

PD Modification Application: PRS 25-0918
Zoning Hearing Master Date: NA
BOCC Land Use Meeting Date: September 9, 2025

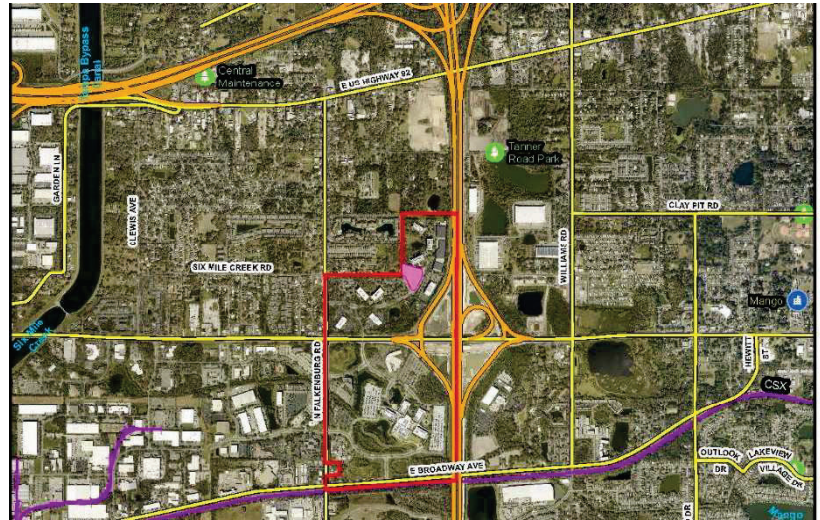


**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: JPMorgan Chase Bank, National Association
FLU Category: UMU-20 (University Mixed-Use)
Service Area: Urban
Site Acreage: 3.44 Acres
Community Plan Area: East Lake/Orient Park
Overlay: None



Introduction Summary

PD 96-0097 (as most recently modified by MM 24-0758) is a 242.4-acre mixed use planned development. The applicant is requesting a modification to a parcel within POD 10 a to allow for additional access points to a neighboring property and internal to the PD. The purpose of this application is to enable Major Modification application MM 25-0920 to be considered. The subject property is developed for surface parking use.

Existing Approvals	Proposed Modifications
No access connection from Pod 10 to folio 65140.0000 to the west. Pod 10 access to Bryan Road. No emergency access for Pod 10.	POD 10: add a shared access connection with the property having folio number 65140.0000, add a connection to Highland Manor Drive, and revise the plan to show an existing emergency access to Bryan Road.

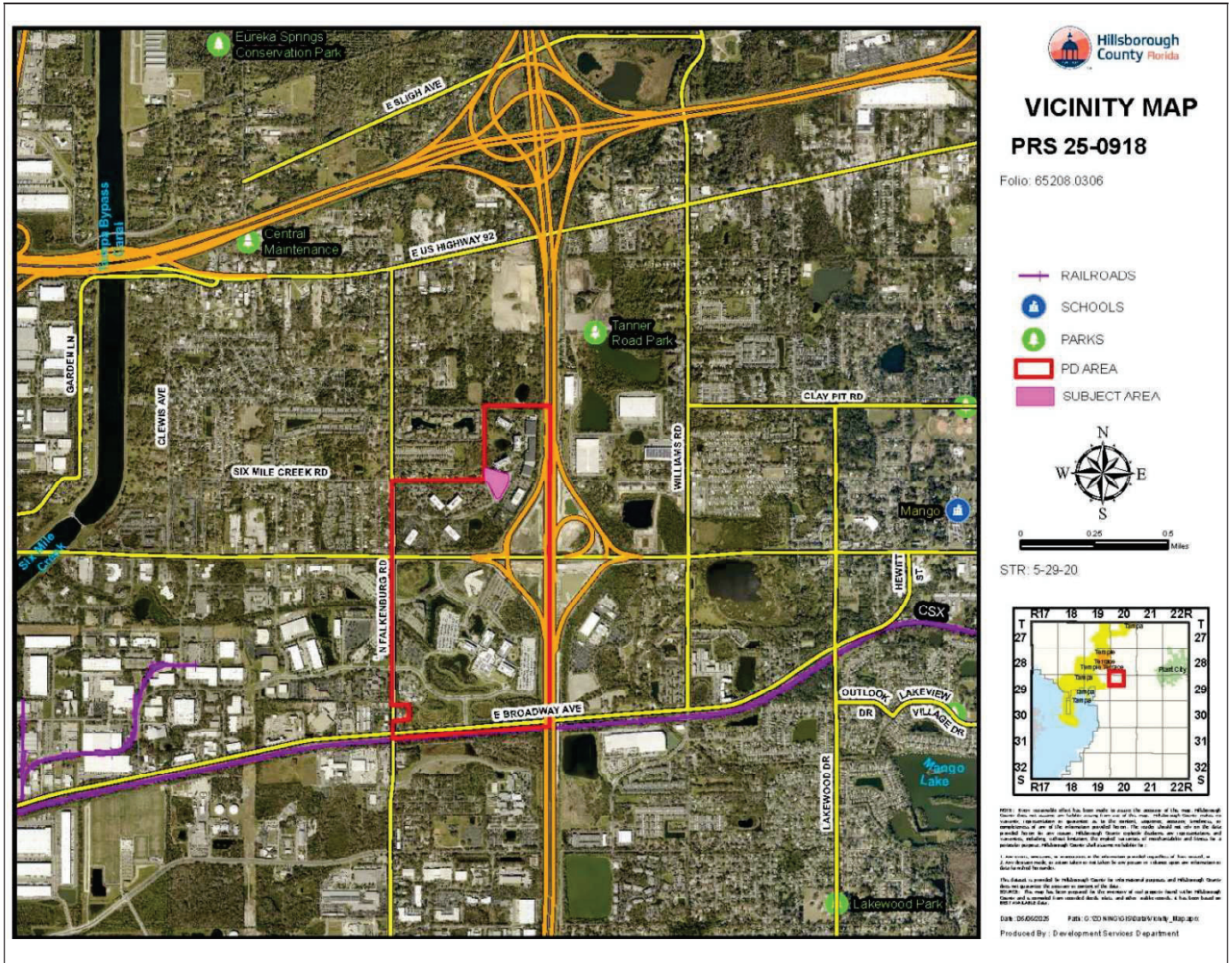
Additional Information

PD Variations	LDC Part 6.05.00 (Parking/Loading)
Waivers to the Land Development Code	None Requested as part of this application

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

2.1 Vicinity Map

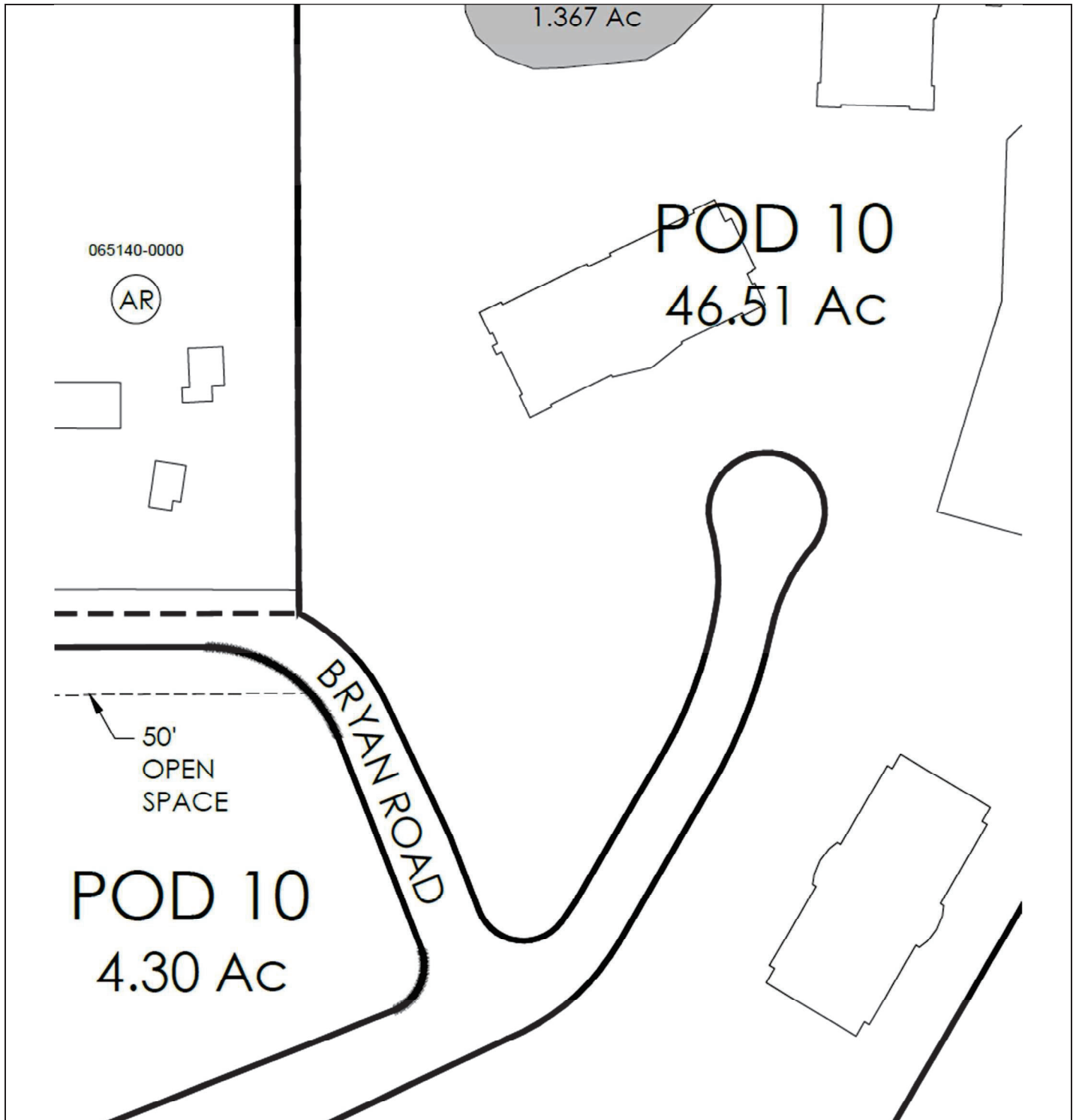


Context of Surrounding Area:

The subject property is located near the northwest corner of the I-75 and E Martin Luther King, Jr. Boulevard. The property is located within and adjoins the same PD to the north, south, east and southwest, which is developed for office and hotel use. A portion of the western boundary of the modification area abuts a vacant property that is approved for multi-family development at a density of 20 units per acre. The other significant uses in the area include single-family residential to the west, multi-family residential to the northwest

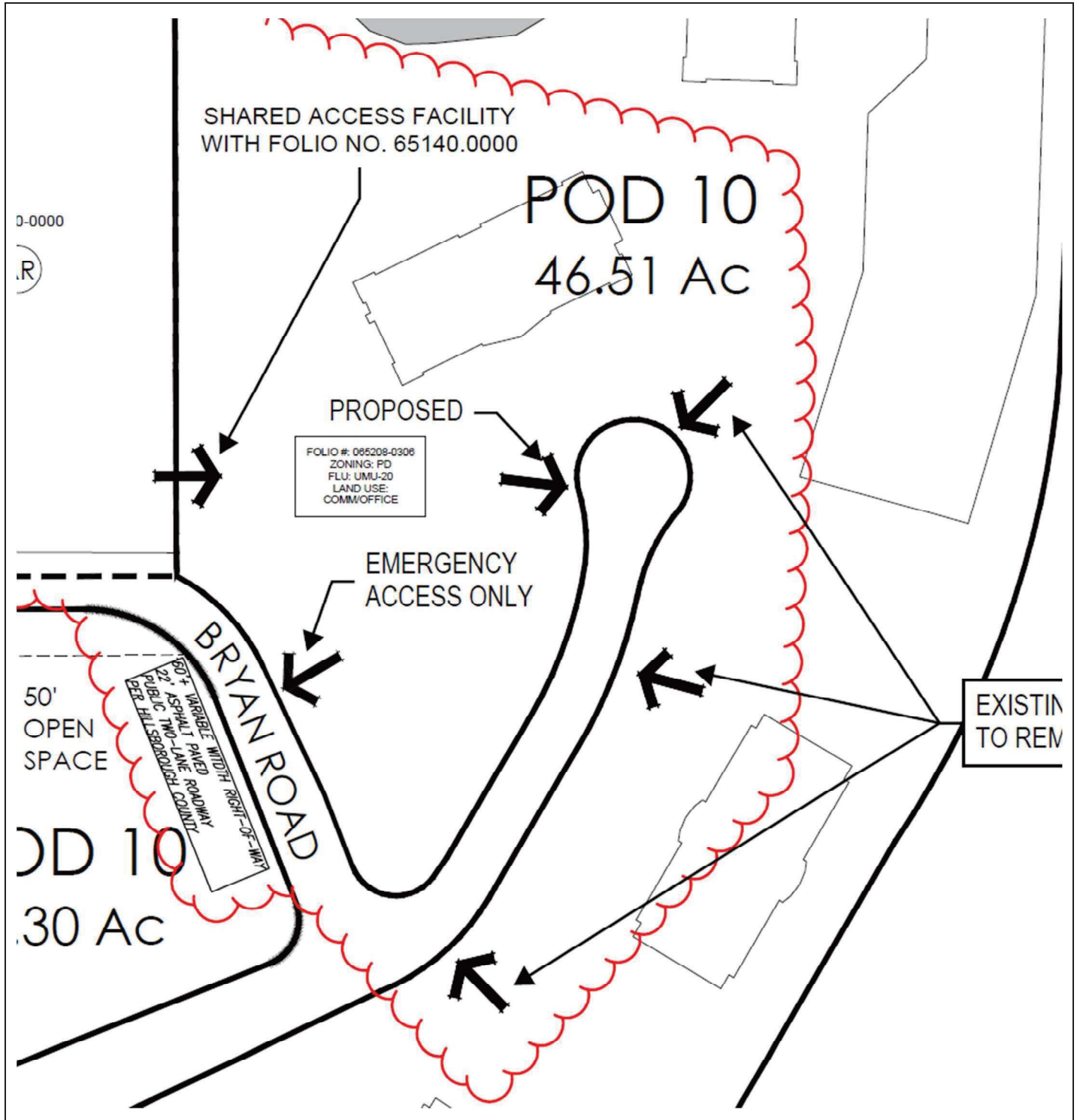
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



APPLICATION NUMBER: PRS 25-0918

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: September 9, 2025

Case Reviewer: Sam Ball

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
Highland Manor Drive	County Local - Urban	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
Bryan Road	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road* <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Notes: The existing Bryan Road access is being proposed to be converted to a gated emergency access and therefore is not subject to Substandard Road improvements as it will no longer be a full access connection for the parcel.

Project Trip Generation ☐ Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	7,786	1,693	1,556
Proposed	7,786	1,693	1,556
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access ☐ Not applicable for this request

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

Notes:

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input 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	
Conservation & Environmental Lands Management	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees: N/A				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS**5.1 Compatibility**

Staff finds that the potential impact of the additional access points would be limited to the properties within the PD and the property to the west, which is the subject of related modification MM 25-0920. Staff has no objection to the variation to the offsite parking requirements of LDC Section 6.05.02.D.2 due to direct access from the proposed parking facility to the office campus and the developer's commitment to provide continuous, uninterrupted, safe, direct, attractive, lighted, and convenient pedestrian routes between the off-site parking and the buildings to be served.

Based on these findings, staff finds the proposed modification compatible with zoning and development pattern in the area.

5.2 Recommendation

Based on the above, staff recommends approval, subject to conditions.

Prior to Site Plan Certification the PD site plan shall be amended as follows:

1. Add the parcel line for Folio 65208.0306; and,
2. Add internal circulation to Folio 65208.0306 to reflect the general location of the Shared Access Facility Driveway and label it as "Shared Access Facility Driveway, see conditions."

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~May 21, 2024~~ August 8, 2025.

1. The development of the Project shall proceed in strict accordance with the terms and conditions contained in the Sabal Center and Highland Park DRI Development Orders, as amended, the General Site Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
2. The following are subject to modification at the election of the developer during Preliminary Site Plan reviews: lot sizes, internal access points, location of lakes, and alignment and width of internal roads except as specified herein.
3. All roads and lakes within the project shall be private, unless Hillsborough County accepts the dedication thereof.
4. The center line of internal access points shall be: (a) at least 150, feet from any external street right-of-way, and (b) at least 100 feet from the center line of any other internal access point.
5. Surface parking may be established within any setback area, but not within any open space areas designated on the General Site Development Plan.
6. The placement of decorative pavement on private roads shall be permitted.
7. Any approved land use may be located in any pod except as specified by the respective Development Orders and as specified herein.
8. Land uses within the development shall be restricted to those uses permitted by the Sabal Center and Highland Park DRI Development Orders, as amended.
9. All buildings shall be architecturally finished on all sides.
10. Minimum building setbacks are as follows: North of Martin Luther King, Jr. Blvd: setbacks from all exterior property lines of the project shall be 30 feet with one additional foot in setback required for each additional foot in height over 30 feet.

South of Martin Luther King, Jr. Blvd: setbacks from all exterior property lines of the project shall be 40 feet, unless otherwise stated. Setbacks for Pods 4A, 6 and 9 adjacent to I-75 shall be a minimum of 20 feet.
11. Minimum building setbacks from all internal roadways shall be 30 feet for Pods 4 and 5. Minimum building setbacks from all internal roadways shall be 15 feet for all other Pods.
12. Buildings shall be set back a minimum of 20 feet from one another.

13. The maximum height of structures shall be the following number of stories or maximum feet whichever is less (measured from the finished floor elevation):

Land Use	Stories	Maximum Feet
Office	8*	120
Light Industrial	3	39
Service Center/Showroom	2	35
Hotel	11	143
Multi-Family	3**	39**
Commercial	2	35

*except Pod 5 shall have a 12-story maximum or 156 feet in height.

**except Multi-Family structures located within Sabal Center shall have a maximum height of five (5) stories measured at a maximum of 60 feet.

An additional 10 percent of the height limits stated above shall be permitted for the construction of architecture features and roof-top mechanical/service equipment. If a parking garage is developed in Pod 10, the maximum height shall be 45 feet.

14. All uses shall be required to provide parking as established by the Hillsborough County Zoning Code effective July 1, 1995 (unamended).
15. A minimum of 35 percent of the total land area shall be reserved for landscaping and permeable open areas. Such area may include landscaped buffers, retention areas, landscaped islands, unpaved recreation or staging area and areas paved with permeable paving blocks, provided, however, that permeable paving blocks shall not constitute more than 25 percent of the total surface area of any individual Pod. On any individual Pod, within the project, a minimum of 20 percent of the Pods 4 and 5 shall remain as permeable open area, and 10 percent for all other Pods.
16. Prior to Preliminary Site Plan review, the exact location of the pedestrian circulation system within such Preliminary Site Plan shall be determined, and the nature of the system shall be delineated on the Preliminary Site Plan prior to approval. The developer shall install said system within the subject parcel at time of issuance of certificates of occupancy. In addition, in instances where the adjacent parcel is a lake, or other common area, the developer shall extend the pedestrian system at least one-half of the distance between the subject parcel and the next adjacent buildable parcel to ensure, a connected pedestrian system. Developer shall have the option to construct portions of the pedestrian circulation system within the Conservation Area as appropriate to create a connected system, subject to obtaining necessary permits.
17. The developer shall provide sidewalks external to the project in the right-of-way area of the major roadway(s) bordering the project (MLK - complete, Falkenburg Road - complete, and Broadway). The exact location of said sidewalks shall be determined by the Development Services Department during Preliminary Site Plan Review. Prior to the issuance of the first Certificate of Occupancy for any Pod, the sidewalk shall be constructed along that portion of the exterior boundary of the project which is adjacent to such Pod. The sidewalk along the north side of Broadway shall be a minimum six feet in width.
18. The developer shall provide outdoor lighting internal to the project and shall further provide adequate lighting at all points of access to any public way from the site or sites.

19. The developer shall screen, prior to the issuance of Certificates of Occupancy, all mechanical equipment (for example, air), service areas, trash receptacles, dumpsters, from view from public places and neighboring properties through the use of features such as berms, fences, false facades, and dense landscaping.
20. The developer shall be required to utilize public water and public sewer and shall pay all costs to connect for service delivery. The developer shall submit to the Development Services Department (PGMD), prior to the issuance of Certificates of Occupancy, evidence of commitment from the City of Tampa Water Department and the Hillsborough County Department of Water to provide public water and public sewer services respectively. Additionally, the developer shall submit to the PGMD, prior to the issuance of Certificates of Occupancy, evidence of agreement to pay necessary costs pursuant to duly adopted City of Tampa and Hillsborough County ordinances and/or resolutions to enable the City of Tampa and Hillsborough County to provide public water and public sewer service delivery respectively.
21. Any existing and proposed on-site lighting, including lighting within the parking area, shall be oriented so that the lighting on site will not illuminate off site in accordance with Section 2.7.5.11.2. of the Land Development Code.
22. Developer shall provide fire hydrant locations and minimum fire flow as required by the Hillsborough County Fire Department.
23. The number and location of access points shall be as indicated on the approved general site plan. No parcel shall have direct access to Martin Luther King, Jr. Blvd, Falkenburg Road, or County Road 574 (Broadway).
24. Project access on Martin Luther King, Jr. Blvd. for all development on the north side of Martin Luther King, Jr. Blvd. shall be limited to lot turn in, right turn in, and right turn out, unless otherwise approved by FDOT.
25. The developer shall be permitted to install: (a) decorative piers not less than 50 feet apart except adjacent to the entranceways and substantially as shown on the Phase I Entry Sequence Concept prepared by Ray Ashley and Associates dated March 20, 1996 along Martin Luther King Jr. Boulevard up to a maximum height of twelve feet, along Falkenburg Road up to, a maximum height of twelve feet, and not less than 150 feet apart along the entry and exit ramps to Interstate 75 and along project boundaries along Interstate 75 up to a maximum height of sixteen feet; (b) decorative entry wall structures that step up to a maximum height of twelve feet at the project entries adjacent to Martin Luther King Jr. Boulevard and up to a maximum height of twelve feet at the project entries Boulevard up to a maximum height of eight feet. The exact location of the decorative piers, walls, and fences along the edge of the subject property borders shall be subject to approval of FDOT and Hillsborough County, as applicable.
26. Development of the project shall comply with all applicable regulations of the Hillsborough County Environmental Protection Commission.
27. Within ninety days of approval by the Hillsborough County Board of County Commissioners of ~~PRS 19-0144~~PRS 25-0918, the developer shall submit to the Development Services Department a revised General Development Plan for certification reflecting all the conditions outlined above.

SABAL CENTER

The following conditions shall be applicable only to that portion of the project governed by the Sabal Center DRI Development Order (Pods I - 9 on the General Site Development Plan):

1. Sabal Center shall be restricted to office, research and development, light industrial uses, hotels, general retail and accessory support commercial uses. Specific uses within each of these general categories shall be restricted to those permitted respectively within the PD-O (Planned Development-Office), PD-RP (Planned Development-Research Park,), PD-I (Planned Development-Industrial) and the Retail Goods section of the PD-C (Planned Development-Commercial) zoning districts contained within the Hillsborough County Zoning Code (effective July 1, 1985. Multi-family and solar power generation for primarily on-site consumption shall also be allowed in Pods 3, 4a, 5a, 6, 7, 8, 9. Multi-family residential development shall comply with the dimensional standards for RMC-20 (Residential Multi-Family Conventional), except as modified within this PD.
2. Free-standing retail shall be of a unified design scheme exhibiting the following design criteria:
 - a. interconnected pedestrian system with the surrounding Sabal Center project;
 - b. provision of a pedestrian facility (i.e.: shade trees, tables, chairs, benches, trash receptacles); and,
 - c. the developer is encouraged, but not required, to provide other amenities including awnings and other outdoor overhead structures providing shade, public art, water features and drinking fountains.
3. The maximum amount of any use in Sabal Center shall be that specified in the Sabal Center DRI Development Order, as amended. POD(s) 3, 4a, 5a, 6, 7, 8, and 9 within Sabal Center may be developed with any use specified in the DRI Development Order based up the trip cap contained within the Sabal Center DRI Development Order.
4. The maximum Floor Area Ratio for all of Sabal Center shall be 0.69. In calculating the maximum Floor Area Ratio, each hotel unit shall be equivalent to 500 square feet. The Floor Area Ratio for individual Pods may exceed 0.69, so long as the cumulative Floor Area Ratio for all Sabal Center Pods (1 - 9) does not exceed 0.69.
5. A landscape buffer, a minimum width as shown on the General Site Development plan shall be provided along all exterior boundaries of Sabal Center South of MLK prior to issuance of certificates of occupancy for any development occurring within a Pod contiguous with said external project boundaries. Said landscape buffer shall retain all trees greater than 12 inches diameter at breast height within the minimum width required except within the 25-foot clear sight triangle adjacent to street intersections. Notwithstanding the 20 foot wide buffer depicted along Falkenburg for Pods 3, 7 and 8, all trees greater than 12 inches diameter at breast height within 30 feet of the Falkenburg PD boundary within these specified Pods shall be retained. That portion of Sabal Center north of Martin Luther King Boulevard shall provide a 50-foot wide open-space buffer along the western and northern boundary of Sabal Center. Vehicle parking and internal roadways shall not be permitted within these landscape and open space buffer areas. The Sabal Center developer or the designate thereof shall be responsible for maintenance of the buffer.
6. The Sabal Center portion of the project is permitted access to Bryan Road. If access to Bryan Road is pursued, the developer shall be responsible for and pay all costs in the upgrading of Bryan Road to a design and width appropriate for a road capable of handling the traffic expected by the project. Such upgrading shall include a sidewalk on both sides, appropriate intersection improvements, and include, when warranted, a signalized intersection at Falkenburg Road. All improvements shall meet minimum County standards and shall be completed as per the findings of the transportation analysis required in the Highland Park Development Order
7. Two Bus shelters, including benches, lighting and trash receptacles, of a design and location acceptable to Hartline and the developer, shall be required and shall be the responsibility of the developer. They shall be installed by the developer on the north and South sides of Martin Luther King, Jr. Blvd, on public property after completion of the road widening improvements on Martin Luther King, Jr. Blvd. by FDOT or at two other locations

mutually acceptable to both Hartline and the developer. The exact design, landscaping and size of each of the above referenced facilities shall be approved by Hartline and the developer prior to the site development plan approval for the parcels adjacent to or on which the bus shelters are to be located (complete).

8. The relocation of Queen Palm Drive (the internal access drive) between Pods 4A and 6 is subject to EPC approval and if the approval is not granted, then this access drive shall remain in its current location.
9. With each increment of development, the developer shall submit a traffic analysis that evaluates required Hillsborough County Land Development Code access improvements.
10. All Multifamily uses shall be subject to mobility fees. Mobility fee obligations may be satisfied in accordance with Sec. 40-78(a) of the Hillsborough County Code of Ordinances.
11. 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.
12. 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.
13. 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).
14. 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.

HIGHLAND PARK

The following conditions shall be applicable only to that portion of the project governed by the Highland Park DRI Development Order (Pod 10 on the General Site Development Plan):

1. PERMITTED USES: The following uses shall be permitted on site:
 - a. the uses of the PD-RP zoning district.
 - b. As an alternative use, up to 557 multi-family residential dwelling units may be permitted subject to the requirements of the DRI Development Order.
 - c. Interim wastewater treatment plant as conditioned by PD-MU 86-95.
2. The maximum amount of any use in Highland Park shall be that specified in the Highland Park DRI Development Order, as amended.

3. The maximum floor area ratio (FAR) permitted shall be 1.0 and the maximum density permitted shall be 20 dwelling units per acre. In calculating the maximum Floor Area Ratio, each hotel unit shall be equivalent to 500 square feet.
4. The timing of all transportation improvements relating to Highland Park shall be based on revised developer submitted transportation analyses required for each increment of 50,000 square feet of office uses (or an equivalent in terms of external P.M. Peak Hour trips). For administrative purposes, the developer shall submit a revised General Site Plan indicating the square footage amount currently approved on site along with the additional amount currently seeking approval with each revised transportation analysis.
5. The developer shall provide cross access to the north. All future construction plans (or equivalent) pertaining to this area shall indicate such cross access. However, in the event that the developer provides evidence that the user(s) of said area requires secured property with no public through access, such cross access shall not be required.
6. If signals should be warranted at the intersections of Falkenburg Road & Sabal Center North Driveway and Falkenburg Road & Bryan Road, as shown in the transportation analysis, the developer shall install, at his expense, and with the concurrence of the County, a signal(s) and appropriate interconnects to adjacent signals. The placement and design of the signal(s) shall be subject to approval by Hillsborough County Engineering Department.
7. With regard the Martin Luther King, Jr. Blvd. if required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic. The design and construction of these left turn lanes shall be subject to FDOT approval.
8. The Highland Park portion of the project shall provide access to Bryan Road. The developer shall be responsible for and pay all costs in the upgrading of Bryan Road to a design and width appropriate for a road capable of handling the traffic expected by the project. Such upgrading shall include a sidewalk on both sides (complete), appropriate intersection improvements, and include, when warranted, a signalized intersection at Falkenburg Road. All improvements shall meet minimum County standards and shall be completed as per the findings of the transportation analysis required in the Highland Park Development Order.
9. The following intersections improvements are to be constructed at developer's expense and the timing of the improvements shall be completed as per the findings of the transportation analysis required above:
 - Falkenburg Road and Martin Luther King Jr. Boulevard
 - Add one southbound through lane
 - Falkenburg Road and Sabal Center North Driveway
 - Add one southbound left turn lane and provide two westbound driveway approach lanes;
10. The Highland Park developer shall provide a 50-foot wide open-space buffer along Bryan Road prior to issuance of certificates of occupancy for any development occurring within the area contiguous to said buffers. This landscape buffer area shall retain all trees within this area except within the 25-foot clear sight triangle adjacent to street intersections. Vehicle parking and internal roadways will not be permitted within this open space buffer area. The Highland Park developer or the designate thereof shall be responsible for maintenance of the buffer.

11. To satisfy paragraph F.1. of the Highland Park DRI Development Order, as amended, the Highland Park developer shall set aside and preserve a minimum of three acres of the woodland pastures and pine-mesic oak upland vegetative communities as indicated on the General Site Development Plan. In addition, the developer shall provide a minimum of five acres of similar habitat either within the adjacent Sabal Center project or in an upland mitigation bank approved by the County or a combination thereof. If the mitigation bank option is utilized, the developer may contribute to an appropriate fund in lieu of acquiring property. The five-acre set aside portion of this condition shall be satisfied prior to the first preliminary plan approval within the boundaries of the Highland Park project.

The following conditions apply to PRS 25-0918

12. Shared access between Folio: 65140.0000 and Folio: 65208.0306 shall be required if the properties are developed for like uses.
13. 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 in 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.
14. 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.
15. Consistent with the PD Variation approved as a part of PRS 25-0918 and remaining applicable portions of LDC Sec. 6.05.02.D.2, parking for Folios 65208.0306, 65208.0308, and 65208.0311 shall be permitted on Folio 65140.0000 at a distance greater than 300 feet barring the developer provides continuous, uninterrupted, safe, direct, attractive, lighted, and convenient pedestrian routes between the off-site parking and the buildings being served.
16. The following conditions apply to Folio 65208.0306:
- a. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the parcel boundaries.
 - b. The parcel shall be served by and limited to one vehicular access connection to Highland Manor Drive and one gated emergency access connection to Bryan Road. Additionally, prior to or concurrent with the initial increment of development:
 - The developer shall convert the existing gated access to Bryan Road to a gated emergency access with a Knox Box Rapid Entry System or similar system which may be approved by the Hillsborough County Fire Marshall; and
 - The developer shall construct a vehicular and pedestrian access/cross-access stubout to the western boundary of Folio 65208.0306; and
 - The developer shall construct an internal driveway connection, as generally on PD site plan and labeled as "Shared Access Facility Driveway." This driveway shall connect the stubout to the western property boundary and the access connection to Highland Manor Drive and serve as a Shared Access Facility with Folios 65140.0000 and 65208.0306; and
 - ADA Parking spaces shall be permitted along the Shared Access Facility Driveway; however, no other parking spaces shall be permitted to back into the Shared Access Facility Driveway; and

- The property owner shall record in the Official Records of Hillsborough County any easements necessary to permit the adjacent properties to utilize the Shared Access Facility or construct required improvements within the area without further consultation.

c. The developer shall be permitted to install a fence or a wall across the access/cross-access stubouts until such time as development occurs on the adjacent property; however, such fence or wall shall be removed prior to or concurrent with utilization of the Shared Access Facility. Such fence or wall shall be designed to facilitate the quick removal of those sections which are necessary to effectuate the above referenced Shared Access.

17. If the notes and/or graphics 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.

Zoning Administrator Sign Off:

J. Brian Grady

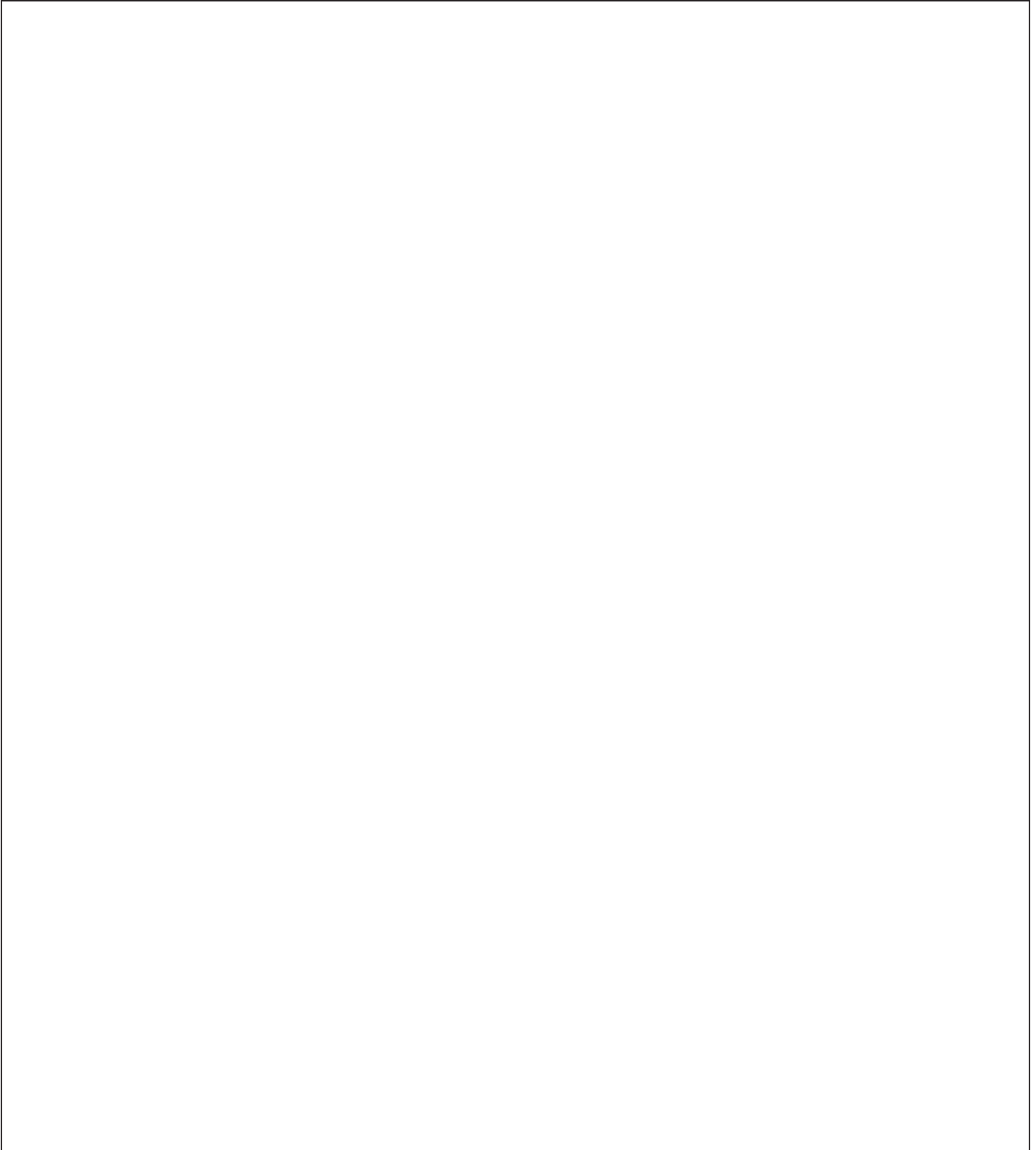
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

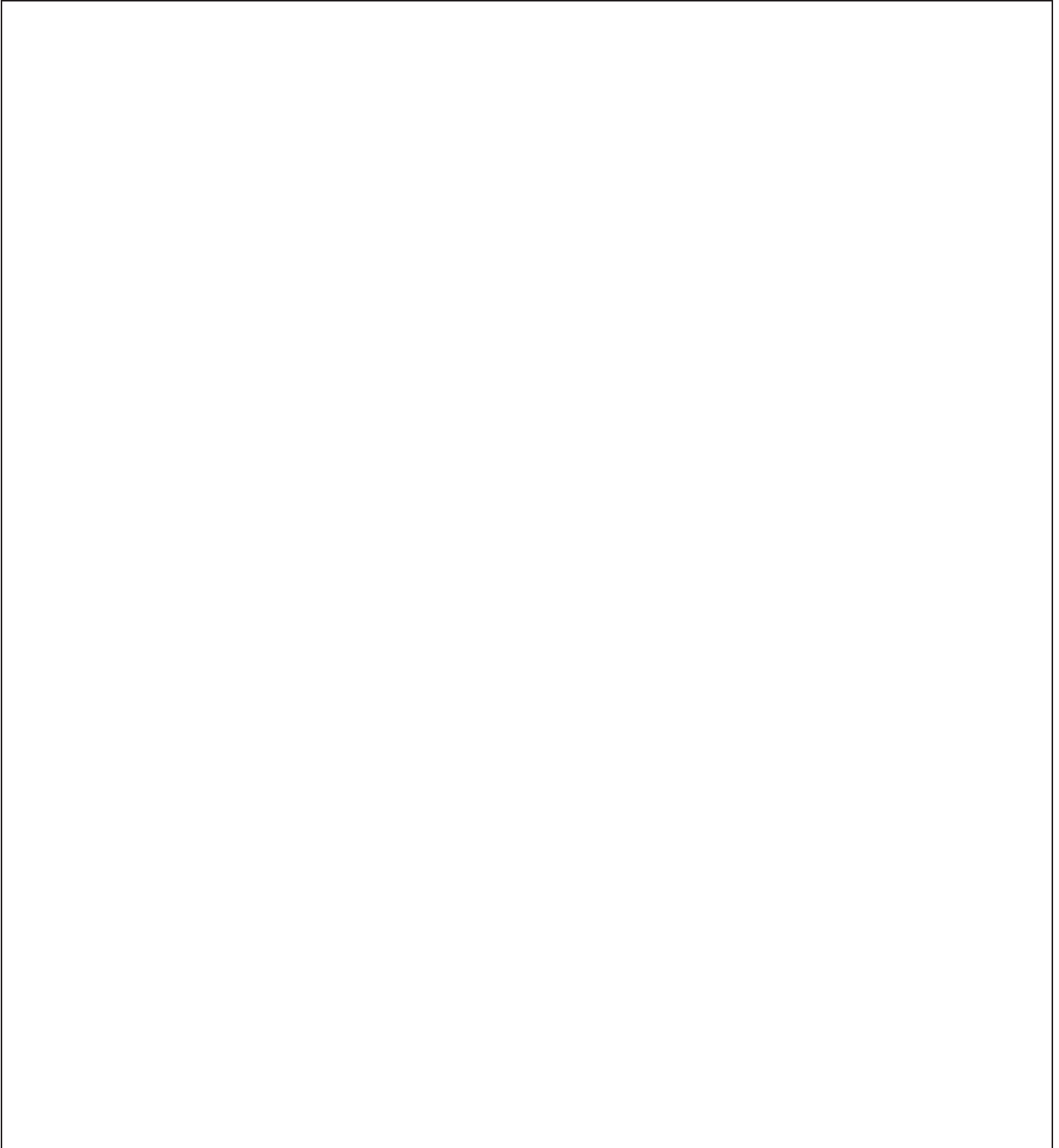
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Approved Site Plan. It occupies the majority of the page below the section header.

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Proposed Site Plan. It occupies the majority of the page below the section header.



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/25/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EL

PETITION NO: PRS 25-0918

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- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | This agency has no comments. |
| <input type="checkbox"/> | This agency has no objection. |
| <input checked="" 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. |
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CONDITIONS OF APPROVAL

New Conditions

- Consistent with the PD Variation approved as a part of PRS 25-0918 and remaining applicable portions of LDC Sec. 6.05.02.D.2. parking for Folios 65208.0306, 65208.0308, and 65208.0311 shall be permitted on Folio 65140.0000 at a distance greater than 300 feet barring the developer provides continuous, uninterrupted, safe, direct, attractive, lighted, and convenient pedestrian routes between the off-site parking and the buildings being served.
- The following conditions apply to Folio 65208.0306:
 - Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the parcel boundaries.
 - The parcel shall be served by and limited to one vehicular access connection to Highland Manor Drive and one gated emergency access connection to Bryan Road. Additionally, prior to or concurrent with the initial increment of development:
 - The developer shall convert the existing gated access to Bryan Road to a gated emergency access with a Knox Box Rapid Entry System or similar system which may be approved by the Hillsborough County Fire Marshall; and,
 - The developer shall construct a vehicular and pedestrian access/cross-access stubout to the western boundary of Folio 65208.0306; and,
 - The developer shall construct an internal driveway connection, as generally on PD site plan and labeled as “Shared Access Facility Driveway.” This driveway shall connect the stubout to the western property boundary and the access connection to Highland Manor Drive and serve as a Shared Access Facility with Folios 65140.0000 and 65208.0306; and,
 - ADA Parking spaces shall be permitted along the Shared Access Facility Driveway; however, no other parking spaces shall be permitted to back into the Shared Access Facility Driveway; and,
 - The property owner shall record in the Official Records of Hillsborough County any easements necessary to permit the adjacent properties to utilize

the Shared Access Facility or construct required improvements within the area without further consultation.

- The developer shall be permitted to install a fence or a wall across the access/cross-access stubouts until such time as development occurs on the adjacent property; however, such fence or wall shall be removed prior to or concurrent with utilization of the Shared Access Facility. Such fence or wall shall be designed to facilitate the quick removal of those sections which are necessary to effectuate the above referenced Shared Access.

Other Conditions

- Prior to Site Plan Certification the PD site plan shall be amended as follows:
 - Add the parcel line for Folio 65208.0306; and,
 - Add internal circulation to Folio 65208.0306 to reflect the general location of the Shared Access Facility Driveway and label it as “Shared Access Facility Driveway, see conditions.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to a +/- 3.44-acre portion of a property currently zoned Planned Development (PD) 24-0758. This parcel is also within the Highland Park DRI #142 which has an Essentially Built Out Agreement (09-0134 EBOA). The subject parcel has been developed for a 310-space surface parking lot to serve the existing JP Morgan Campus to the north and east on Folios 65208.0308 and 65208.0311. The existing PD site plan has entitled the area where JP Morgan Campus has been developed for a maximum of 900,000 square feet of office uses which is supported by the surface parking lot.

The application is to propose changes in the access connections to the subject parcel. Specifically, the applicant is proposing to convert the existing gated access to Bryan Road to a gated emergency access and add an access connection to Highland Manor Drive. The proposed access to Highland Manor Drive is proposed to serve as the only access to the abutting parcel to the west (Folio 65140.0000) and therefore shall provide access/cross access that is intended to be a Shared Access Facility, as shown on the PD site plan.

Under separate request (MM 25-0920), the applicant has submitted for a PD modification on the vacant +/- 4.9-acre parcel (Folio 65140.0000) to the west of the subject parcel. The applicant is proposing to modify that existing PD to permit a parking garage on this property with the intent to provide additional parking for the existing JP Morgan Campus. The requested changes to access for this subject PD modification are intended to provide sole access to the proposed parking garage through a Shared Access Facility from Highland Manor Drive.

Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), no traffic study was required to process this request. Staff notes that although one access (to Highland Manor Dr.) is being added, this does not change travel patterns to/from the site (i.e. the area of the project in question was still solely accessed via that facility, albeit in an alternate nearby location. As such, and given that no changes to entitlements were proposed, staff determined that the traffic study would provide no usable information or benefit.

Trip Generation Analysis

Staff has prepared the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved and Proposed Use for JP Morgan Campus and Surface Parking Lot:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
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PD, 900,000 square feet of Office Building (ITE LUC 715 – Single Tenant Office Building)	7,786	1,693	1,556

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
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Difference	Nil	Nil	Nil

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on Highland Manor Drive and Bryan Road.

In the vicinity of the modification area, Highland Manor Drive is a 2-lane, undivided, local urban roadway. The roadway is characterized by +/- 12-foot-wide lanes in average condition, no bike lanes, +/- 5-foot-wide sidewalks on both sides of the roadway within the vicinity of the proposed project and lies within a +/- 100 foot-wide right of way.

Bryan Road is a 2-lane, undivided, substandard local rural roadway. The roadway is characterized by +/- 11-foot-wide lanes in average condition, no bike lanes, +/- 5-foot-wide sidewalks on both sides of the roadway within the vicinity of the proposed project and lies within a +/- 50 foot-wide right of way.

SITE ACCESS

The subject parcel (surface parking lot) has an existing gated access to Bryan Road and an existing access connection to the north via a driveway through Folio 65208.0308 to the JP Morgan Campus.

The applicant is proposing to add one full access driveway connection to Highland Manor Drive on the west side of the roadway before the cul-de-sac and convert the existing driveway to a gated emergency access to Bryan Road, consistent with existing zoning approvals.

The proposed full access connection to Highland Manor Drive will be a Shared Access Facility with Folio 65140.0000 to the west and will connect the western property boundary and the access connection to Highland Manor Drive through a Shared Access Facility Driveway.

PD VARIATION REQUEST – PARKING

The applicant has submitted a PD Variation from LDC Sec. 6.05.02.D.2.b. requesting relief from the 300-foot walking distance for off-site parking. It is anticipated that Folio 65140.0000 (under separate PD modification) will be developed as a parking garage to provide sufficient parking for the JP Morgan Campus while containing the parking and circulation within the said campus.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Highland Manor Drive and this segment of Bryan Road are not regulated roadways and were not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for those roadways can be provided.

The roadway level of service provided for a segment of N Falkenburg Road (a nearby roadway) is for information purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
N Falkenburg Road	Bryan Road	Hillsborough Avenue	D	C

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)



**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 21, 2024.

1. The development of the Project shall proceed in strict accordance with the terms and conditions contained in the Sabal Center and Highland Park DRI Development Orders, as amended, the General Site Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
2. The following are subject to modification at the election of the developer during Preliminary Site Plan reviews: lot sizes, internal access points, location of lakes, and alignment and width of internal roads except as specified herein.
3. All roads and lakes within the project shall be private, unless Hillsborough County accepts the dedication thereof.
4. The center line of internal access points shall be: (a) it least 150, feet from any external street right-of-way, and (b) at least 100 feet from the center line of any other internal access point.
5. Surface parking may be established within any setback area, but not within any open space areas designated on the General Site Development Plan.
6. The placement of decorative pavement on private roads shall be permitted.
7. Any approved land use may be located in any pod except as specified by the respective Development Orders and as specified herein.
8. Land uses within the development shall be restricted to those uses permitted by the Sabal Center and Highland Park DRI Development Orders, as amended.
9. All buildings shall be architecturally finished on all sides.
10. Minimum building setbacks are as follows: North of Martin Luther King, Jr. Blvd: setbacks from all exterior property lines of the project shall be 30 feet with one additional foot in setback required for each additional foot in height over 30 feet.

South of Martin Luther King, Jr. Blvd: setbacks from all exterior property lines of the project shall be 40 feet, unless otherwise stated. Setbacks for Pods 4A, 6 and 9 adjacent to I-75 shall be a minimum of 20 feet.
11. Minimum building setbacks from all internal roadways shall be 30 feet for Pods 4 and 5. Minimum building setbacks from all internal roadways shall be 15 feet for all other Pods.
12. Buildings shall be setback a minimum of 20 feet from one another.
13. The maximum height of structures shall be the following number of stories or maximum feet whichever is less (measured from the finished floor elevation):

Land Use	Stories	Maximum Feet
Office	8*	120
Light Industrial	3	39
Service Center/Showroom	2	35
Hotel	11	143
Multi-Family	3**	39**
Commercial	2	35

*except Pod 5 shall have a 12-story maximum or 156 feet in height.

**except Multi-Family structures located within Sabal Center shall have a maximum height of five (5) stories measured at a maximum of 60 feet.

An additional 10 percent of the height limits stated above shall be permitted for the construction of architecture features and roof-top mechanical/service equipment. If a parking garage is developed in Pod 10, the maximum height shall be 45 feet.

14. All uses shall be required to provide parking as established by the Hillsborough County Zoning Code effective July 1, 1995 (unamended).
15. A minimum of 35 percent of the total land area shall be reserved for landscaping and permeable open areas. Such area may include landscaped buffers, retention areas, landscaped islands, unpaved recreation or staging area and areas paved with permeable paving blocks, provided, however, that permeable paving blocks shall not constitute more than 25 percent of the total surface area of any individual Pod. On any individual Pod, within the project, a minimum of 20 percent of the Pods 4 and 5 shall remain as permeable open area, and 10 percent for all other Pods.
16. Prior to Preliminary Site Plan review, the exact location of the pedestrian circulation system within such Preliminary Site Plan shall be determined, and the nature of the system shall be delineated on the Preliminary Site Plan prior to approval. The developer shall install said system within the subject parcel at time of issuance of certificates of occupancy. In addition, in instances where the adjacent parcel is a lake, or other common area, the developer shall extend the pedestrian system at least one-half of the distance between the subject parcel and the next adjacent buildable parcel to ensure, a connected pedestrian system. Developer shall have the option to construct portions of the pedestrian circulation system within the Conservation Area as appropriate to create a connected system, subject to obtaining necessary permits.
17. The developer shall provide sidewalks external to the project in the right-of-way area of the major roadway(s) bordering the project (MLK - complete, Falkenburg Road - complete, and Broadway). The exact location of said sidewalks shall be determined by the Development Services Department during Preliminary Site Plan Review. Prior to the issuance of the first Certificate of Occupancy for any Pod, the sidewalk shall be constructed along that portion of the exterior boundary of the project which is adjacent to such Pod. The sidewalk along the north side of Broadway shall be a minimum six feet in width.
18. The developer shall provide outdoor lighting internal to the project and shall further provide adequate lighting at all points of access to any public way from the site or sites.
19. The developer shall screen, prior to the issuance of Certificates of Occupancy, all mechanical equipment (for example, air), service areas, trash receptacles, dumpsters, from view from public places and

neighboring properties through the use of features such as berms, fences, false facades, and dense landscaping.

20. The developer shall be required to utilize public water and public sewer and shall pay all costs to connect for service delivery. The developer shall submit to the Development Services Department (PGMD), prior to the issuance of Certificates of Occupancy, evidence of commitment from the City of Tampa Water Department and the Hillsborough County Department of Water to provide public water and public sewer services respectively. Additionally, the developer shall submit to the PGMD, prior to the issuance of Certificates of Occupancy, evidence of agreement to pay necessary costs pursuant to duly adopted City of Tampa and Hillsborough County ordinances and/or resolutions to enable the City of Tampa and Hillsborough County to provide public water and public sewer service delivery respectively.
21. Any existing and proposed on-site lighting, including lighting within the parking area, shall be oriented so that the lighting on site will not illuminate off site in accordance with Section 2.7.5.11.2. of the Land Development Code.
22. Developer shall provide fire hydrant locations and minimum fire flow as required by the Hillsborough County Fire Department.
23. The number and location of access points shall be as indicated on the approved general site plan. No parcel shall have direct access to Martin Luther King, Jr. Blvd, Falkenburg Road, or County Road 574 (Broadway).
24. Project access on Martin Luther King, Jr. Blvd. for all development on the north side of Martin Luther King, Jr. Blvd. shall be limited to lot turn in, right turn in, and right turn out, unless otherwise approved by FDOT.
25. The developer shall be permitted to install: (a) decorative piers not less than 50 feet apart except adjacent to the entranceways and substantially as shown on the Phase I Entry Sequence Concept prepared by Ray Ashley and Associates dated March 20, 1996 along Martin Luther King Jr. Boulevard up to a maximum height of twelve feet, along Falkenburg Road up to, a maximum height of twelve feet, and not less than 150 feet apart along the entry and exit ramps to Interstate 75 and along project boundaries along Interstate 75 up to a maximum height of sixteen feet; (b) decorative entry wall structures that step up to a maximum height of twelve feet at the project entries adjacent to Martin Luther King Jr. Boulevard and up to a maximum height of twelve feet at the project entries Boulevard up to a maximum height of eight feet. The exact location of the decorative piers, walls, and fences along the edge of the subject property borders shall be subject to approval of FDOT and Hillsborough County, as applicable.
26. Development of the project shall comply with all applicable regulations of the Hillsborough County Environmental Protection Commission.
27. Within ninety days of approval by the Hillsborough County Board of County Commissioners of PRS 19-0144, the developer shall submit to the Development Services Department a revised General Development Plan for certification reflecting all the conditions outlined above.

SABAL CENTER

The following conditions shall be applicable only to that portion of the project governed by the Sabal Center DRI Development Order (Pods I - 9 on the General Site Development Plan):

1. Sabal Center shall be restricted to office, research and development, light industrial uses, hotels, general retail and accessory support commercial uses. Specific uses within each of these general categories shall be restricted to those permitted respectively within the PD-O (Planned Development-Office), PD-RP (Planned Development-Research Park.), PD-I (Planned Development-Industrial) and the Retail Goods section of the PD-C (Planned Development-Commercial) zoning districts contained within the Hillsborough County Zoning Code (effective July 1, 1985. Multi-family and solar power generation for primarily on-site consumption shall also be allowed in Pods 3, 4a, 5a, 6, 7, 8, 9. Multi-family residential development shall comply with the dimensional standards for RMC-20 (Residential Multi-Family Conventional), except as modified within this PD.
2. Free-standing retail shall be of a unified design scheme exhibiting the following design criteria:
 - a. interconnected pedestrian system with the surrounding Sabal Center project;
 - b. provision of a pedestrian facility (i.e.: shade trees, tables, chairs, benches, trash receptacles); and,
 - c. the developer is encouraged, but not required, to provide other amenities including awnings and other outdoor overhead structures providing shade, public art, water features and drinking fountains.
3. The maximum amount of any use in Sabal Center shall be that specified in the Sabal Center DRI Development Order, as amended. POD(s) 3, 4a, 5a, 6, 7, 8, and 9 within Sabal Center may be developed with any use specified in the DRI Development Order based up the trip cap contained within the Sabal Center DRI Development Order.
4. The maximum Floor Area Ratio for all of Sabal Center shall be 0.69. In calculating the maximum Floor Area Ratio, each hotel unit shall be equivalent to 500 square feet. The Floor Area Ratio for individual Pods may exceed 0.69, so long as the cumulative Floor Area Ratio for all Sabal Center Pods (1 - 9) does not exceed 0.69.
5. A landscape buffer, a minimum width as shown on the General Site Development plan shall be provided along all exterior boundaries of Sabal Center South of MLK prior to issuance of certificates of occupancy for any development occurring within a Pod contiguous with said external project boundaries. Said landscape buffer shall retain all trees greater than 12 inches diameter at breast height within the minimum width required except within the 25-foot clear sight triangle adjacent to street intersections. Notwithstanding the 20 foot wide buffer depicted along Falkenburg for Pods 3, 7 and 8, all trees greater than 12 inches diameter at breast height within 30 feet of the Falkenburg PD boundary within these specified Pods shall be retained. That portion of Sabal Center north of Martin Luther King Boulevard shall provide a 50-foot wide open-space buffer along the western and northern boundary of Sabal Center. Vehicle parking and internal roadways shall not be permitted within these landscape and open space buffer areas. The Sabal Center developer or the designate thereof shall be responsible for maintenance of the buffer.

6. The Sabal Center portion of the project is permitted access to Bryan Road. If access to Bryan Road is pursued, the developer shall be responsible for and pay all costs in the upgrading of Bryan Road to a design and width appropriate for a road capable of handling the traffic expected by the project. Such upgrading shall include a sidewalk on both sides, appropriate intersection improvements, and include, when warranted, a signalized intersection at Falkenburg Road. All improvements shall meet minimum County standards and shall be completed as per the findings of the transportation analysis required in the Highland Park Development Order.
7. Two Bus shelters, including benches, lighting and trash receptacles, of a design and location acceptable to Hartline and the developer, shall be required and shall be the responsibility of the developer. They shall be installed by the developer on the north and South sides of Martin Luther King, Jr. Blvd, on public property after completion of the road widening improvements on Martin Luther King, Jr. Blvd. by FDOT or at two other locations mutually acceptable to both Hartline and the developer. The exact design, landscaping and size of each of the above referenced facilities shall be approved by Hartline and the developer prior to the site development plan approval for the parcels adjacent to or on which the bus shelters are to be located (complete).
8. The relocation of Queen Palm Drive (the internal access drive) between Pods 4A and 6 is subject to EPC approval and if the approval is not granted, then this access drive shall remain in its current location.
9. With each increment of development, the developer shall submit a traffic analysis that evaluates required Hillsborough County Land Development Code access improvements.
10. All Multifamily uses shall be subject to mobility fees. Mobility fee obligations may be satisfied in accordance with Sec. 40-78(a) of the Hillsborough County Code of Ordinances.
11. 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.
12. 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.
13. 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).
14. 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.

HIGHLAND PARK

The following conditions shall be applicable only to that portion of the project governed by the Highland Park DRI Development Order (Pod 10 on the General Site Development Plan):

1. PERMITTED USES: The following uses shall be permitted on site:
 - a. the uses of the PD-RP zoning district.
 - b. As an alternative use, up to 557 multi-family residential dwelling units may be permitted subject to the requirements of the DRI Development Order.
 - c. Interim wastewater treatment plant as conditioned by PD-MU 86-95.
2. The maximum amount of any use in Highland Park shall be that specified in the Highland Park DRI Development Order, as amended.
3. The maximum floor area ratio (FAR) permitted shall be 1.0 and the maximum density permitted shall be 20 dwelling units per acre. In calculating the maximum Floor Area Ratio, each hotel unit shall be equivalent to 500 square feet.
4. The timing of all transportation improvements relating to Highland Park shall be based on revised developer submitted transportation analyses required for each increment of 50,000 square feet of office uses (or an equivalent in terms of external P.M. Peak Hour trips). For administrative purposes, the developer shall submit a revised General Site Plan indicating the square footage amount currently approved on site along with the additional amount currently seeking approval with each revised transportation analysis.
5. The developer shall provide cross access to the north. All future construction plans (or equivalent) pertaining to this area shall indicate such cross access. However, in the event that the developer provides evidence that the user(s) of said area requires secured property with no public through access, such cross access shall not be required.
6. If signals should be warranted at the intersections of Falkenburg Road & Sabal Center North Driveway and Falkenburg Road & Bryan Road, as shown in the transportation analysis, the developer shall install, at his expense, and with the concurrence of the County, a signal(s) and appropriate interconnects to adjacent signals. The placement and design of the signal(s) shall be subject to approval by Hillsborough County Engineering Department.
7. With regard the Martin Luther King, Jr. Blvd. if required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic. The design and construction of these left turn lanes shall be subject to FDOT approval.
8. The Highland Park portion of the project shall provide access to Bryan Road. The developer shall be responsible for and pay all costs in the upgrading of Bryan Road to a design and width appropriate for a road capable of handling the traffic expected by the project. Such upgrading shall include a sidewalk on both sides, appropriate intersection improvements, and include, when warranted, a signalized intersection

at Falkenburg Road. All improvements shall meet minimum County standards and shall be completed as per the findings of the transportation analysis required in the Highland Park Development Order.

9. The following intersections improvements are to be constructed at developer's expense and the timing of the improvements shall be completed as per the findings of the transportation analysis required above:
 - Falkenburg Road and Martin Luther King Jr. Boulevard
 - Add one southbound through lane
 - Falkenburg Road and Sabal Center North Driveway
 - Add one southbound left turn lane and provide two westbound driveway approach lanes;
10. The Highland Park developer shall provide a 50-foot wide open-space buffer along Bryan Road prior to issuance of certificates of occupancy for any development occurring within the area contiguous to said buffers. This landscape buffer area shall retain all trees within this area except within the 25-foot clear sight triangle adjacent to street intersections. Vehicle parking and internal roadways will not be permitted within this open space buffer area. The Highland Park developer or the designate thereof shall be responsible for maintenance of the buffer.
11. To satisfy paragraph F .1. of the Highland Park DRI Development Order, as amended, the Highland Park developer shall set aside and preserve a minimum of three acres of the woodland pastures and pine-mesic oak upland vegetative, communities as indicated on the General Site Development Plan. In addition, the developer shall provide a minimum of five acres of similar habitat either within the adjacent Sabal Center project or in an upland mitigation bank approved by the County or a combination thereof. If the mitigation bank option is utilized, the developer may contribute to an appropriate fund in lieu of acquiring property. The five acre set aside portion of this condition shall be satisfied prior to the first preliminary plan approval within the boundaries of the Highland Park project.



AGENCY COMMENTS

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DATE: 8/25/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EL

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 - The developer shall convert the existing gated access to Bryan Road to a gated emergency access with a Knox Box Rapid Entry System or similar system which may be approved by the Hillsborough County Fire Marshall; and,
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Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), no traffic study was required to process this request. Staff notes that although one access (to Highland Manor Dr.) is being added, this does not change travel patterns to/from the site (i.e. the area of the project in question was still solely accessed via that facility, albeit in an alternate nearby location. As such, and given that no changes to entitlements were proposed, staff determined that the traffic study would provide no usable information or benefit.

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Trip Generation Difference:

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Difference	Nil	Nil	Nil

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on Highland Manor Drive and Bryan Road.

In the vicinity of the modification area, Highland Manor Drive is a 2-lane, undivided, local urban roadway. The roadway is characterized by +/- 12-foot-wide lanes in average condition, no bike lanes, +/- 5-foot-wide sidewalks on both sides of the roadway within the vicinity of the proposed project and lies within a +/- 100 foot-wide right of way.

Bryan Road is a 2-lane, undivided, substandard local rural roadway. The roadway is characterized by +/- 11-foot-wide lanes in average condition, no bike lanes, +/- 5-foot-wide sidewalks on both sides of the roadway within the vicinity of the proposed project and lies within a +/- 50 foot-wide right of way.

SITE ACCESS

The subject parcel (surface parking lot) has an existing gated access to Bryan Road and an existing access connection to the north via a driveway through Folio 65208.0308 to the JP Morgan Campus.

The applicant is proposing to add one full access driveway connection to Highland Manor Drive on the west side of the roadway before the cul-de-sac and convert the existing driveway to a gated emergency access to Bryan Road, consistent with existing zoning approvals.

The proposed full access connection to Highland Manor Drive will be a Shared Access Facility with Folio 65140.0000 to the west and will connect the western property boundary and the access connection to Highland Manor Drive through a Shared Access Facility Driveway.

PD VARIATION REQUEST – PARKING

The applicant has submitted a PD Variation from LDC Sec. 6.05.02.D.2.b. requesting relief from the 300-foot walking distance for off-site parking. It is anticipated that Folio 65140.0000 (under separate PD modification) will be developed as a parking garage to provide sufficient parking for the JP Morgan Campus while containing the parking and circulation within the said campus.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Highland Manor Drive and this segment of Bryan Road are not regulated roadways and were not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for those roadways can be provided.

The roadway level of service provided for a segment of N Falkenburg Road (a nearby roadway) is for information purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
N Falkenburg Road	Bryan Road	Hillsborough Avenue	D	C

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)

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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: August 12, 2025	COMMENT DATE: July 9, 2025
PETITION NO.: PRS 25-0918	PROPERTY ADDRESS: Bryan Road at Highland Manor Drive, Tampa
EPC REVIEWER: Kelly M. Holland	FOLIO #: 0652080306
CONTACT INFORMATION: (813) 627-2600 x 1222	STR: 05-29S-20E
EMAIL: hollandk@epchc.org	
REQUESTED ZONING: Minor Modification to an existing PD	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	No wetlands as a result of the July 9, 2025 review
<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.</p> <p>INFORMATIONAL COMMENTS:</p> <p>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.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p>	

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Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.

Kmh / app

ec: Todd Katz, Applicant - todd.katz@jpmchase.com
Chad Davis, Agent - chad.davis@phelps.com

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 08/11/2025

REVIEWER: Sherri A. Wilson, Conservation and Environmental Lands Management

APPLICANT: Chad Davis

PETITION NO: 25-0918

LOCATION: 0 Bryan Rd, Tampa, FL 33610

FOLIO NO: 65208.0306

SEC: 05 **TWN:** 29 **RNG:** 20

- ☒ This agency has no comments.
- ☐ This agency has no objection.
- ☐ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached conditions.

COMMENTS: _____.

AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer:** Andria McMaugh **Date:** 07/14/2025

Agency: Natural Resources **Petition #:** 25-0918

☐ This agency has **no comment**

☐ This agency has **no objections**

☒ This agency has **no objections, subject to listed or attached conditions**

☐ This agency **objects, based on the listed or attached issues.**

1. 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.
2. 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.
3. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



Agency 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:** 6/9/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 6/24/2025

PROPERTY OWNER: JPMorgan ChaseBank, National Association **PID:** 25-0918

APPLICANT: JPMorgan ChaseBank, National Association

LOCATION: Bryan Rd. Tampa, FL 33610

FOLIO NO.: 65208.0306

AGENCY REVIEW COMMENTS:

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

At this time, according to the Florida Department of Environmental Protection well location information, the site is not located within 500-feet of non-transient non-community and/or community water system wells; therefore, the site is not located within a Potable Water Wellfield Protection Area (PWWPA).

At this time, Hillsborough County Environmental Services Division has no objection to the applicant's request as it relates to the County's wellhead and surface water protection regulations.

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: RZ-STD 24-0000 REVIEWED BY: Clay Walker, E.I. DATE: 6/10/2025

FOLIO NO.: _____

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 _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 6 inch wastewater forcemain exists ☒ (approximately 1,550 feet from the project site), ☐ (adjacent to the site) and is located west of the subject property within the east Right-of-Way of North Falkenburg Road. 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: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's wastewater system and the City of Tampa's water system. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Falkenburg Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.