED BY:** Clay Walker, E.I. **DATE:** 10/17/2023

FOLIO NO.: 35921.0000, 36298.0300, 35921.0200, 35921.2000, 35921.0005

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: _____.