

**Rezoning Application:** PD 22-1640

**Zoning Hearing Master Date:** May 15, 2023

**BOCC Land Use Meeting Date:** July 18, 2023



**Hillsborough County Florida**

**Development Services Department**

**1.0 APPLICATION SUMMARY**

**Applicant:** RD Management LLC

**FLU Category:** ICMU 35

**Service Area:** Urban

**Site Acreage:** 90.3

**Community Plan Area:** University Area

**Overlay:** None



**Introduction Summary:**

The applicant seeks to rezone a site containing two parcels from Planned Development PD (19-1443 and 74-0214) and Commercial General (CG) to a new Planned Development. The parcel zoned PD 19-1443 consists of Commercial General (CG), Residential and Office uses, Urban Mixed-Use projects 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. The PD has a total of 12 internal Street typologies accommodating vehicular and pedestrian traffic and includes 15 Development Blocks. It also regulates Building Design and Block development standards per Street Type. The new PD will consist of the same development project with all the standards and conditions from PD 19-1443, but adds the acreage of the one parcel zoned CG and PD 74-0214, approved for CG uses and parking areas. This new parcel will be incorporated in the existing PD and be regulated with the same conditions. The Site Plan proposed will also incorporate the parcel zoned CG, which was originally contemplated to be part of this mixed-use project.

Zoning:	Existing		Proposed
District(s)	CG	PD 19-1443	Planned Development
Typical General Use(s)	Commercial/Office and parking lot (74-0214)	Mixed Uses- Commercial, Office, Res, Educational, etc.	RV Sales, Service and Rental
Acreage (approximate)	6.5	83	90.3
Density/Intensity	76,447 sq ft	2.0 FAR – 7,200,000 sq ft	2.0 FAR – 7,800,000 sq ft
Mathematical Maximum*	76,447 sq ft	2.0 FAR – 7,200,000 sq ft	2.0 FAR – 7,800,000 sq ft

\*number represents a pre-development approximation

Development Standards:	Existing			Proposed
District(s)	CG			PD
Lot Size / Lot Width	10,000 s f / 75'			N/A
Setbacks/Buffering and Screening	FRO NT 30'	SIDE Buffer	REAR Buffer	0' to 15', regulated by Street Type, and per Buffers in the PD
Height	50'			300' (restricted)

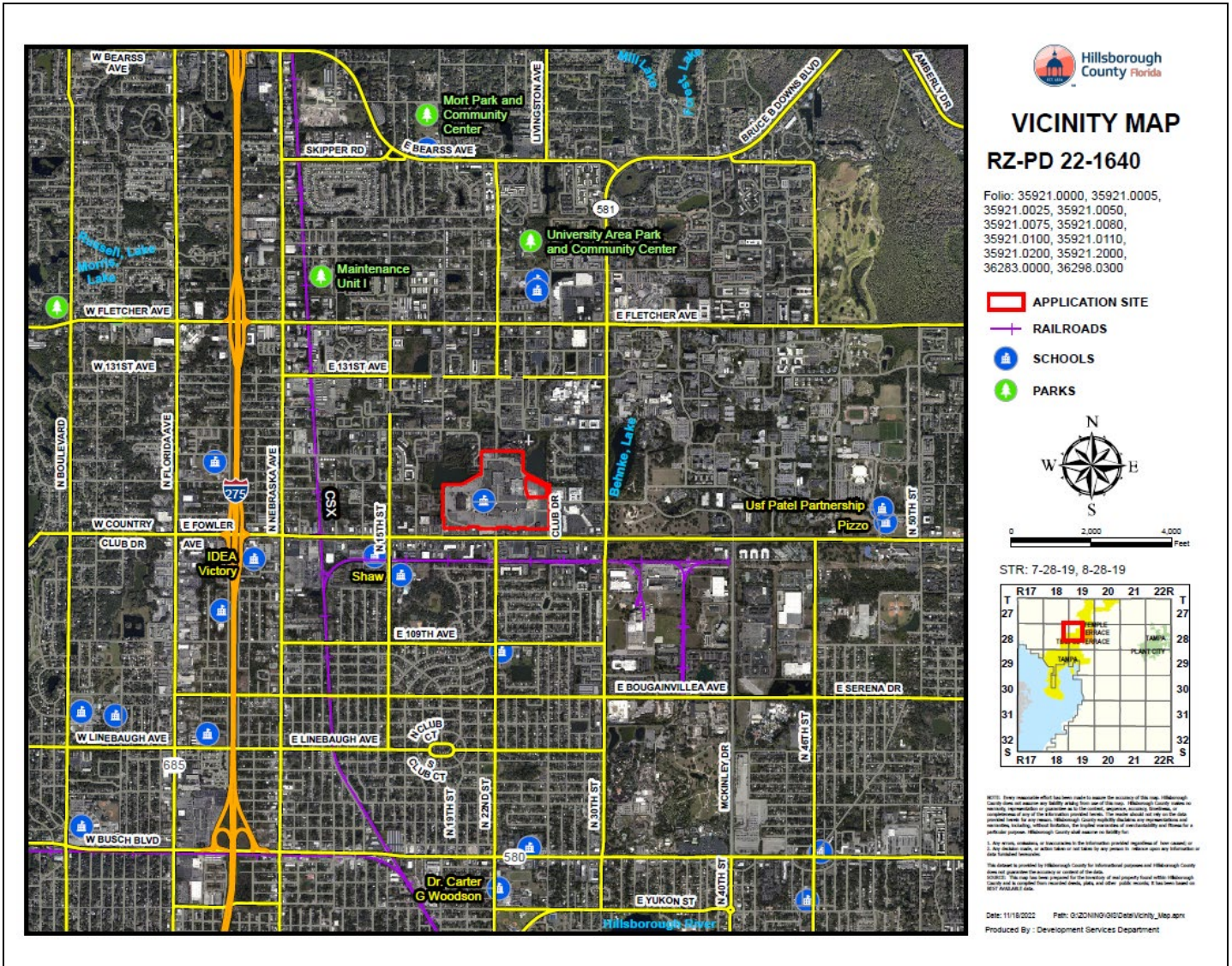
**Additional Information:**

PD Variation(s)	Buffers internal to the development only Existing conditions as approved and constructed in PD 19-1443 (PRS 22-0028) will remain
Waiver(s) to the Land Development Code	LDC Section 6.01.01, Endnote 8 (schedule of district standards) to eliminate the requirement for an additional 2 feet of setback for every 1 foot of structure height over 20 feet (as approved today in PD 19-1443).

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Supported, with conditions
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## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



### Context of Surrounding Area:

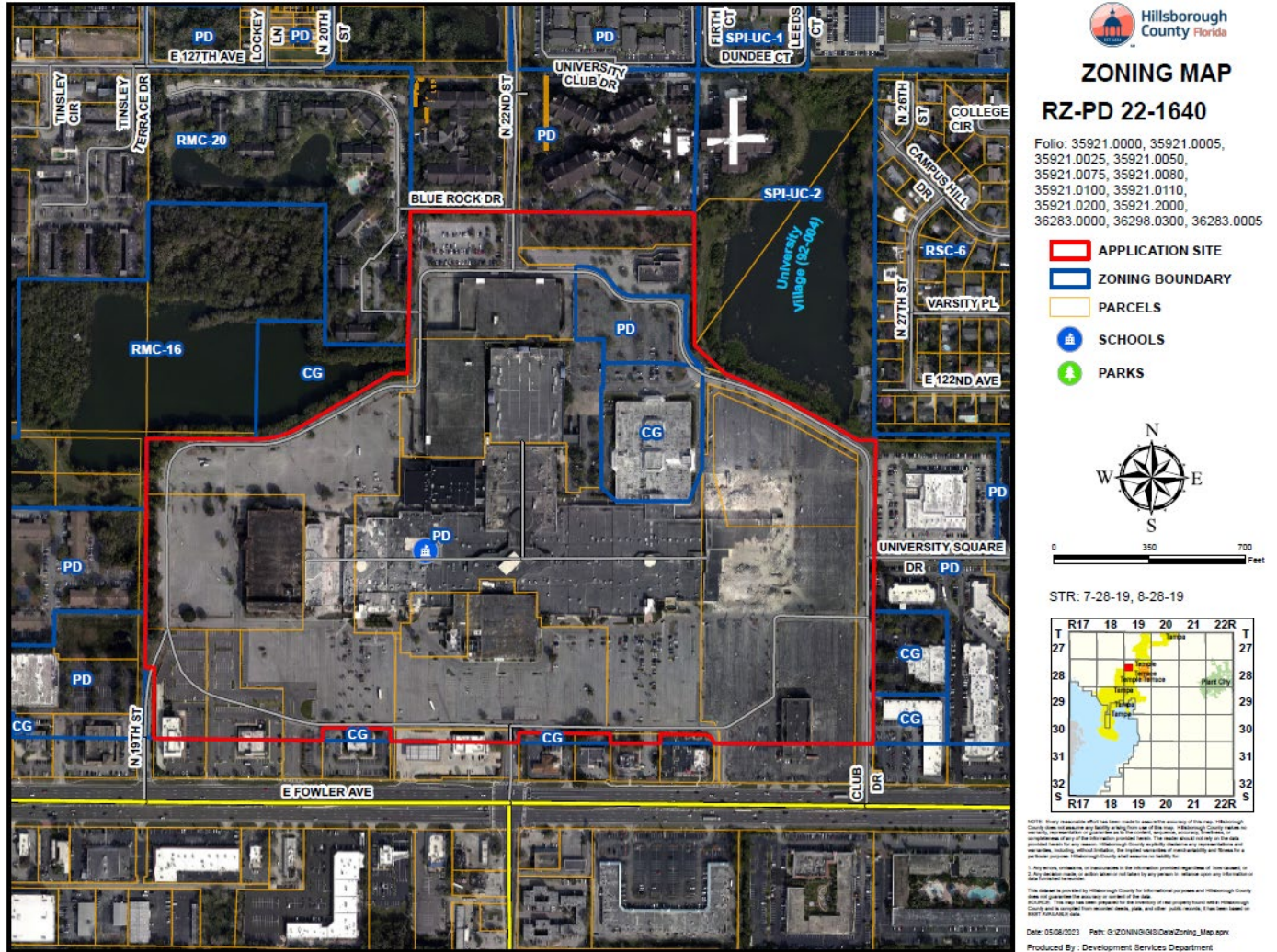
Surrounding areas consist today of a mix of uses including Multi family, shopping centers, retail, institutional, hospitals, research facilities and office. The subject site is adjacent to the City of Tampa and near the USF campus, Moffit Cancer Center and the James A Haley Veterans Hospital.





2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 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





**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 <sup>nd</sup> 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 <sup>th</sup> 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 type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	210,826	4,600	12,941
Proposed	211,088	4,771	13,070
Difference (+/-)	+262	+171	+129

\*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 &amp; 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: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <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 comments
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	At this time, adequate capacity exists at Witter Elementary, Liberty Middle and Freedom High Schools for the proposed rezoning.
<b>Impact/Mobility Fees</b> None received				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Density Bonus Requested <input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> Yes <input 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 19-1443 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, as well as multifamily units. 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 consists of 15 blocks, as noted in the approved General Development Plan (Section 2.0). The PD district does NOT include the 6.6-acre parcel known as the Burlington Coat Factory Property and approximately 0.68 acres of outparcels along Fowler Avenue. The Burlington Coat Factory Property recently received Board approval for a CPA (22-21) to change from RES-20 and UMU-20 to ICMU-35.

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. Additional cross access is approved along the northeast, for a future pedestrian connection to the VA hospital.

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.

Through this new PD the Burlington Property will be integrated into the existing PD with the rest of the mall property (under the same conditions as a unified development). This parcel is zoned CG and PD 74-0214 (approved for parking



areas for the store and CG uses). With the addition of a parcel into an existing PD, enlarging its total land area, a new PD district and rezoning application is required per the LDC. The new property added to the project creates a new Block (labeled 4 A) within the PD. Nonetheless, this block was already contemplated as part of the original PD design during the rezoning and Development Plan in 2020 to ensure that its future integration would transition properly into this urban mixed-use project. The applicant is not requesting any new PD variations. However, since this is a new PD application, the three variations included as part of this rezoning application are identical to the variations previously approved by the Hillsborough County Board of County Commissioners pursuant to PD 19-1443 and PRS 22-0028. The applicant states that buffers internal to the site are being eliminated in order to properly integrate the mixed use project. This allows an innovative design and encouragement of a walkable mixed-used project. This also allows to cluster the uses and facilitates walkability. Appropriate setbacks and buffers will be provided for development that abuts the perimeter of the PD and off-site uses. The waiver eliminates the 2 additional feet of building setbacks for each additional foot of height over 20 feet is also needed to allow the vertical integration of uses in the project. The site will be a mixed-use Activity Center which is in harmony with the purpose and intent with the LDC as well as the Hillsborough County Comprehensive Plan. Height restrictions will be provided in the perimeter of the project.

Transportation staff has reviewed the request and does not object. Staff finds the proposed updates to transportation conditions approvable with minor revisions to clarify that the timing the required Traffic Monitoring Report for each block and when an update report would be provided for staff to review.

The Planning Commission found the new PD request consistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County. The project is within the ICMU-35 FLU designation, and the Burlington store property recently received approvals by the Board to change from FLU of OC-20 and RES-20 to ICMU-35 FLU as well. Planning Commission staff did not object to this rezoning, subject to conditions pertaining to mix of uses, connectivity to adjacent sites, comply with the vision and intent of the University Area Community Plan and provide a perpetual public access mechanism that runs with the land, effectuates the public's ability to traverse the site and runs from east to west on one of the roadways provided on the site plan. In accordance with the previously approved PD conditions, this project will be subject to the conditions requested by the Planning Commission and Development Services Staff.

Staff does not find any compatibility issues with the proposed PD request. The addition of the subject parcel to the overall PD is consistent with the initial PD RZ application conditions of approvals and PD plan. The subject parcel was contemplated to be part of the mixed-use project as a future site; therefore, through this new PD request, this land is now being fully integrated into the urban, mixed use project.

## **5.2 Recommendation**

Approvable with conditions.

## 6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the applicant shall revise the PD General Site Plan:

1. Remove FLU of OC-20 and RES-20 from data table.

**Approval** - 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.

**Zoning Administrator Sign Off:**

**Approvable, with conditions**



J. Brian Grady  
Mon May 8 2023 07:54:17

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

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

## 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Partial street views of the site



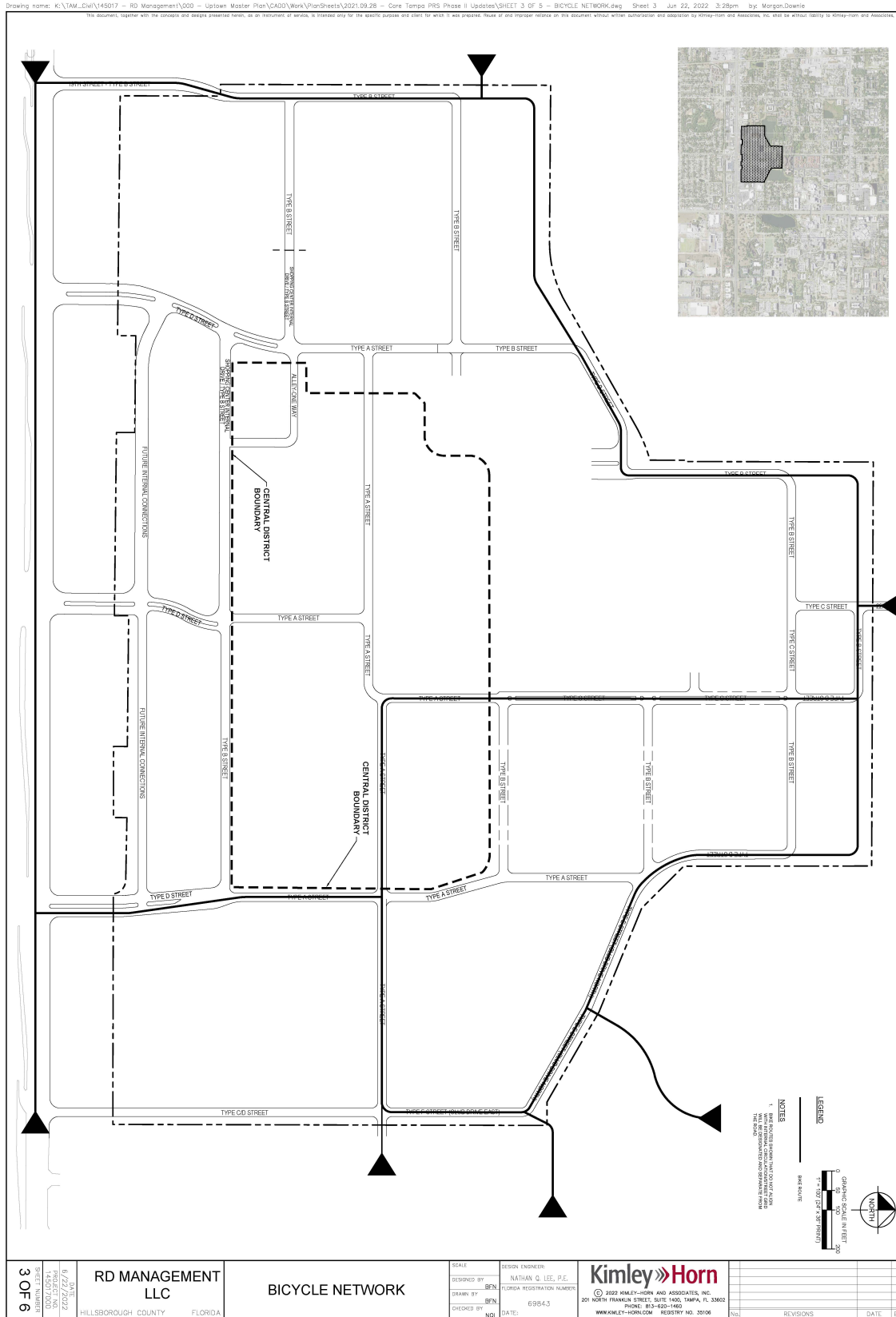






### 8.0 PROPOSED SITE PLAN (FULL)

### 8.3 Page 3



RD MANAGEMENT LLC  
HILLSBOROUGH COUNTY FLORIDA

### BICYCLE NETWORK

SCALE: DESIGN ENGINEER: NATHAN Q. LEE, P.E.  
DESIGNED BY: BEN FLORIDA REGISTRATION NUMBER:  
DRAWN BY: BEN DATE: 6/9/23  
CHECKED BY: NOL

**Kimley»Horn**  
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602  
PHONE: 813-420-1140  
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

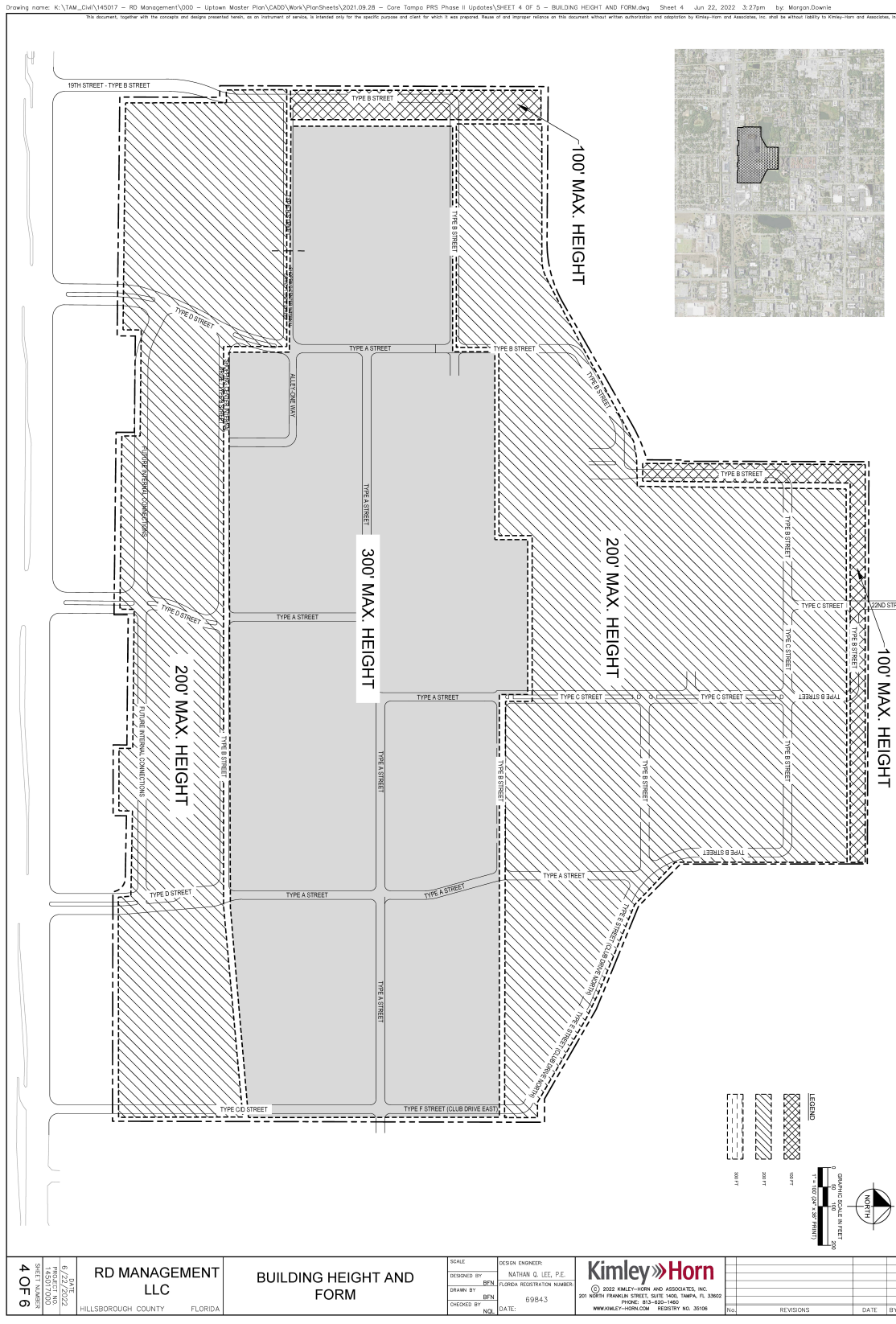
NO.	REVISIONS	DATE	BY

Revised: 6/15/2023  
6/15/2023



### 8.0 PROPOSED SITE PLAN (FULL)

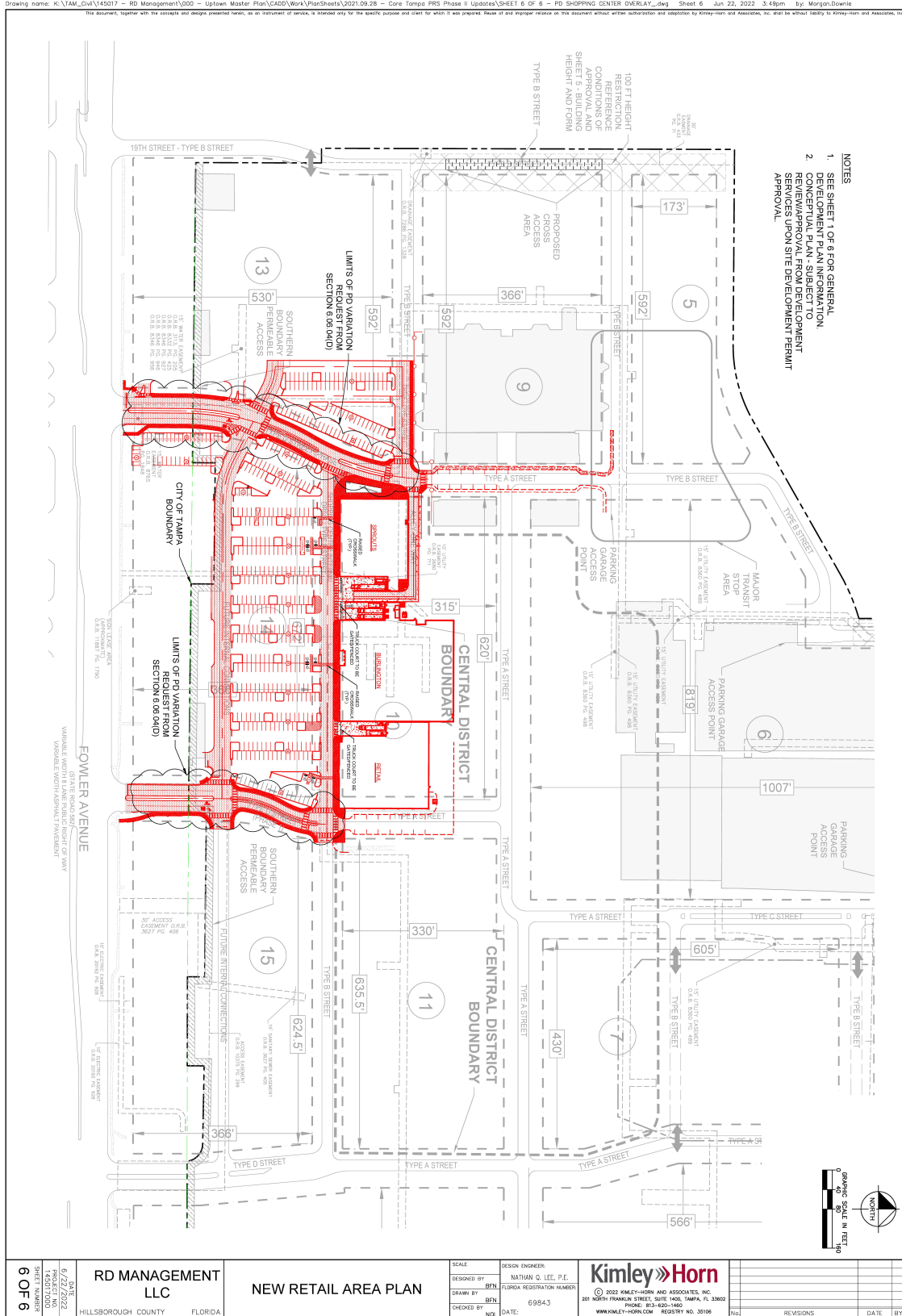
### 8.4 Page 4





8.0 PROPOSED SITE PLAN (FULL)

8.6 Page 6



RD MANAGEMENT LLC  
HILLSBOROUGH COUNTY FLORIDA

NEW RETAIL AREA PLAN

SCALE: 1" = 10'-0"  
DESIGNED BY: BFN  
DRAWN BY: BEN  
CHECKED BY: NO  
DATE: 6/27/2022  
SHEET NUMBER: 6 OF 6

DESIGN ENGINEER: MATTHEW D. LEE, P.E.  
FLORIDA REGISTRATION NUMBER: 69843  
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1600, TAMPA, FL 33602  
PHONE: 813-620-1400  
WWW.KIMLEY-HORN.COM REG. NO. 35106

Graphic Scale in Feet and Meters  
North Arrow

22-1640

**9.0 FULL TRANSPORTATION REPORT (see following pages)**



**AGENCY REVIEW COMMENT SHEET**

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

**DATE:** 5/05/2023  
**AGENCY/DEPT:** Transportation  
**PETITION NO:** PD 22-1640

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- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

**CONDITIONS OF ZONING APPROVAL**

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.

**PROJECT SUMMARY AND ANALYSIS**

The applicant seeks to rezone multiple parcels consisting of the +/- 83.63-acre Uptown Planned Development (PD) 19-1443, most recently amended by PRS 22-0028, and the +/-6.58-acre former Burlington Coat Factory zoned Commercial General (CG) to a new Planned Development district with a 2.0 FAR as permitted by the Innovation Corridor Mixed Use-35 (ICMU-35) Future Land classification.

The total subject area is +/-90.4 acres and is located in the north side of Fowler Avenue, 1,400 feet west of Bruce B. Downs Blvd. The PD zoned portion of the site is approved for a mixed use, including Multi-Family Residential and Commercial General Uses.

The proposed PD will allow the same uses and FAR on the 6.58-acre former Burlington Coat Factory site currently zoned CG. Staff notes that the 6.58-acre property is designated Urban Mixed Use 20 (UMU-20) and is concurrently requesting a future land use change to UMU-35. The proposed new PD will maintain all the conditions of approval in the current PD as approved with PRS 22-0028.

***Trip Generation Analysis***

The applicant submitted a transportation study as required by the Development Review Procedures Manual (DRPM). Staff held a methodology meeting with the applicant’s traffic engineering team on January 24, 2023 to establish the parameters of the study scope and phasing. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario based on current and proposed entitlements. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11<sup>th</sup> Edition.

**Approved Zoning:**

Zoning, Lane Use/Size/ITE Code	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 7.29 million sf, Shopping Center (820)	<b>196,206</b>	<b>4,434</b>	<b>12,381</b>
CG: 286,760 sf, Department Store (875)	<b>14,620</b>	<b>166</b>	<b>560</b>
<b>TOTAL TRIPS</b>	<b>210,826</b>	<b>4,600</b>	<b>12,941</b>

**Proposed Zoning:**

Zoning, Lane Use/Size/ITE Code	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 7.86 million sf, Shopping Center (820)	<b>211,088</b>	<b>4,771</b>	<b>13,070</b>

**Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference (+/-)</b>	<b>+262</b>	<b>+171</b>	<b>+129</b>

The proposed rezoning will result in an increase in potential trip generation by +262 daily trips, +171 AM peak hour trips, and +129 PM peak hour trips.

### Applicant's Transportation Study

As part of the applicant's transportation study, the traffic engineering team submitted an alternative peak hour trip generation analysis that may be more representative of the mix of uses and scale of development as the project builds out in phases to conduct a baseline operational analysis for the proposed PD rezoning. The applicant's analysis also demonstrates the mixed-use development's potential pass-by traffic and internal capture. Phase I analyzes the current site trip generation plus the development approved for construction. Phase II is a build-out of mixed uses based on the unadopted RHITHM at Uptown conceptual plan.

#### Phase I – Estimated Build-Out 2023

Lane Use/Size/ITE Code	Total Peak Hour Trips	
	AM	PM
103,151 sf, Shopping Plaza with Grocery Store (821)	<b>364</b>	<b>910</b>
900-Bed, Off-Campus Student Housing (226)	<b>63</b>	<b>189</b>
Subtotal	<b>427</b>	<b>1,099</b>
Internal Capture	<b>70</b>	<b>295</b>
Pass-by Trips	<b>0</b>	<b>280</b>
<b>Net Trips</b>	<b>357</b>	<b>524</b>

Staff calculated the 24-Hour Two-Way Volume to be 11,644 trips.

#### Phase II – Estimated Build-Out 2040

Lane Use/Size/ITE Code	Total Peak Hour Trips	
	AM	PM
103,151 sf, Shopping Plaza with Grocery Store (821)	<b>364</b>	<b>910</b>
900-bed, Off-Campus Student Housing (226)	<b>63</b>	<b>189</b>
324,349 sf, Shopping Center (820)	<b>326</b>	<b>1,317</b>
64,500 sf, Movie Theater (445)	<b>0</b>	<b>398</b>
1,456-unit Multi-Family Housing (221)	<b>646</b>	<b>583</b>
1,356,000 sf, General Office (710)	<b>1,576</b>	<b>1,445</b>
400-room, Hotel (310)	<b>193</b>	<b>268</b>
Subtotal	<b>3,168</b>	<b>5,110</b>
Internal Capture	<b>364</b>	<b>1,118</b>
Pass-by Trips	<b>0</b>	<b>472</b>
<b>Net Trips</b>	<b>2,804</b>	<b>3,520</b>

Staff calculated the 24-Hour Two-Way Volume to be 50,439 trips.

The applicant's trip generation analysis shows a mixed-use development scenario that would result in fewer trips than the overall potential of the zoning entitlements analyzed by staff.

### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Fowler Ave. is an 8-lane principal arterial, owned and maintained by the Florida Department of Transportation (FDOT), and is characterized by +/- 12-foot lanes. There are marked bicycle facilities on both sides. There are +/- 5-foot sidewalks on both sides of Fowler Avenue in the vicinity of the project. Fowler Avenue is a designated truck route. Local transit service (Route 12) is provided adjacent to the site. The segment of Fowler Avenue from B. B. Downs to Nebraska Avenue is currently operating at LOS F.

22nd St. is a 2-lane collector roadway characterized by +/- 10-foot lanes. There are marked bicycle facilities on both sides. There are +/- 5-foot sidewalks along on both sides of 22nd Street in the vicinity of the project. Local transit service (Route 12) is provided adjacent to the site. The segment of 22nd Avenue from the mall site to Fletcher Avenue is currently operating at LOS B.

19th St. is a 2-lane local roadway characterized by +/- 10-foot lanes. There are no marked bicycle facilities on either side of the road. There is a sidewalk along the west side of 19th Street. LOS information is not available for segment of the roadway.

University Square Dr. is a 2-lane, undivided, private street with +/- 12-foot lanes. There is a sidewalk along the south side of University Square Dr. There are no marked bicycle facilities. There are unsheltered USF Bull Runner transit stop (Route D) located on both the north side and south side of University Square Drive in the vicinity of the project.

Club Dr. is a 2-lane, undivided, private road characterized by +/- 12-foot lanes. There are no marked bicycle facilities on either side of the road. There is approximately 590 feet of sidewalk on Club Drive adjacent to the site. Club Drive functions as a primary ring road that provides access along the north, west and east property boundaries.

### **SITE ACCESS & CONNECTIVITY**

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)

### **Operational Analysis and Site Access Improvements**

The applicant's operational analysis indicates that all site access connections and intersections will operate at an acceptable level of service with the exception of Fowler Avenue & N. 23rd Street, which currently exceeds traffic volume to capacity level of service standards. The applicant's transportation analysis concludes that Phase I project traffic is anticipated to add only 1 southbound left-turn in the a.m. peak-hour and 2 southbound left-turns in the p.m. peak-hour to the deficient southbound left-turn movement at the Fowler Avenue and N. 23 Street intersection; *"therefore, the redevelopment is not anticipated to have a significant impact to the deficient movement"*.

To address the above identified operational deficiency and other site access improvements that will be triggered as the Planned Development builds out in phases, the applicant is proposing the following condition of approval (#6) to ensure appropriate coordination through site construction phase to triggered required site access improvements:

*The Applicant will 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 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 is necessary 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.*

*Construction approvals for each Block 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 for each Block approval 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.*

Transportation Review staff finds this condition approvable with minor revisions to clarify that the timing the required Traffic Monitoring Report for each block and when an update report would be provided for staff to review. See the proposed revised conditions of approval agreed upon with the applicant above under the subsection title Conditions of Zoning Approval.

#### Fowler Avenue Studies and FDOT Planning

As noted in the applicant’s Transportation Analysis, there are concurrent studies of Fowler Ave. underway: the FDOT Project Development and Engineering Study (PD&E) and HART’s Tampa Arterial Bus Rapid Transit (BRT) study.

The HART Tampa Arterial BRT study is examining the potential for a Bus Rapid Transit line with all exclusive guideway and full Transit Signal Priority for the Fowler Avenue corridor. The project will focus on coordination with the City of Tampa, Hillsborough County, the Hillsborough Transportation Planning Organization (TPO), and FDOT to implement the Low Cost Alternative (LCA) as approved by the HART Board.

The FDOT PD&E study (WPI Segment No. 448505-1) is for an approximately 4-miles segment of Fowler Avenue from North Florida Avenue to west of North 56th Street. The purpose of the study is to improve safety, reduce traffic congestion, and improve multi-modal accommodations. Improvements being evaluated in the study include bicycle/ pedestrian facilities, transit alternatives, and innovative intersections. The transit alternatives being considered are:

- Alternative #1 – Business Access and Transit (BAT) lane
- Alternative #2 – Frontage Road
- Alternative #3 – Median Guideway

The PD&E Study began in June 2022 and is anticipated to be completed by the first quarter of 2024. The proposed conditions of approval and subsequent review of each increment of development will allow for the development to incorporate any future improvements to Fowler Ave. into the planning of any needed site access improvements identified in the land development review process.

Internal Street Types

As shown on Sheet 2 of 6 of the PD site plans, the PD includes alternative typical sections for internal project roadways, driveways, and alleyways. Typical Sections provide for a range of sidewalk widths, from 5-foot-wide sidewalks to 18-foot multi-use paths, depending on the street type and phase of development. The wider pedestrian facilities are intended to accommodate storefront pop outs, and restaurant seating areas. The alternative typical sections also allow for the potential for on-street parking across all roadway types. Proposed PD conditions of approval specify the timing of construction of the internal streets and driveways and transition between street type phases, for example converting a Type “D” interim street section to the full section.

Connectivity and Cross-Access

The project is proposing vehicular, bicycle and pedestrian connections and/or cross-access to the north, south, east and west of the site. The project is compliant with the cross-access requirements of Section 6.04.03.Q., LDC. The PD site plan shows existing access to adjacent development to the east and a designated cross access area along a portion of the PD’s 19<sup>th</sup> St. boundary, south of 121<sup>st</sup> Ave. for additional connectivity.

Transit Facilities

The existing site is currently served by HART bus service. USF Bullrunner service also has two stops within the existing site. Consistent with Section 6.03.09, the developer will be required to provide a minimum of four transit stops, all of which are required to have a transit shelter or otherwise provide covered seating and other amenities as specified by the LDC. Proposed PD conditions of approval 9.a.-e. include specific requirements for the four transit stops.

**LEVEL OF SERVICE (LOS)**

Level of Service (LOS) information is reported below.

Roadway	From	To	LOS Standard	LOS
FOWLER AVENUE	15 <sup>th</sup> STREET	22 <sup>nd</sup> STREET	D	C
FOWLER AVENUE	22 <sup>nd</sup> STREET	UNIVERSITY COLLECTION	D	C
22 <sup>ND</sup> STREET	CLUB DRIVE	131 <sup>st</sup> AVE	D	D

SOURCE: 2022 Hillsborough County Multimodal Level of Service (LOS) Report

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
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 <sup>nd</sup> 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 <sup>th</sup> 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

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	210,826	4,600	12,941
Proposed	211,088	4,771	13,070
Difference (+/-)	+262	+171	+129

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

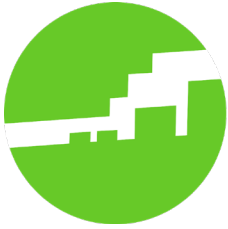
<b>Connectivity and Cross Access</b> <input checked="" type="checkbox"/> Not applicable for this request				
<b>Project Boundary</b>	<b>Primary Access</b>	<b>Additional Connectivity/Access</b>	<b>Cross Access</b>	<b>Finding</b>
North		Vehicular & Pedestrian	Choose an item.	Meets LDC
South	X	Choose an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

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





**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> May 15, 2023  <b>Report Prepared:</b> May 3, 2023	<b>Petition: PD 22-1640</b>  <i>Within the northwest quadrant of the Bruce B. Downs Boulevard and East Fowler Avenue intersection</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Innovation Corridor Mixed Use-35 (35 du/ga; 2.00 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan</b>	<b>University Area</b>
<b>Request</b>	Request to rezone the subject property from Commercial General (CG) and Planned Development (PD 10-0398 & 19-1443) to Planned Development allowing for a mixed-use development with a maximum allowable intensity of 2.0 FAR.
<b>Parcel Size (Approx.):</b>	90.35 +/- acres (3,935,646 square feet)
<b>Street Functional Classification</b>	East Fowler Avenue – <b>Arterial</b> Bruce B. Downs Boulevard – <b>Arterial</b>
<b>Locational Criteria</b>	N/A
<b>Evacuation Area</b>	None



## **Context**

- The subject site is located on approximately 90.35 acres within the northwest quadrant of the Bruce B. Downs Boulevard and East Fowler Avenue intersection.
- The site is located within the Urban Service Area and the limits of the University Area Community Plan.
- The subject site is located within the Innovation Corridor Mixed Use-35 (ICMU-35) Future Land Use category, which can be considered for a maximum density of 35 dwelling units per gross acre and a maximum intensity of 2.0 FAR. The intent of the ICMU-35 Future Land Use category is to form regional activity centers that incorporate internal road systems, building clustering, and mixing of uses. Typical uses in the ICMU-35 Future Land Use Category include residential, regional scale retail commercial, office and business park uses, bio-medical research, institutional, hospitals, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Projects developed will be generally consistent with the Policies of Objective 19 with the exception of acreage threshold.
- The Residential-20 (RES-20) Future Land Use category is located to the north, northeast, northwest and east of the subject site. The Residential-6 (RES-6), Office Commercial (OC-20) and Regional Mixed-Use-35 (RMU-35) categories are also located east of the subject site. The RES-20 and OC-20 Future Land Use categories are also located to the west of the property. Properties south of the subject site are within the limits of the City of Tampa and are designated Community Commercial-35 (CC-35).
- The subject site is currently developed as the University Square Mall and is occupied by predominately light commercial uses with some heavy commercial located in the northern portion of the site. Light commercial parcels with Planned Development (PD) and Commercial General zoning are surrounded by subject site on all sides. Currently, the site has Commercial General (CG) and Planned Development zoning. University Village, classified as a public/quasi-public use, is located to the north and northeast of the subject site with Planned Development and Special Public Interest - University Community-2 (SPI-UC-2) zoning.
- Single-family lots with Residential Single-Family Conventional-9 (RSC-9) zoning are located to the northeast of the site. Multi-family, group homes, light commercial and public quasi/public uses with Special Public Interest - University Community-1 (SPI-UC-1) and SPI-UC-2 zoning are located further northeast. Light Commercial uses with Commercial General (CG) and Planned Development zoning are also located to the east. Multi-family developments with Residential Multi-Family Conventional-20 (RMC-20) zoning are located northwest of the subject site. Residential Multi-Family Conventional-16 (RMC-16) is located to the west with multi-family residential uses. Multi-family and light commercial uses with Planned Development and Commercial General (CG) zoning are also located to the west. Public/quasi-public lands owned by the Hillsborough County Real Estate Department are also located to the northwest. Properties immediately to the south and across East Fowler Avenue are within the jurisdiction of the City of Tampa and have Commercial Intensive (CI), PD and Commercial General (CG) zoning. The existing uses south of the subject site along East Fowler Avenue are predominately light commercial uses. Multi-family, vacant, light industrial, heavy commercial and a school are also immediately south along the arterial roadway.

- The applicant is requesting to rezone the subject property from Commercial General (CG) and Planned Development (PD 10-0398 & 19-1443) to Planned Development allowing for a mixed-use development with a maximum allowable intensity of up to 2.0 FAR. The project is also eligible to be considered for mixed-use bonus incentives that would permit additional .50 FAR and up to 50 dwelling units per acre total.

**Compliance with Comprehensive Plan:**

The following Goals, Objectives and Policies apply to this Planned Development and are used as a basis for a consistency finding.

**Future Land Use Element**

***Urban Service Area (USA)***

**Objective 1:** *Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.*

**Policy 1.4:** *Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

**Land Use Categories**

**Objective 8:** *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

**Policy 8.1:** *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

**Relationship To Land Development Regulations**

**Objective 9:** *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

**Policy 9.1:** *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

## **Community Development and Land Uses**

### **Neighborhood/Community Development**

**Objective 16: Neighborhood Protection** *The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

**Policy 16.1:** *Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:*

- a) *locational criteria for the placement of non-residential uses as identified in this Plan,*
- b) *limiting commercial development in residential land use categories to neighborhood scale;*
- c) *requiring buffer areas and screening devices between unlike land uses;*

**Policy 16.2:** *Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses.*

**Policy 16.3:** *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) *the creation of like uses; or*
- b) *creation of complementary uses; or*
- c) *mitigation of adverse impacts; and*
- d) *transportation/pedestrian connections*

**Policy 16.10:** *Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

**Policy 16.13:** *Medium and high density residential and mixed-use development is encouraged to be located along transit emphasis corridors, potential transit corridors on the MPO 2050 Transit Concept Map and collector and arterial roadways within the Urban Service Area.*

### **Mixed Use Land Use Categories**

**Objective 19:** *All development in the mixed use categories shall be integrated and interconnected to each other.*

**Policy 19.1:** *Larger new projects proposed in all mixed use plan categories shall be required to develop with a minimum of 2 land uses in accordance with the following:*



- Requirements for 2 land uses will apply to properties 10 acres or greater in the RMU-35, UMU-20, and CMU-12 land use categories, and to properties 20 acres or greater in the SMU-6 and NMU-4 land use categories.
- At least 10% of the total building square footage in the project shall be used for uses other than the primary use.
- The mix of uses may be horizontally integrated (located in separate building). Horizontal integration may also be achieved by utilizing off-site uses of a different type located within ¼ mile of the project, on the same side of the street of a collector or arterial roadway connected by a continuous pedestrian sidewalk.
- The land uses that may be included in a mixed use project include: retail commercial, office, light industrial, residential, residential support uses, and civic uses provided that the use is permitted in the land use category.
- These requirements do not apply within ½ of a mile of an identified Community Activity Centers (if other mixed use standards have been adopted for that area or when the project is exclusively industrial).

**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.*

**Policy 19.3: Incentives for Mixed Use**

*The following incentives are available to encourage mixed use and vertically integrated mixed use projects within the Urban Service Area:*

- *Parking structures shall not count towards the FAR for projects that include 3 or more land uses or vertically integrate two land uses.*
- *Projects that either include 3 or more land uses or vertically integrate two land uses may utilize a density bonus to the next higher land use category or the following FAR bonus:*
  - *Property with a Future Land Use Category of 35 units per acre and/or 1.00 FAR and higher and within the USA – may increase up to 50 units and/or an additional .50 FAR*
  - *Property within a Future Land Use Category of 9 units per acre and/or .5 FAR and higher and within the USA – Increase in FAR by .25*
  - *Property within a Future Land Use Category of 4 units per acre and/or .25 FAR and higher and within the USA – Increase in FAR by .10*
- *When considering mixed use projects of 3 or more land uses, a different housing type (multi-family, attached single family or detached single family) may be considered as one of the uses.*

**Community Design Component**

**3.0 COUNTY LEVEL CONCERN DESIGN**

**3.1 CULTURAL**

**GOAL 6.1:** *Ensure that the cultural sector is a core component of economic and community development, planning, and programming.*

**Policy 6-1.1:** *Enlist developers as partners to invest in and encourage cultural developments that add value to their communities and their projects.*

**Policy 6-1.2:** *The County will develop incentives to offer developers to incorporate cultural space and public art to their projects.*

**Policy 6-1.3:** *Maintain, support, and expand public art programs throughout Hillsborough County.*

**Policy 6-1.4:** *Consider a gateway to establish a image for all of Hillsborough County.*

**Policy 6-1.5:** *Market the region’s cultural attractions to increase participation by residents and visitors.*

**Policy 6-1.6:** *Provide life-long opportunities for arts, heritage, and science education for all county residents.*

**Policy 6-1.8:** *The County should continue to invest in community facilities, libraries, schools, universities and recreation centers, especially those that accommodate mixed uses including arts, heritage, and interpretive sciences.*

**6.12 ACCESS MANAGEMENT**

**GOAL 15:** *Provide a transportation system throughout Hillsborough County that is safe and functional for all modes of transportation, is aesthetically-pleasing, and is designed to meet the overall needs of the communities it serves. (Continued)*

**OBJECTIVE 15-12:** *Encourage clear and efficient patterns of movement for access and circulation by designing roadway improvements and new roadways with patterns of access which enhance the livability of the transportation system.*

**Policy 15-12.1:** *Provide access across property lines which will allow the users of commercial, office, and civic institutions, as well as mixed-use projects to travel between uses without returning to the roadway. This pattern should utilize the following:*

- *Interconnect parking areas on separate properties to accommodate cross traffic of people and cars.*
- *Where the building placement is standard, require access across property lines in front of the building line.*
- *Where reverse frontage building placement is used, require cross access at the rear of the property line.*
- *Where vehicular cross access cannot be accommodated, a minimum of pedestrian cross access should be provided.*

**Policy 15-12.2:** *Placement of walls or other permanent barriers that preclude the movement of people and cars between properties should be avoided. Provide access points as needed to allow for pedestrian passage.*

**Policy 15-12.3:** *Provide continuous and direct connections between sidewalks and building entrances.*

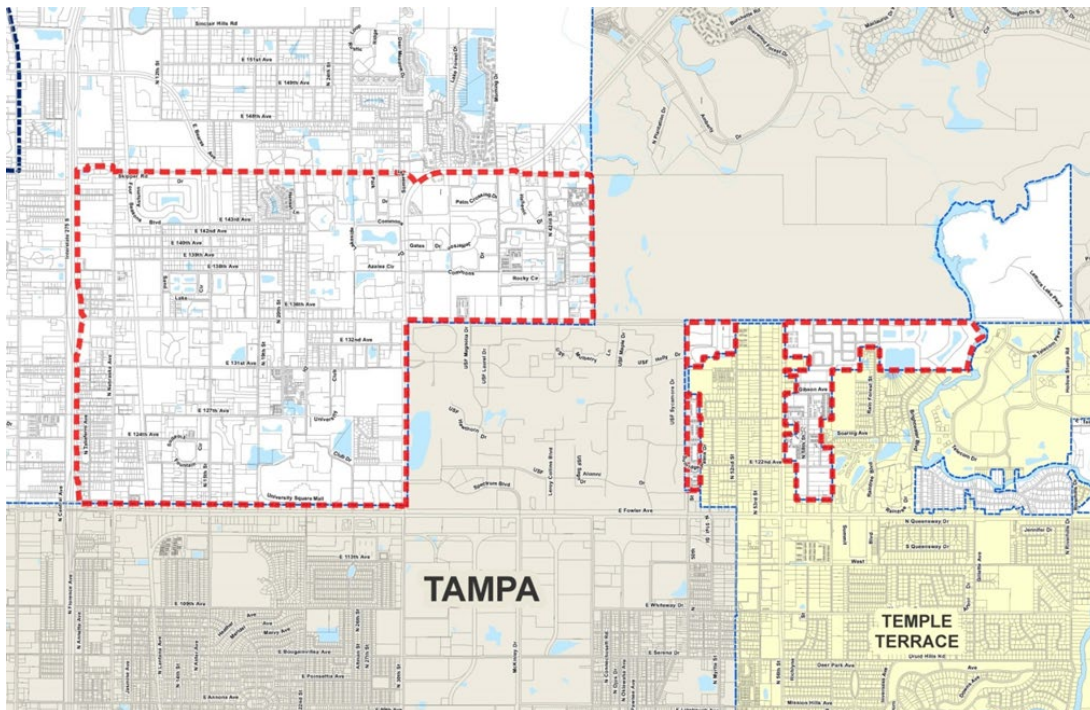
**Policy 15-12.4:** *Allow a parking reduction for properties that share both cross access and a common entrance drive.*

**Policy 15-12.5:** *Access to parking areas should be provided primarily from side streets.*

**Policy 15-12.6:** *Mid-block and rear alleys should be utilized where feasible for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes.*

## **Livable Communities Element**

### **University Area Community Plan**



## **Vision**

*The University Area Community Plan will strive to create a stable, safe, and livable community through physical revitalization which establishes positive neighborhood identity and provides community design guidelines to achieve a pedestrian friendly, mixed use area that will serve the needs of the citizens of the University Area Community.*

The Community Plan was originally published as "The University Community Area: A Master Plan for Physical Revitalization. The Community Plan will promote the redevelopment and revitalization of the University Area Community while addressing the interdependent relationship between the area's regional assets and the surrounding local businesses and neighborhoods. These assets include, the University of South Florida, University Mall, the University Area Community Development Center, surrounding medical facilities and Community hospitals, and residential neighborhoods.

## **Goals and Strategies**

The University Area Community Plan, as shown on the boundary map, delineates the boundaries that were established and within which the following strategies are to be considered.

### **Goal 1: Build Community Infrastructure**

The community supports:

- implementing infrastructure projects as recommended within the context of overall county priorities, and as feasible in the Community Plan Background document through a combination of public and private funding;
- continuing the stormwater management planning efforts within the community plan area;
- creating a network of boulevards, main streets, and pedestrian links (sidewalks/trails) to facilitate mobility and non-motorized travel within the University Area Community;
- implementing traffic calming techniques including traffic islands and roundabouts, where appropriate,
- the design and planning recommendations of:
  - the University of South Florida Area Multimodal Transportation District, Study Area Evaluation and Transportation Needs for the University Area,
  - Tampa Walk Bike Plan, and
  - Pedestrian and Bicycle High Crash Areas Strategic Plan the Unincorporated Hillsborough

### **Goal 2: Eliminate Obsolete Land Uses**

The community supports:

- advocating local business and home ownership to promote community stability and reinvestment;
- 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;
- improvement to East 131<sup>st</sup> Avenue should support it as a neighborhood east-west corridor, looking at appropriate design features and roadway layouts that support pedestrian and local circulator connectors;
- 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

- *encouraging public and private collaboration to implement strategies 1, 2 and 3 of the 2012 University Area Rental/Redevelopment Study.*

*The County will, where feasible:*

- *revise the Land Development Code in the University Community Area zoning districts (UCA-MS and NHO) to:*
  1. *achieve a common architectural theme similar to public structures and roadway landscaping built since the district was established;*
  2. *allow alternate design techniques, in accordance with the Stormwater Technical Manual, such as natural sloping and limited fencing that improve the aesthetic and amenity value of stormwater management facilities; and*
  3. *encourage a common architectural theme to public structures and roadway landscaping built since the district was established 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.*
- *in recognition of 131<sup>st</sup> Avenue (North 30<sup>th</sup> Street/Bruce B. Downs to North Nebraska Avenue) as an economically important east-west corridor, the County will prepare a Strategic Redevelopment Plan for revitalization of the corridor in keeping with the Comprehensive Plan's Design Component. The strategic redevelopment plan will consider both the public and private implications of various design options, and identify a combination of regulations, investments and incentives required to achieve the desired result over a period of time.*

**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;*
- *using Hillsborough County code enforcement to assist in regulating land-use and improving community identity and safety.*

**Goal 5: Economic Development**

*The community supports:*

- *implementing the Urban Infill and Redevelopment Area delineated on the Urban and Infill Redevelopment Area Map and as defined by s. 163.2514 (2), F.S. The geographic limits of this area is bounded by I-275 to the west, Skipper Road to the north, Bruce B. Downs to the east, and Fowler Avenue to the south. Within this area, the following components will be promoted: economic development; job creation; housing; transportation; crime prevention; neighborhood revitalization and preservation; and land use incentives to encourage urban infill and redevelopment within the University Area Community;*
- *implementing the recommendations of the Hillsborough County Post-Disaster Redevelopment Plan;*
- *implementing the recommendations of the Economic Development Areas and Economic Potential Evaluation studies for the Future of Hillsborough Comprehensive Plan; and*
- *evaluating the application of an area-wide brownfield designation for the University Area Community.*

**Staff Analysis of Goals, Objectives and Policies:**

The subject site is located on approximately 90.35 acres located at the northwest quadrant of the Bruce B. Downs Boulevard and East Fowler Avenue intersection. The site is located within the Urban Service Area and is within the limits of the University Area Community Plan. The applicant is requesting to rezone the subject property from Commercial General (CG) and Planned Development (PD 10-0398 & 19-1443) to Planned Development to add the Burlington Property to the PD 19-1443 and allow for a mixed-use development with a maximum allowable intensity of 2.0 FAR. The project is also eligible to be considered for mixed-use bonus incentives that would permit an additional .50 FAR and up to 50 dwelling units per acre total pursuant to Objective 19 and Policies 19.1, 19.2 and 19.3 of the Future Land Use Element (FLUE).

The site is not subject to Commercial Locational Criteria. The applicant is requesting the proposed development to permit the following uses:

- **All CG Uses (except sexually oriented uses, wastewater plants, recyclable material recovery facility)**
- **Multi-Family**
- **Community Residential Homes, Type C**
- **Convention Centers, Indoor Entertainment, Sporting Facilities, 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)**

- 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

The general surrounding area is characterized by a suburban development pattern. The immediate adjacent area is characterized by an established urban development pattern with a number of projects in the greater area redeveloping to higher densities and intensities. The site is located immediately north of East Fowler Avenue and the City of Tampa to the southeast and west of the Bruce B. Downs Boulevard. The site is adjacent to the University Collection center (retail and commercial) and University of South Florida campus to the east. The adjacent surrounding area includes predominately commercial, and some multi-family uses to the east, commercial to the south, multi-family to the west and north and single-family residential to the northeast. Building heights on this project are restricted to a maximum of 300 feet. No building shall exceed 100 feet within 60 feet of the site boundaries along the north, west and northwest.

According to Policy 1.4, compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. The proposed uses are compatible with development within the general vicinity of the subject site and fulfill the intent of Policies 16.1, 16.2, 16.3, 16.10 and 16.13 of the Future Land Use Element (FLUE).

FLUE Objective 9 and Policy 9.2 require that all developments be consistent with the Plan and meet all Land Development Regulations in Hillsborough County. The applicant has stated they are not requesting any new PD variations beyond what was approved in the original 2019 PD. In addition, at the time of filing this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

According to Policy 19.1 (FLUE), larger new projects proposed in all mixed-use plan categories shall be required to develop with a minimum of 2 land uses in accordance with at least 10% of the total building square footage in the project used for a secondary use. According to the conditions of approval, the developer has currently commenced redevelopment of the subject property as a mixed-use project containing retail and office uses and commits to having a minimum of two uses at all times, as stated in the conditions of approval, meeting the intent of Policy 19.1.

Per the conditions of approval, if the project meets 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 Floor Area Ratio (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.**

**The subject site is located within the limits of the University Area Community Plan. Planning Commission staff has determined the proposed project fulfills the broader intent of the University Area Community Plan. The Plan seeks to foster “a stable, safe, and livable community through physical revitalization which establishes positive neighborhood identity and provides community design guidelines to achieve a pedestrian friendly, mixed use area that will serve the needs of the citizens of the University Area Community.” The University Area Community Plan supports developing physical improvements such as landscaping, gateways, sidewalks, signage, and street trees to define community identity (Goal 3). The applicant has agreed to a condition of approval that requires a minimum of four gateways to be provided: One (1) to the north, one (1) to the east and two (2) to the south. The applicant has also agreed to providing open spaces within the site. Per the conditions of approval, a minimum of ten (10) percent open space will be provided for the overall PD and a main square and civic space of at least 0.50 acres in size is required to be provided within the “Central District.”**

**The applicant has also agreed to a condition of approval that would require at least two of the following placemaking elements to be provided as enhancing features of open spaces within the Planned Development’s Central District. These place making elements include specialty signage, lighting, landscaping, building architecture and/or public art. The Comprehensive Plan is supportive of artwork being utilized to enhance pedestrian spaces. The Plan also seeks to ensure that the cultural sector is a core component of economic and community development, planning, and programming (Goal 6.1, FLUE, Community Design Component).**

**On January 25th, 2022, Planning Commission staff issued an inconsistency finding on a Personal Appearance/Minor Modification (PRS 22-0028) to a Planned Development (PD 19-1443) associated with the subject site. The request for PRS 22-0028 included a multitude of additions, eliminations and modifications to typical street sections and conditions of approval that identified when typical sections are required to convert to other section types. The proposed changes regarding site design and typical sections conflicted with the ICMU-35 Future Land Use category’s intent to provide for pedestrian and bicycle connectivity, safety, pedestrian-oriented development, walkability and sensitivity to the roadway corridor presence. It also conflicted with several Transportation Element and the Economically Disadvantaged Groups Element policies and the University Area Community Plan on pedestrian connectivity, access and safety. The Planning Commission found that the proposed changes aligned with a traditional suburban development and did not foster opportunities to live, work and play as the ICMU-35 envisions. Though it was found inconsistent, the Hillsborough County Board of County Commissioners approved the modification thereby creating the foundation for the currently proposed street types and access points as part of PD 22-1640. In addition, the proposed PD will not change any of the proposed street types approved by PRS 22-0028, with the exemption of changing the one-way alley to a two-way alley.**

**The site plan proposes vehicular access to the site along the property’s southern boundary on East Fowler Avenue and the eastern boundary along Bruce B. Downs. An access is also provided to the north. The application also proposes cross pedestrian and vehicular connections within the site. In order for the application to demonstrate interconnectivity of the proposed uses and satisfy the intent of Objective 19 (FLUE) and**

Goal 15 and Objective 15-12 of the Community Design Component (FLUE), the project will provide cross connections to adjacent parcels that can be redeveloped in the future. The project will also need to provide public access through the site. Providing public access will be achieved through a perpetual mechanism that runs with the land. This mechanism will need to effectuate the public's ability to traverse the site and run from east to west on one of the roadways provided on the site plan. This is documented in the conditions of approval.

The subject site is a large, critical piece in the overall redevelopment of the entire area. Cross access to adjacent parcels and public access are critical components in fulfilling the intent of the land use category which promotes a walkable area with a strong emphasis on roadway connectivity.

Planning Commission staff finds the request would encourage development that complements the surrounding character of the area. However, projects that facilitate infill development and redevelopment within appropriate locations in the Urban Services Area cannot be successfully implemented without sufficient connectivity and guaranteed public access. The request is consistent with the Comprehensive Plan subject to conditions of approval requiring cross connections to adjacent parcels that can be redeveloped in the future. The project will also need to provide a perpetual public access mechanism that runs with the land, effectuates the public's ability to traverse the site and runs from east to west on one of the roadways provided on the site plan.

### **Recommendation**

Based upon the above considerations, the Planning Commission finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to conditions of approval requiring the following:

- Meet the mixed-use and interconnectivity requirements of Objective 19 and Policies 19.1, 19.2 and 19.3 of the Future Land Use Element (FLUE);
- Meet the Access Management Requirements of Goal 15 and Objective 15-12 of the Community Design Component (FLUE) concerning connectivity to uses external and adjacent to the site;
- Meet the vision and intent of the University Area Community Plan through the provision of landscaping, gateways, sidewalks, signage, lighting, building architecture, public art and street trees to define community identity;
- Meet the vision and intent of the University Area Community Plan through the provision of minimum of ten (10) percent open space and a main square and civic space of at least 0.50 acres in size within the "Central District."
- A perpetual public access mechanism that runs with the land, effectuates the public's ability to traverse the site and runs from east to west on one of the roadways provided on the site plan;
- and all other conditions proposed by the Development Services Department.

# UNINCORPORATED HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-1640

## LEGEND

- PLAN AMENDMENT AREA
- UNINCORPORATED HILLSBOROUGH COUNTY FUTURE LAND USE
  - AGRICULTURAL/MINING - 1200
  - AGRICULTURAL - 110
  - AGRICULTURAL/RURAL - 115
  - PLANNED ENVIRONMENTAL COMMUNITY - 112
  - AGRICULTURAL STATE - 113
  - RESIDENTIAL - 1
  - RESIDENTIAL - 2
  - RESIDENTIAL - 4
  - RESIDENTIAL - 9
  - RESIDENTIAL - 12
  - RESIDENTIAL - 16
  - RESIDENTIAL - 20
  - RESIDENTIAL - 35
  - NEIGHBORHOOD MIXED USE - 4(3)
  - SUBURBAN MIXED USE - 6
  - COMMUNITY MIXED USE - 12
  - URBAN MIXED USE - 20
  - REGIONAL MIXED USE - 35
  - INNOVATION CORRIDOR MIXED USE - 35
  - OFFICE COMMERCIAL - 20
  - RESEARCH CORPORATE PARK
  - ENERGY INDUSTRIAL PARK
  - LIGHT INDUSTRIAL PLANNED
  - LIGHT INDUSTRIAL
  - HEAVY INDUSTRIAL
  - PUBLIC QUASIPUBLIC
  - WANAUA VILLAGE RESIDENTIAL - 2
  - NATURAL PRESERVATION
  - CITRUS PARK VILLAGE
  - RIGHT-OF-WAY OR OTHERWISE NOT CLASSIFIED
  - WATER
- ENVIRONMENTALLY SENSITIVE AREAS
  - SIGNIFICANT WILDLIFE HABITAT
  - WETLANDS
- ROADS AND BOUNDARY LINES
  - COUNTY BOUNDARY
  - JURISDICTION BOUNDARY
  - URBAN SERVICE AREA
  - TAMPA SERVICE AREA
  - COASTAL HIGH HAZARD AREA BOUNDARY

- PLANT CITY FULLE
  - RESIDENTIAL - 4
  - RESIDENTIAL - 6
  - RESIDENTIAL - 12
  - RESIDENTIAL - 20
  - MIXED USE RESIDENTIAL COMMERCIAL INDUSTRIAL
  - MIXED USE RESIDENTIAL COMMERCIAL INDUSTRIAL
  - MIXED USE - GATEWAY
  - LIGHT COMMERCIAL/OFFICE
  - COMMERCIAL
  - DOWNTOWN CORE
  - INDUSTRIAL
  - MAJOR PUBLIC/SEMIPUBLIC
  - MAJOR RECREATION AND OPEN SPACE
  - NATURAL PRESERVATION
  - TRANSITIONAL AREA (DUE TO AMBIGUITY)

PLATTING DATE: 06/04/2023  
 AUTHOR: COLANGELO, REVISOR: PAPADEMOS  
 DATE: 06/04/2023  
 PLAN: G:\Re zoning\System\Case\Res\Res\HC2225-1640

