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~~ Mixed Uses- Commercial, Office, Res, Educational, etc
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

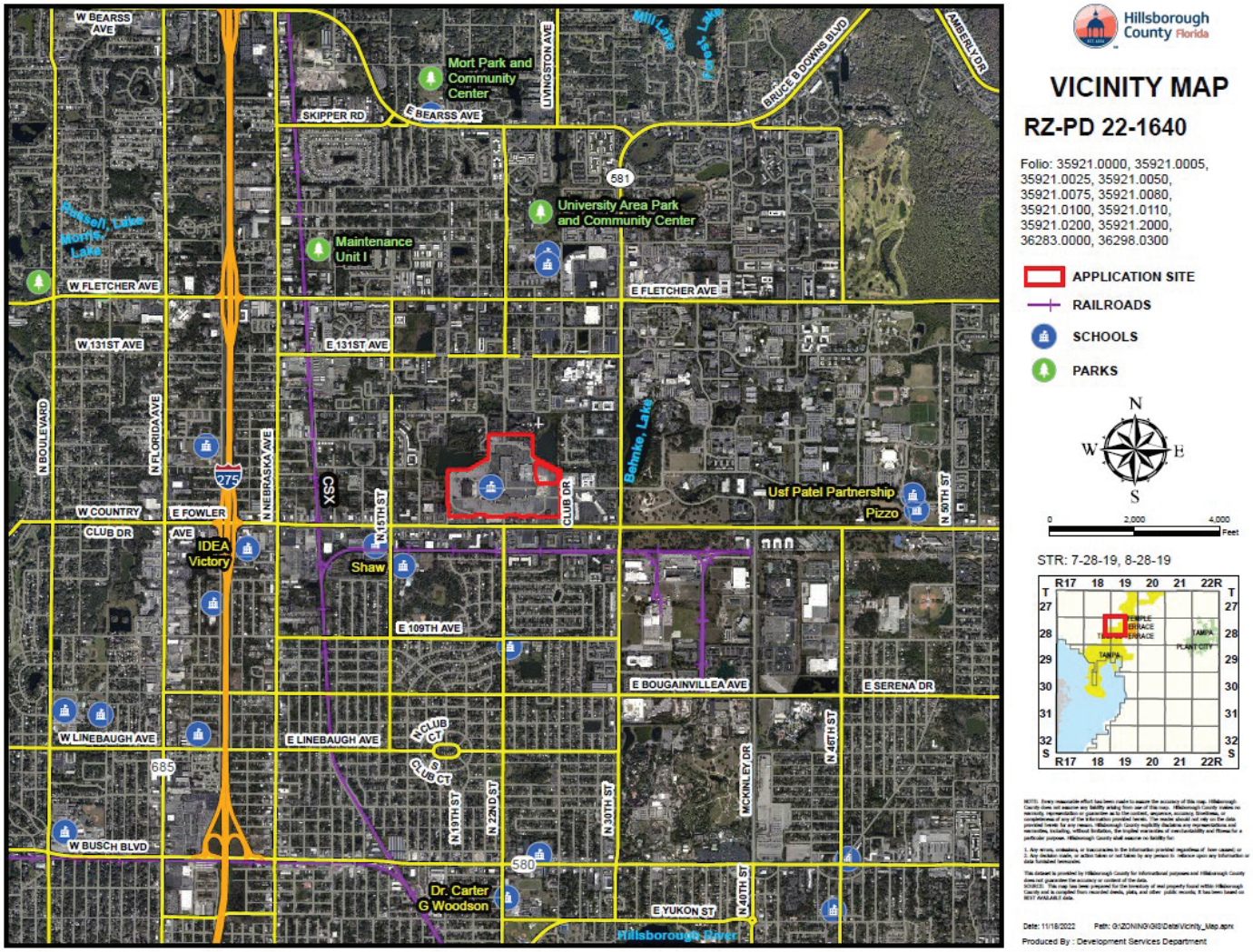
Development Standards:	Existing				Proposed
District(s)	CG			PD 19-1443	PD
Lot Size / Lot Width	10,000 s f / 75'			N/A	N/A
Setbacks/Buffering and Screening	FRONT 30'	SIDE Buffer	REAR Buffer	0' to 15', regulated by Street Type, and per Buffers in the PD	0' to 15', regulated by Street Type, and per Buffers in the PD
Height	50'			300' (restricted)	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).

Planning Commission Recommendation:	**Development Services Recommendation:**
Consistent	Supported, with conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

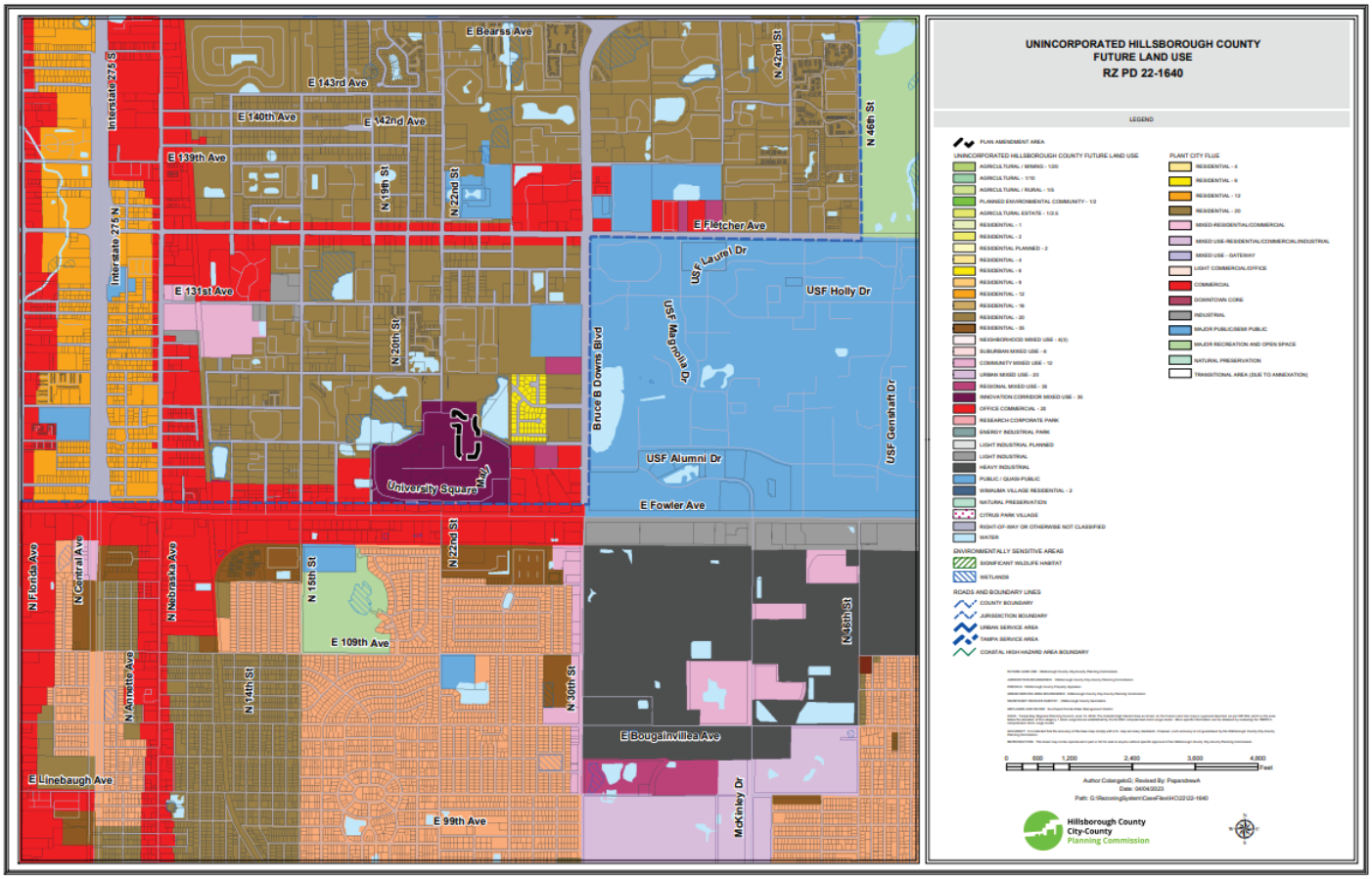


Context of Surrounding Area:

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

2.0 LAND USE MAP SET AND SUMMARY DATA

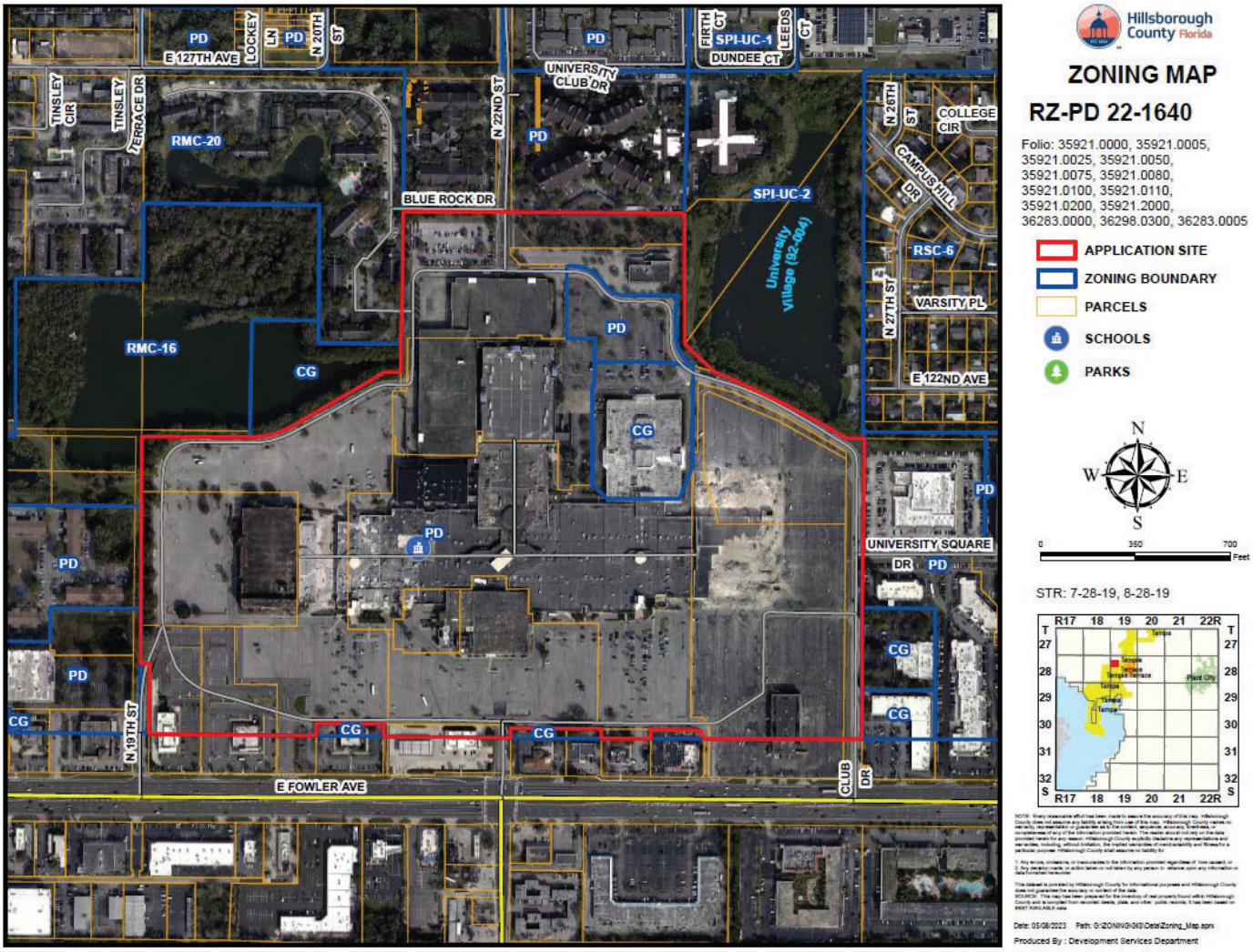
2.2 Future Land Use Map



Subject Site Future Land Use Category:	ICMU 35	
Maximum Density/F.A.R.:	FAR of 2.0 (subject to allowed density bonuses). Residential uses may utilize units per acre (35 units) or FAR (2.0) whichever is more beneficial to the development.	
Typical Uses:	Per the Future Land Use Element of the Hillsborough Comprehensive Plan, the ICMU-35 category shall form a regional activity center which incorporates internal road systems, building clustering and mixing of uses. The category intends to foster opportunities for live, work and play developments. The typical uses allowed in the ICMU- 35 designation include residential, regional scale commercial, office and business parks, biomedical research, institutional uses, hospitals, research corporate park, light industrial, clustered residential, multi-purpose and/or mixed use projects at appropriate locations.	

2.0 LAND USE MAP SET AND SUMMARY DATA

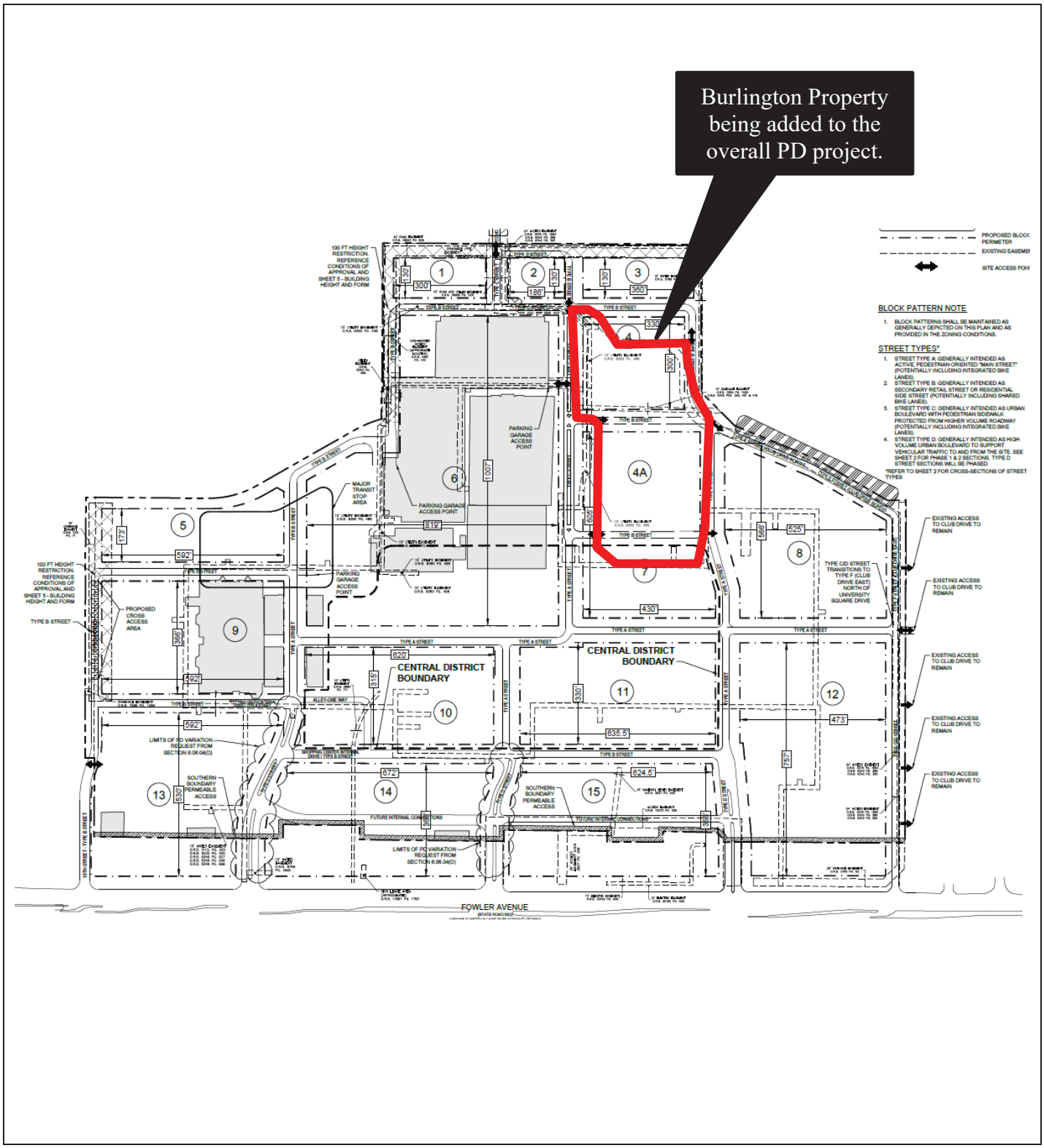
2.3 Immediate Area Map



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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Proposed Site Plan P1 (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Fowler Ave.	FDOT Principal Arterial - Urban	8 Lanes ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
22nd St.	County Collector – Urban	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
19th St.	County Local – Urban	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☒ Other
University Square Dr.	Private	2 Lanes ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
Club Dr.	Private	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☒ Other

Project Trip Generation ☐ 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 ☒ 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 ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Natural Resources	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Conservation & Environ. Lands Mgmt.	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Check if Applicable: ☒ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area	☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other _____			
Public Facilities:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Transportation ☐ Design Exc./Adm. Variance Requested ☐ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	See transportation comments
Service Area/ Water & Wastewater ☒Urban ☒ City of Tampa ☐Rural ☐ City of Temple Terrace	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Hillsborough County School Board Adequate ☒ K-5 ☒6-8 ☒9-12 ☐N/A Inadequate ☐ K-5 ☐6-8 ☐9-12 ☐N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	At this time, adequate capacity exists at Witter Elementary, Liberty Middle and Freedom High Schools for the proposed rezoning.
Impact/Mobility Fees None received				
Comprehensive Plan:	**Comments Received**	**Findings**	**Conditions Requested**	**Additional Information/Comments**
Planning Commission ☐ Meets Locational Criteria ☒N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A ☒Density Bonus Requested ☒Consistent ☐Inconsistent	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☒ Yes ☐ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

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

<u>The University Mall Project</u>
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

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

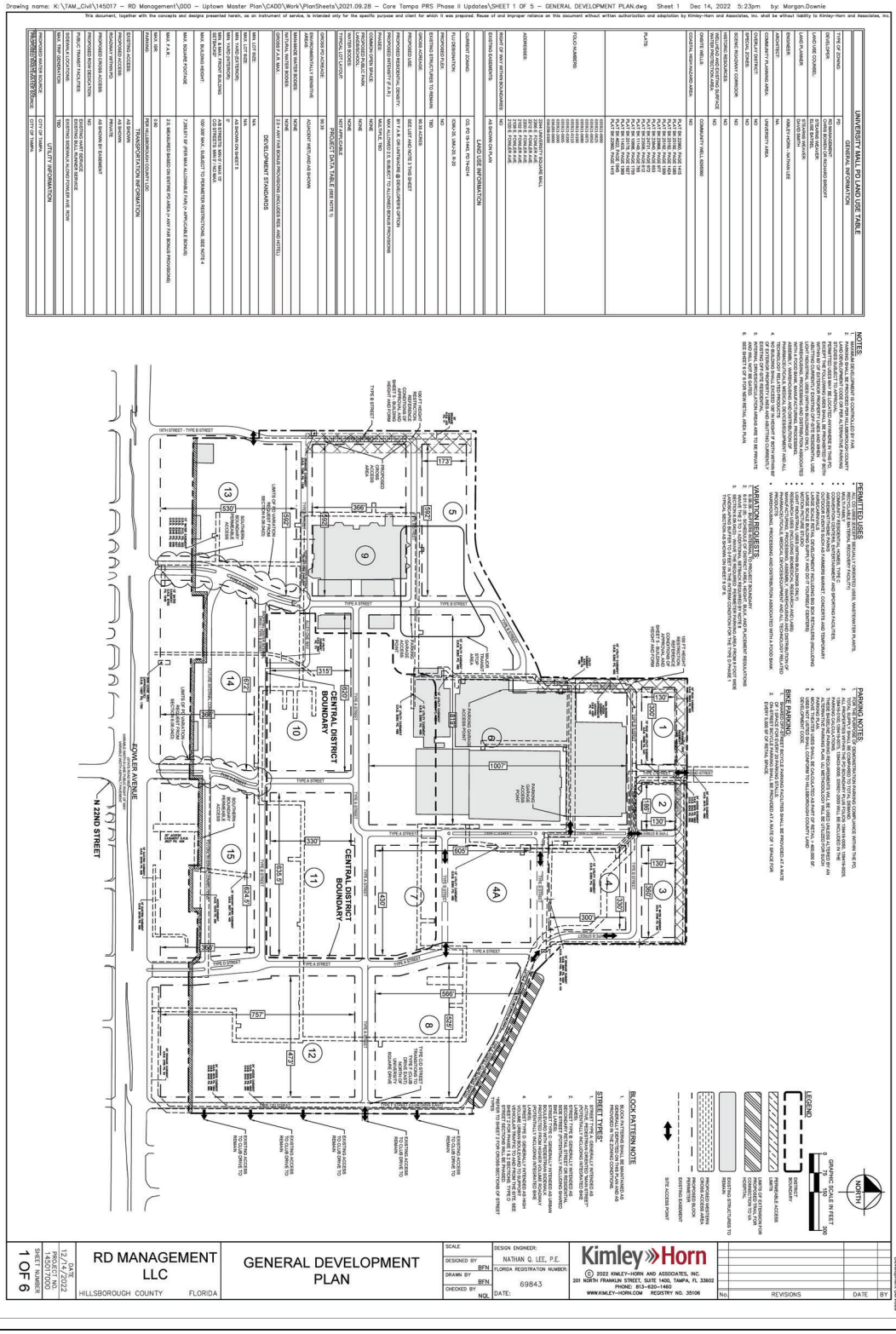
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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

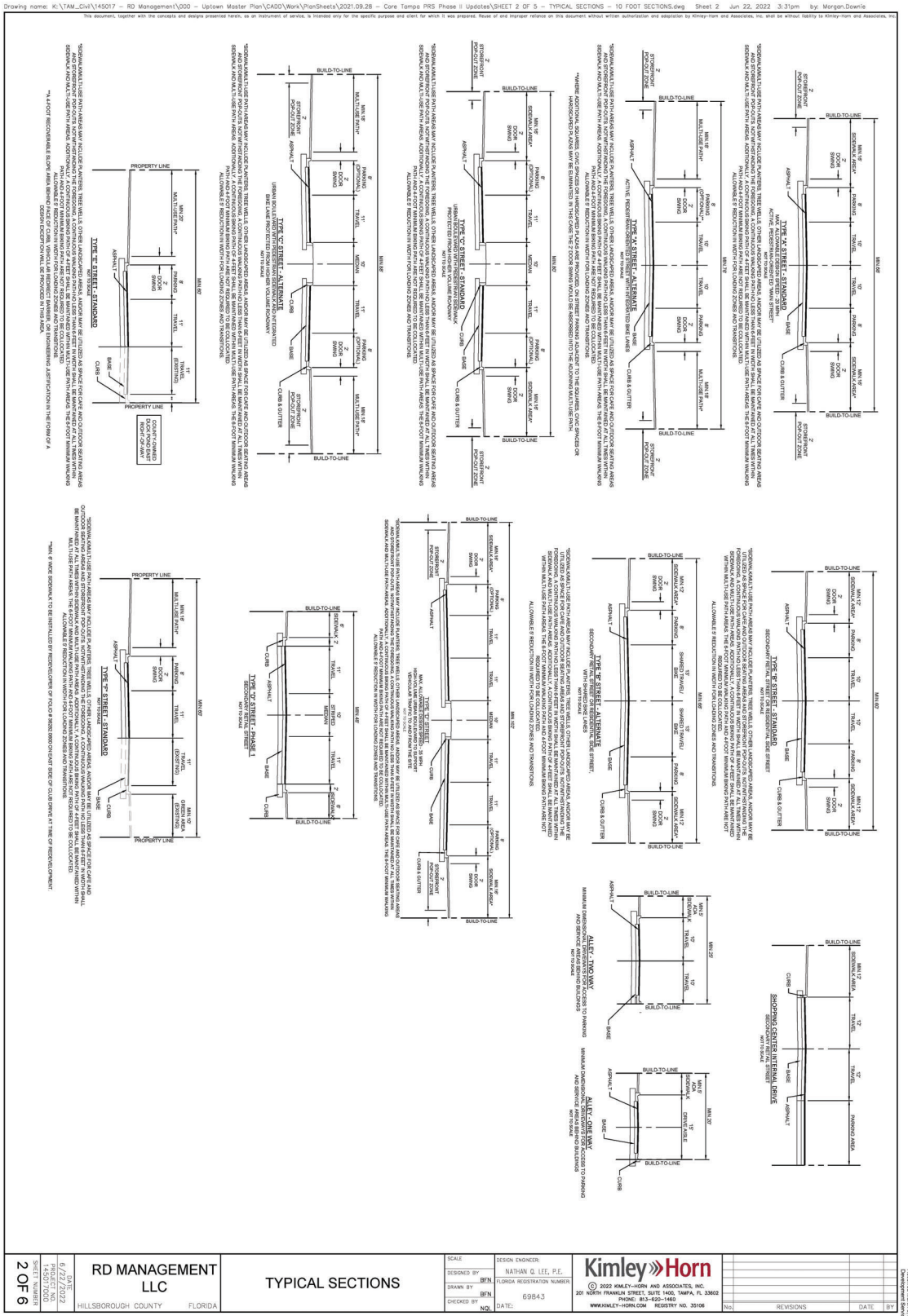
8.0 PROPOSED SITE PLAN (FULL)

8.1 Page 1



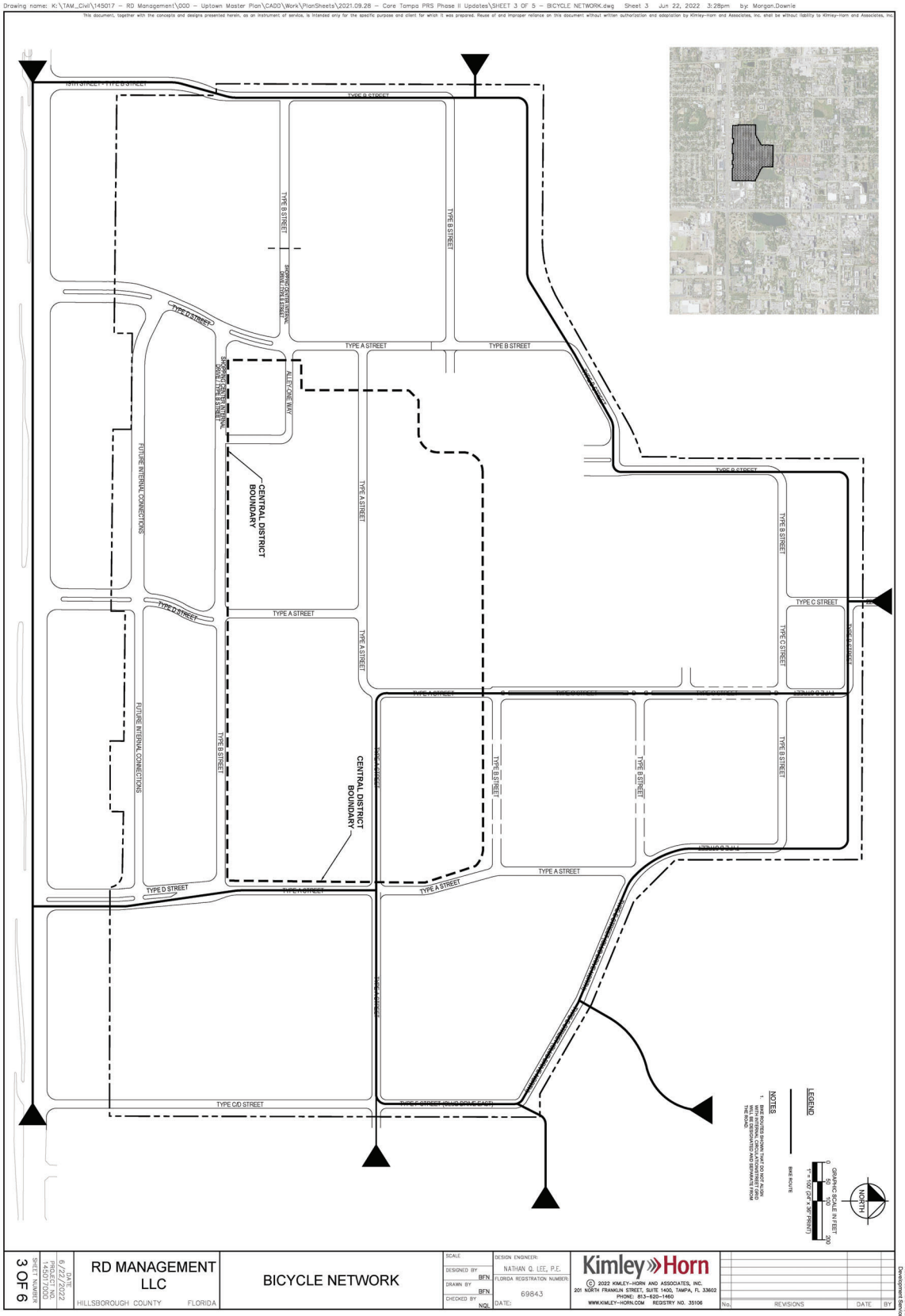
8.0 PROPOSED SITE PLAN (FULL)

8.2 Page 2



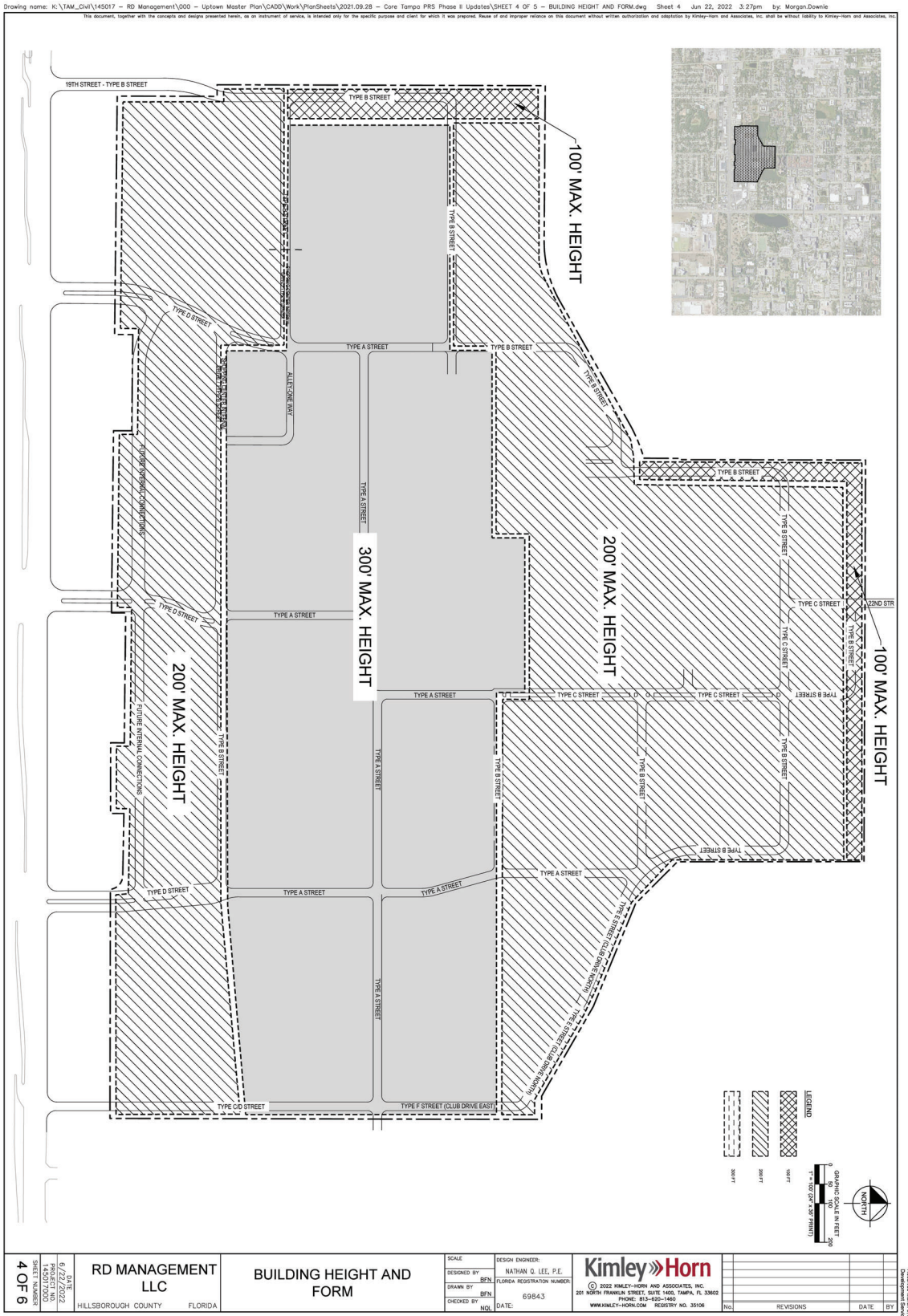
8.0 PROPOSED SITE PLAN (FULL)

8.3 Page 3



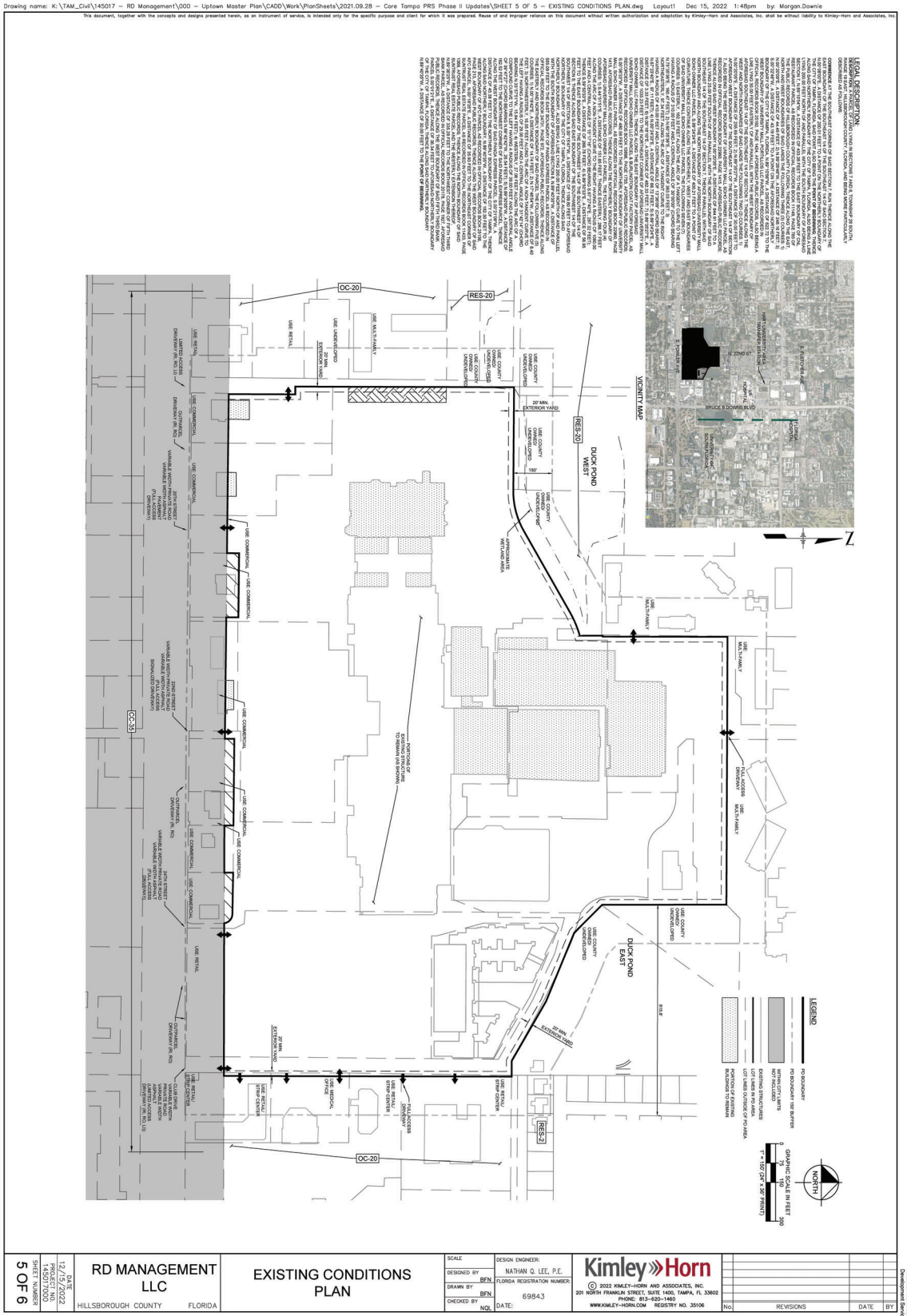
8.0 PROPOSED SITE PLAN (FULL)

8.4 Page 4



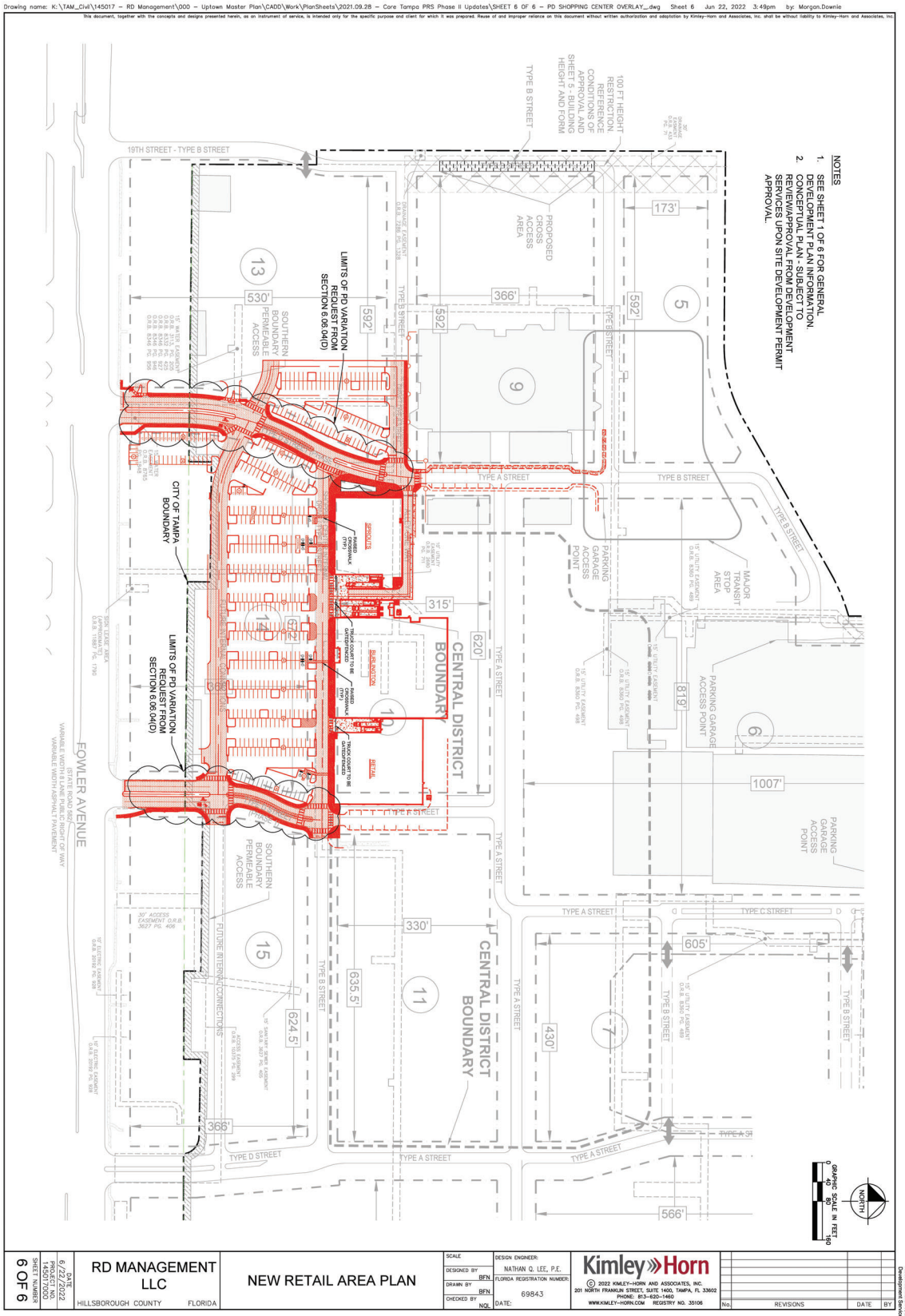
8.0 PROPOSED SITE PLAN (FULL)

8.5 Page 5



8.0 PROPOSED SITE PLAN (FULL)

8.6 Page 6



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department	**DATE:** 5/05/2023
REVIEWER: Richard Perez, AICP	**AGENCY/DEPT:** Transportation
PLANNING AREA: USF/NORTHWEST	**PETITION NO:** PD 22-1640

[ ] This agency has no comments.

[ ] This agency has no objection.

[X] 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, 11th 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)	**196,206**	**4,434**	**12,381**
CG: 286,760 sf, Department Store (875)	**14,620**	**166**	**560**
TOTAL TRIPS	**210,826**	**4,600**	**12,941**

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)	**211,088**	**4,771**	**13,070**

Trip Generation Difference:

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

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 analyses 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)	**364**	**910**
900-Bed, Off-Campus Student Housing (226)	**63**	**189**
Subtotal	**427**	**1,099**
Internal Capture	**70**	**295**
Pass-by Trips	**0**	**280**
Net Trips	**357**	**524**

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)	**364**	**910**
900-bed, Off-Campus Student Housing (226)	**63**	**189**
324,349 sf, Shopping Center (820)	**326**	**1,317**
64,500 sf, Movie Theater (445)	**0**	**398**
1,456-unit Multi-Family Housing (221)	**646**	**583**
1,356,000 sf, General Office (710)	**1,576**	**1,445**
400-room, Hotel (310)	**193**	**268**
Subtotal	**3,168**	**5,110**
Internal Capture	**364**	**1,118**
Pass-by Trips	**0**	**472**
Net Trips	**2,804**	**3,520**

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 19th St. boundary, south of 121st 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	15th STREET	22nd STREET	D	C
FOWLER AVENUE	22nd STREET	UNIVERSITY COLLECTION	D	C
22ND STREET	CLUB DRIVE	131st AVE	D	D

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

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 ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
22nd St.	County Collector – Urban	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
19th St.	County Local – Urban	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☒ Other
University Square Dr.	Private	2 Lanes ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
Club Dr.	Private	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☒ Other

Project Trip Generation ☐ 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 ☒ 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 ☒ Not applicable for this request		
Road Name/Nature of Request	**Type**	**Finding**
N/A	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	**Objections**	**Conditions Requested**	**Additional Information/Comments**
☐ Design Exception/Adm. Variance Requested ☐ Off-Site Improvements Provided	☐ Yes ☐N/A ☒ No	☒ Yes ☐ No	See Transportation Review comments.

COUNTY OF HILLSBOROUGH

LAND USE HEARING OFFICER'S RECOMMENDATION

Application number:	RZ-PD 22-1640
Hearing date:	May 15, 2023
Applicant:	RD Management, LLC
Request:	Rezone to Planned Development
Location:	2266 E. Fowler Avenue, Tampa
Parcel size:	90.4 acres +/-
Existing zoning:	PD 19-1443, PD 74-0214, and CG
Future land use designation:	Innovation Corridor Mixed Use-35 (ICMU-35) 35 du/ga; 2.00 FAR
Service area:	Urban Services Area
Community planning area:	University Area Community Plan

A. APPLICATION REVIEW

DEVELOPMENT SERVICES STAFF REPORT
APPLICATION REVIEW SUMMARY AND RECOMMENDATION

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

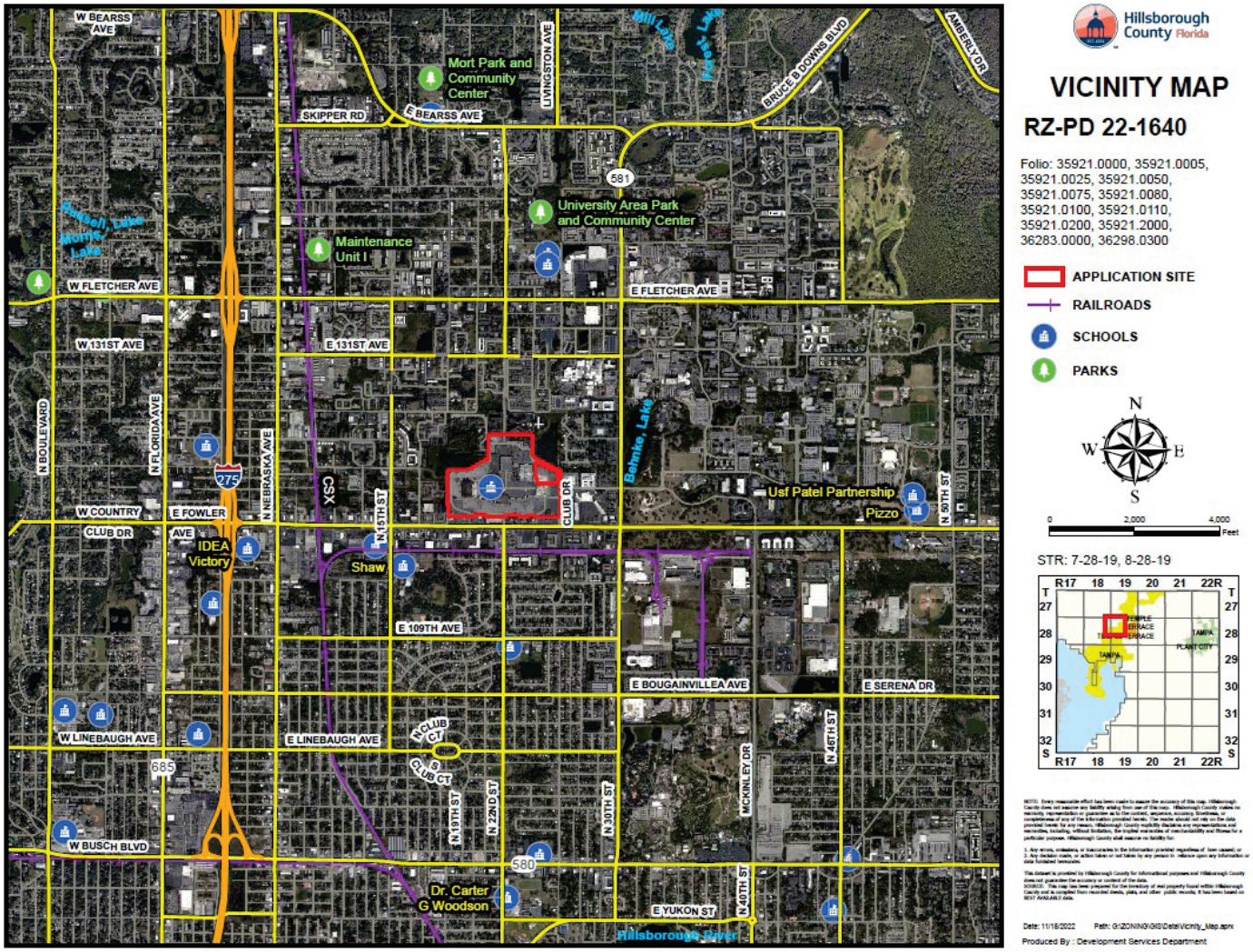
Development Standards:	Existing				Proposed
District(s)	CG			PD 19-1443	PD
Lot Size / Lot Width	10,000 s f / 75'			N/A	N/A
Setbacks/Buffering and Screening	FRONT 30'	SIDE Buffer	REAR Buffer	0' to 15', regulated by Street Type, and per Buffers in the PD	0' to 15', regulated by Street Type, and per Buffers in the PD
Height	50'			300' (restricted)	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).

Planning Commission Recommendation:	**Development Services Recommendation:**
Consistent	Supported, with conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

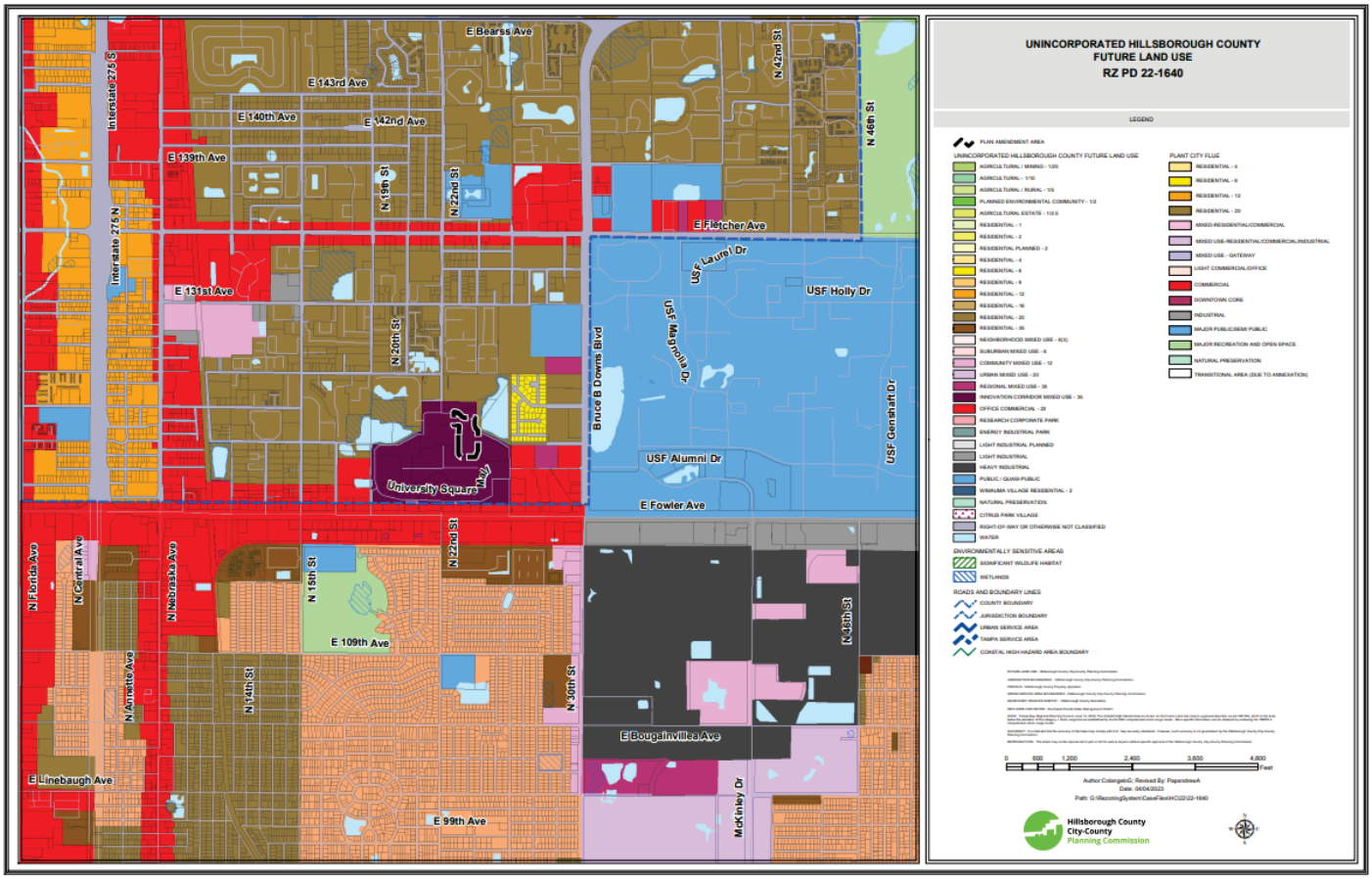


Context of Surrounding Area:

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

2.0 LAND USE MAP SET AND SUMMARY DATA

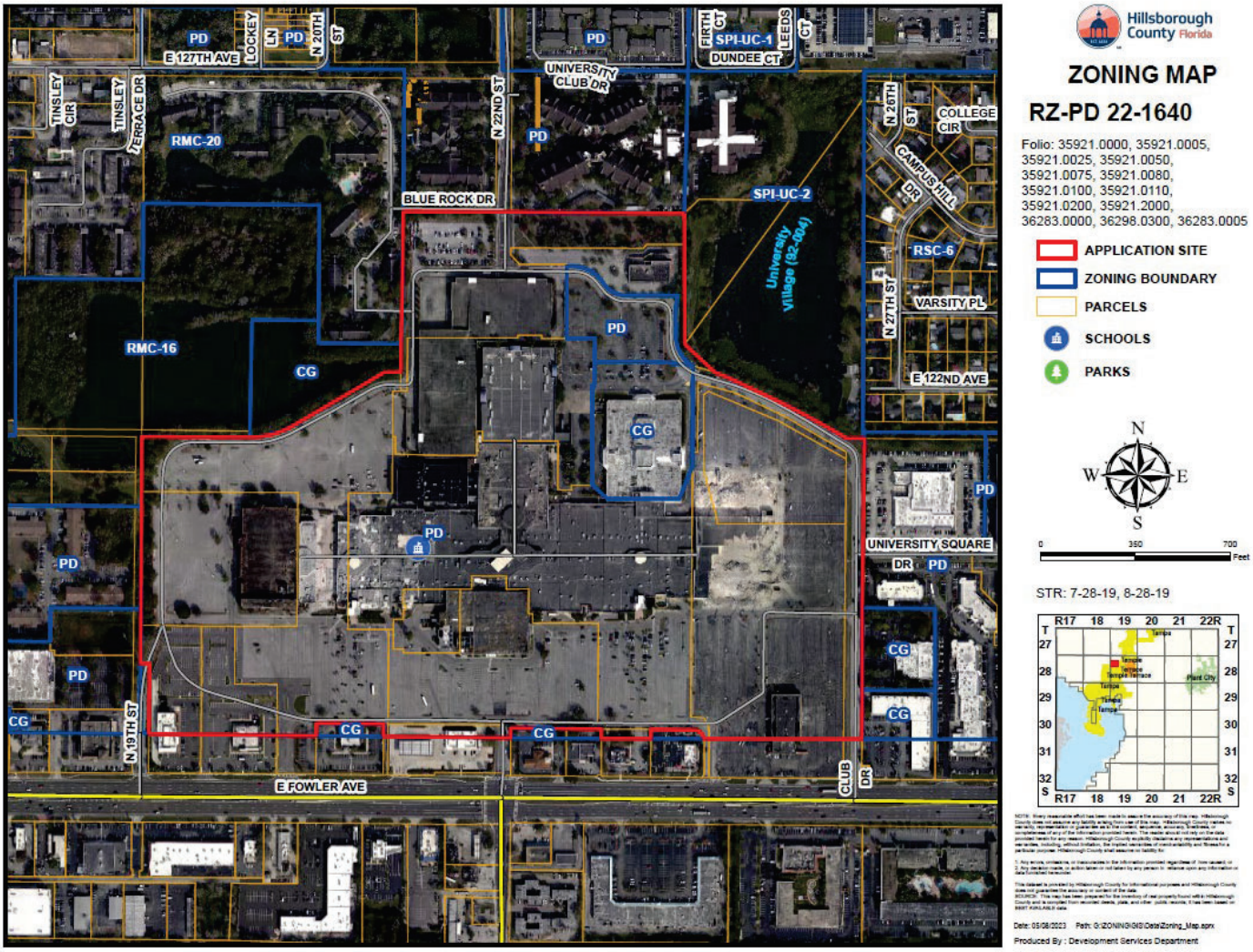
2.2 Future Land Use Map



Subject Site Future Land Use Category:	ICMU 35	
Maximum Density/F.A.R.:	FAR of 2.0 (subject to allowed density bonuses). Residential uses may utilize units per acre (35 units) or FAR (2.0) whichever is more beneficial to the development.	
Typical Uses:	Per the Future Land Use Element of the Hillsborough Comprehensive Plan, the ICMU-35 category shall form a regional activity center which incorporates internal road systems, building clustering and mixing of uses. The category intends to foster opportunities for live, work and play developments. The typical uses allowed in the ICMU- 35 designation include residential, regional scale commercial, office and business parks, biomedical research, institutional uses, hospitals, research corporate park, light industrial, clustered residential, multi-purpose and/or mixed use projects at appropriate locations.	

2.0 LAND USE MAP SET AND SUMMARY DATA

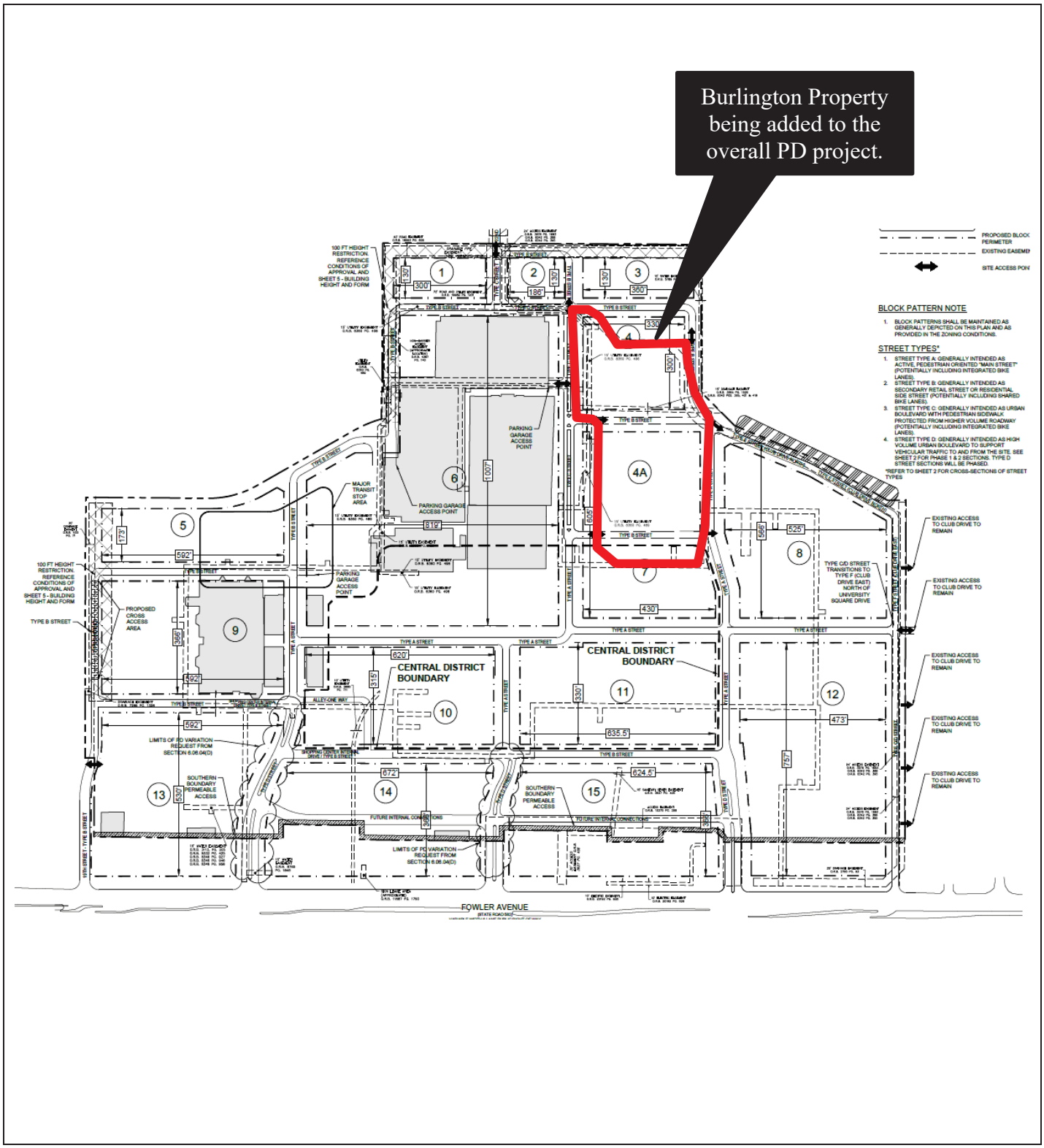
2.3 Immediate Area Map



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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Proposed Site Plan P1 (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Fowler Ave.	FDOT Principal Arterial - Urban	8 Lanes ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
22nd St.	County Collector – Urban	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
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Project Trip Generation ☐ 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 ☒ 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 ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Natural Resources	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Conservation & Environ. Lands Mgmt.	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Check if Applicable: ☒ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area	☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other _____			
Public Facilities:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Transportation ☐ Design Exc./Adm. Variance Requested ☐ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	See transportation comments
Service Area/ Water & Wastewater ☒Urban ☒ City of Tampa ☐Rural ☐ City of Temple Terrace	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Hillsborough County School Board Adequate ☒ K-5 ☒6-8 ☒9-12 ☐N/A Inadequate ☐ K-5 ☐6-8 ☐9-12 ☐N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	At this time, adequate capacity exists at Witter Elementary, Liberty Middle and Freedom High Schools for the proposed rezoning.
Impact/Mobility Fees None received				
Comprehensive Plan:	**Comments Received**	**Findings**	**Conditions Requested**	**Additional Information/Comments**
Planning Commission ☐ Meets Locational Criteria ☒N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A ☒Density Bonus Requested ☒Consistent ☐Inconsistent	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☒ Yes ☐ 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**	IntegriSign Desktop 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.

B. HEARING SUMMARY

This case was heard by the Hillsborough County Land Use Hearing Officer on May 15, 2023. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

Applicant
Ms. Elise Batsel spoke on behalf of the applicant. Ms. Batsel presented the rezoning request, and provided testimony as reflected in the hearing transcript, a copy of which is attached to and made a part of this recommendation.

Development Services Department
Mr. Israel Monsanto, Hillsborough County Development Services Department, presented a summary of the findings and analysis as detailed in the staff report, a copy of which was previously submitted to the record.

Planning Commission
Ms. Karla Llanos, Hillsborough County City-County Planning Commission, presented a summary of the findings and analysis as detailed in the Planning Commission report previously submitted to the record.

Proponents
The hearing officer asked whether there was anyone at the hearing in person or online to speak in support of the application. There were none.

Opponents
The hearing officer asked whether there was anyone at the hearing in person or online to speak in opposition to the application. There were none.

Development Services Department
Ms. Heinrich stated the Future Land Use Category is ICMU-35, which is correct in the staff report but incorrect on the meeting agenda.

Applicant Rebuttal
Ms. Batsel stated the applicant had nothing further.

The hearing officer closed the hearing on RZ-PD 22-1640.

C. EVIDENCE SUMBITTED

Ms. Batsel submitted to the record at the hearing an Affidavit to Authorize Agent, Assignment and Assumption Agreement, Limited Liability Company Agreement, Resolutions by Written Consent, expert qualifications for Nathan Lee P.E., Christopher Hatton P.E., Becca Bond P.E., and David M. Smith.

D. FINDINGS OF FACT

1. The Subject Property consists of approximately 90.4 acres at 2266 East Fowler Avenue, which is the former University Mall property in Tampa. The former mall is undergoing redevelopment to a new mixed-use project.

2. The Subject Property is designated Innovation Corridor Mixed Use-35 (ICMU-35) on the Future Land Use Map, and is zoned PD 19-1443, PD 74-0214, and CG. The parcel zoned PD 19-1443 is a mixed-use project that consists of commercial, office, and residential uses. The parcel zoned PD 74-0214 and CG consists of a parking lot and the Burlington Coat Factory. The Board of County Commissioners recently approved a comprehensive plan amendment to change the future land use designation of the parcel zoned PD 74-0214 and CG from Res-20 and UMU-20 to IMCU-35.

3. The Subject Property is in the Urban Services Area and is located within the boundaries of the University Area Community Plan.

4. The general area surrounding the Subject Property consists of a mix of uses including multi-family, shopping centers, retail, institutional, hospital, research facilities, and office.

5. The applicant proposes to incorporate the parcel zoned PD 74-0214 and CG into the same mixed-use development project approved by PD 19-1443. To enlarge the overall land area of the existing PD 19-1443, the LDC requires a new PD to be formed through the rezoning process. The applicant is requesting to rezone the Subject Property to a new PD to include the additional parcel.

6. The applicant is requesting a PD Variation to LDC section 06.06.04.D., Perimeter Buffer Adjacent to Parking Area Driveway, and LDC section 6.06.06 Buffering and Screening Requirements. The variation was previously approved and constructed as part of the mixed-use development project approved by PD 19-1443.

7. The applicant is requesting a waiver of LDC section 06.01.01., endnote 8, which requires an additional two-foot building setback of for each additional one foot of building height over twenty feet. The waiver was previously approved as part of the mixed-use development project approved by PD 19-1443 and PRS 22-0028.

8. Development Services Department staff found the requested waiver would allow the vertical integration of uses within the proposed project as a mixed-use Activity Center and that height restrictions will be applied at the project's perimeter.

9. Development Services Department staff found the proposed Planned Development rezoning would allow development that is compatible with

surrounding land uses. Staff found the rezoning approvable subject to the conditions set out in the staff report.

10. Planning Commission staff found the proposed Planned Development rezoning consistent with the comprehensive plan.

11. The LDC at section 5.03.06.C.6.a. states:

> The purpose of the Planned Development District is to allow flexibility in certain site development standards in order to achieve creative, innovative, and/or mixed use development. The following non-district regulations may be varied as part of a Planned Development based upon the criteria contained herein:
>
> (1) Part 6.05.00, Parking and Loading Requirements;
>
> (2) Part 6.06.00, Landscaping, Irrigation, and Buffering Requirements; and
>
> (3) Part 6.07.00, Fences and Walls.
>
> (4) Requests to vary any other non-district regulations in this Code must be reviewed and approved through separate application in accordance with Part 11.04.00.

12. Findings on variances pursuant to the criteria of LDC section 5.03.06.C.6.b.:

(1) **The variation is necessary to achieve creative, innovative, and/or mixed use development that could not be accommodated by strict adherence to current regulations.** Yes. The variation was previously approved and constructed as part of the mixed-use development project approved by PD 19-1443. The Zoning Hearing Master in PD 19-1443 found the variation is necessary to achieve creative and innovative mixed-use development that would not result with strict adherence to the LDC regulations, and the variation is mitigated through exceptional design features that serve to increase the compatibility of the overall development in the area. The record supports a finding that the variation is necessary to achieve creative, innovative, mixed-use development that could not be accommodated by strict adherence to current regulations.

(2) **The variation is mitigated through enhanced design features that are proportionate to the degree of variation.** Yes. The variation was previously approved and constructed as part of the mixed-use development project approved by PD 19-1443. The Zoning Hearing Master in PD 19-1443 found the variation is necessary to achieve creative and innovative mixed-use development that would not result with strict adherence to the

LDC regulations, and the variation is mitigated through exceptional design features that serve to increase the compatibility of the overall development in the area. The record supports a finding that the variation is mitigated through enhanced design features that are proportionate to the degree of variation.

(3) **The variation is in harmony with the purpose and intent of the Hillsborough County Land Development Code.** Yes. The variation was previously approved and constructed as part of the mixed-use development project approved by PD 19-1443. The Zoning Hearing Master in PD 19-1443 found the variation is necessary to achieve creative and innovative mixed-use development that would not result with strict adherence to the LDC regulations, and the variation is mitigated through exceptional design features that serve to increase the compatibility of the overall development in the area. The record supports a finding that the variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.

(4) **The variation will not substantially interfere with or injure the rights of adjacent property owners.** Yes. The variation was previously approved and constructed as part of the mixed-use development project approved by PD 19-1443. The record evidence supports a finding that the variation will not substantially interfere with or injure the rights of adjacent property owners.

E. FINDINGS OF COMPLIANCE OR NON-COMPLIANCE WITH COMPREHENSIVE PLAN

The record evidence demonstrates the proposed Planned Development zoning is in compliance with, and does further the intent of the Goals, Objectives, and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*.

F. CONCLUSIONS OF LAW

A development order is consistent with the comprehensive plan if "the land uses, densities or intensities, and other aspects of development permitted by such order…are compatible with and further the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government." § 163.3194(3)(a), Fla. Stat. (2022). Based on the record as a whole, including evidence and testimony submitted in the record and at the hearing, reports and testimony of Development Services Staff and Planning Commission staff, applicant's narrative, hearing testimony, and evidence, there is substantial competent evidence demonstrating the requested Planned Development rezoning is consistent with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, and does

comply with the applicable requirements of the Hillsborough County Land Development Code.

G. SUMMARY

The applicant proposes to incorporate the Burlington Coat Factory parcel zoned PD 74-0214 and CG into the same mixed-use development project approved by PD 19-1443. To enlarge the overall land area of an existing PD, the LDC requires a new PD to be formed through the rezoning process. The applicant is requesting to rezone the Subject Property to a new PD to include the additional parcel. The applicant is requesting a PD Variation to LDC section 06.06.04.D., Perimeter Buffer Adjacent to Parking Area Driveway, and LDC section 6.06.06 Buffering and Screening Requirements. The variation was previously approved and constructed as part of the mixed-use development project approved by PD 19-1443. The applicant is requesting a waiver of LDC section 06.01.01., endnote 8, which requires an additional two-foot building setback of for each additional one foot of building height over twenty feet. The waiver was previously approved as part of the mixed-use development project approved by PD 19-1443 and PRS 22-0028.

H. RECOMMENDATION

Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of the Planned Development rezoning subject to the conditions set forth in the Development Services staff report based on the applicant's general site plan submitted March 3, 2023.

Pamela Jo Hatley May 26, 2023

Pamela Jo Hatley PhD, JD Date:
Land Use Hearing Officer

HILLSBOROUGH COUNTY, FLORIDA
Board of County Commissioners

----------X
IN RE:)
ZONE HEARING MASTER)
HEARINGS)
----------X

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch and Pamela Jo Hatley
Zoning Hearing Masters

DATE: Monday, May 15, 2023

TIME: Commencing at 6:00 p.m.
Concluding at 9:30 p.m.

PLACE: Hillsborough County Board of County Commissioners
601 East Kennedy Boulevard, 2nd Floor
Tampa, Florida 33601

Reported via Cisco Webex Videoconference by:
Diane DeMarsh, CER No. 1654

1
HILLSBOROUGH COUNTY, FLORIDA
2 BOARD OF COUNTY COMMISSIONERS

3 ZONING HEARING MASTER HEARINGS
May 15, 2023
4 ZONING HEARING MASTER PAMELA JO HATLEY

5
D4:
6 Application Number: RZ-PD 22-1640
Applicant: RD Management, LLC
7 Location: S side of Blue Rock Dr & N 22nd St Intersection
8 Folio Number: 035921.000 + Multiple
Acreage (+/-): 90.4 acres, more or less
9 Comprehensive Plan: R-20, UMU-20 & OC-20
Service Area: Urban
10 Existing Zoning: PD, 19-1443, 74-0214 & CG
Request: Rezone to Planned Development
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HEARING MASTER HATLEY: All right. If you could please come on in and take your seats. We will reconvene.

All right. Thank you. All right. We'll continue with the Zoning Hearing Master Meeting for May 15, 2023. I'm Pamela Jo Hatley. I'm your hearing master. And I believe we're read to call the next case.

MS. HEINRICH: Our next item is item D.4, PD application 22-1640. This is a request to rezone property to Planned Development. Israel Monsanto, Redevelopment Services will provide staff comments after presentation by the applicant.

MS. BATSEL: Good evening. Elise Batsel with Stearns Weaver Miller. As a housekeeping matter, we do have some information to submit into the record both resumes and an affidavit to authorize agent that we've been asked to provide.

HEARING MASTER HATLEY: All right. Thank you.

MS. BATSEL: So, Madam Hearing Officer, this is the redevelopment of the University Mall. But this project has been approved. And we're here today to fill the hole in the donut. And I'll talk a little bit about that. As you are well aware, this is the former University Mall, which is approximately 90.53 acres. It is located on the north Fowler Avenue, which is actually -- the -- the lower portion of in the city of Tampa. But the majority of the development is in the county. It is in the University Area Community planning area and the University Regional Activity Center.

1 Okay. So the current zoning of the property, the big
2 green area, is the current PD. That is what we initially
3 rezoned back in 2019 with a couple of subsequent (inaudible).
4 The area that you can see here in the red, that is a piece that
5 was owned by Burlington Coat Factory. And it was not controlled
6 by the developer at the time that we went through the original
7 rezoning. So the main purpose of this is to bring that
8 Burlington property into the PD with substantially the same
9 conditions, et cetera. This is, of course, the prior history.
10 So we did go through and create a new category in a
11 Comprehensive Plan category specifically for this development.
12 It was ICMU-35. And it was supposed to facilitate the
13 redevelopment of this mall consistent with the surrounding area.
14 We worked very hard with staff through that entire process to
15 develop a design book and then to take those design guidelines,
16 particularly, working with the Planning Commission, and reduced
17 those to a number of conditions that ensured urban form
18 development, walkability on the site, et cetera. In fact,
19 there's a tiered height. So the further in you get, you create
20 that urban court.
21 As I mentioned, this request is literally just to
22 bring Burlington into the site. We already contemplated
23 Burlington coming in. If you look at the rezoning, you'll see
24 that there's a street bridge grid and blocks developed,
25 particularly, contemplating that we would bring this property in

at some point into the future, integrating it into the overall parcel.

Really, we're here just to fill that hole in the donut so that the entire redevelopment can occur. We do have planning staff and Planning Commission support. And we would -- we're here to answer any questions. Transportation is here, Our civil engineers, and myself.

HEARING MASTER HATLEY: All right.

MS. BATSEL: Thank you so much for your time.

HEARING MASTER HATLEY: Thank you. I've reviewed the file, and I really don't have any questions about it. But thank you so much.

MS. BATSEL: Thank you.

HEARING MASTER HATLEY: Development Services? All right.

MS. DESIANO: Ms. Batsel?

MR. MONSANTO: Good evening. Israel Monsanto, Development Services. The applicant seeks to rezone a site containing multiple parcels from Planned Development, 19-1443 and 74-0214, also from Commercial General, to a new Planned Development. The site is occupied by the University Mall, as the applicant stated (inaudible) redevelopment into a new mixed-use development. And it's located on the north side of Fowler Avenue, west of Bruce B. Downs Boulevard in Tampa.

The parcel is zoned PD 19-1443 is room for Commercial

1 General, residential and office uses, and (inaudible) Urban
2 Mixed-Use project with up to 2.0 FAR, 35 dwelling units per the
3 acre and allows use of FAR in lieu of -- of density for
4 residential projects at the developer's option. The PD has a
5 total of 12 internal street typologies accommodating vehicular
6 and pedestrian traffic and also includes 15 development blocks.
7 It also regulates building design and block development
8 standards per street type. The PD implements the innovation
9 (inaudible) mixed-use, ICMU-35, Future Land Use category.
10 PD 74-0214 is (inaudible) for Commercial General uses
11 and some parking areas and is shown -- and is known as the
12 Burlington Coat property.
13 PD 19-1443 does not include the 6.6 acre for the
14 Burlington Coat Factory property and approximately 0.68 acres of
15 outparcels along Fowler Avenue. These are the City of Tampa
16 city limits. The Burlington Coat Factory's properties recently
17 received for approval for a Comprehensive Plan Amendment, 22-21
18 to change from Residential-20 and UMU-20 to the new ICMU-35
19 (inaudible) designation. Through the CG and PD, as the
20 applicant stated (inaudible) property will be interpolated into
21 the existing Planned Development with the rest of the mall
22 property under the same condition as a unified development with
23 the addition parcel (inaudible) total land area and new PD
24 district and rezoning application (inaudible). The new property
25 added to the project as a new block labeled 4A to the end of B.

1 This new block was already contemplated as part of the
2 (inaudible) Planning Development design and layout during the
3 rezoning and the government's plans for PD 19-1443 to ensure
4 that a future integration will transition property into this
5 mixed urban project The applicants are requesting any new PD
6 variations. However, since this is a new PD application, the
7 (inaudible) included as part of this rezone application are
8 idetnical to the variation through newly approved (inaudible)
9 commissioners and the -- during the 19-1443 and also PRS
10 22-0028. The applicant states that buffers internal to the site
11 are being eliminated in order to property integrate the mixed
12 use project. This allows an innovative design and encouragement
13 of a walkable mixed-used project. And this also allows to
14 cluster the uses and facilitate walkability. Appropriate
15 setbacks and buffers will be provided for development that abuts
16 the perimeter of the PD and off-site uses. The waiver
17 eliminates -- a waiver request was eliminated so two additional
18 feet of building setbacks for
19 each additional foot of height over 20 feet and is also needed
20 to allow the vertical integration of uses in this project.
21 Again, the site will be a mixed-use activity center, which is in
22 harmony with the purpose and intent with the Land Development
23 Code as well as the -- with the Hillsborough County
24 Comprehensive Plan.
25 Staff does not find any compatibility issues with the

1 proposed PD request and finds the request PD variation submitted
2 for LDC Section 5.03.06.C.C (inaudible) approval. The
3 additional (inaudible) consistent with the initial rezoning
4 application (inaudible) also with the conditions of approvals
5 and PD plan. And as such, the same condition from PD 19-4243
6 are being also proposed for this new PD district.
7 Transportation staff has reviewed the request
8 with no objections. And Planning Commission found the new
9 (inaudible) request consistent with the Future of Hillsborough
10 County Comprehensive Plan for this (inaudible) part of the
11 mixed-use project as a future site (inaudible) new PD request,
12 this land is now being fully integrated into the urban mixed use
13 (inaudible). And based on these factors, staff recommends
14 approval.
15 We are available if you have any questions.
16 HEARING MASTER HATLEY: All right. Thank you.
17 All right. Planning Commission?
18 MS. LLANOS: The subject site is located within the
19 Urban Service Area and within the limits of the University Area
20 Community Plan.
21 The sub- -- the property is located within the
22 Innovation Corridor Mixed Use-35, Future Land Use category,
23 which can be considered for up to a -- a density of 35 dwelling
24 units per or a maximum intensity of 2.0 FAR. The intent of the
25 ICMU-35 Future Land Use category is to form a regional activity

1 center that incorporate internal roadway systems, building
2 clustering, and mix -- mixing of uses. Again, typical uses in
3 the ICMU-35 include residential, regional scale retail
4 commercial, office uses, business park uses, bio-medical
5 research, institutional, hospitals, research corporate parks, et
6 cetera. Projects will be developed will generally consistent
7 with the Policies Objective of -- Policies of Objective 19 with
8 the exception of acreage threshold.
9 Now, Residential-20 Future Land Use category is
10 located to the north, northeast, northwest and east of the
11 subject site. Residential-6, Office Commercial-20 and Regional
12 Mixed-Use-35 categories are also located to the east. RES-20
13 and OC-20 Future Land Use categories are located to the west of
14 the property. Properties south of the subject site are within
15 the limits of the City of Tampa, and they are designated comm-
16 -- Community Commercial-35, CC-35.
17 The applicant, again, is requesting to rezone the
18 subject site from Commercial General to Planned Development.
19 This Planned Development will allow for a consideration of a
20 mixed-use bonus incentives that would permit an additional 0.50
21 FAR and up to 50 dwelling units per the acre.
22 The subject site is not subject to locational
23 criteria. They are requesting proposed development to permit
24 limited -- or specified uses.
25 The general surrounding area is characterized by

1 suburban development pattern. So Planning Commission staff
2 (inaudible) proposed uses are consistent with the -- with the
3 surrounding area. The -- the number of -- there are (inaudible)
4 number of projects that are redeveloping to higher densities in
5 that area as well. Building heights on this project are
6 restricted to a maximum of 300 feet. No building shall exceed
7 within 100 feet or 60 feet of site boundaries. So Planning
8 Commission staff did review for mitigation at the subject site.
9 Now, on January 25th, our Planning Commission staff
10 did issue a inconsistency finding on the PRS 22-0028 to a
11 Planned Development. However, the Board of County Commissioners
12 has approved the item. So the request is consistent based on
13 that consistent with the Comprehensive Plan subject to the
14 conditions of the (inaudible) provide for the cross connections
15 to adjacent parcels that can be redeveloped in the future.
16 Now, project will need to provide a perpetual public
17 access mechanism that runs with the land and effectuates the
18 public's ability to traverse the site and runs from east
19 to west on one of the roadways provided on the site plan.
20 So based upon those considerations, the Planning
21 Commission staff finds that the proposed Planned Development is
22 consistent with the Unincorporated Hillsborough County
23 Comprehensive Plan. It meets the mixed-use of the -- and
24 interconnectivity requirements of the Comprehensive Plan, and it
25 also meets Access Management's Requirements of Goal 15,

1 Objective 15, that is a Community Design Component concerning,
2 you know, connectivity. It does meet the vision and intent of
3 the University Area Community Plan through the provisional
4 landscaping (inaudible) items. It does meet the vision and
5 intent of the University Area Community Plan of the provision of
6 providing a minimum of ten percent of open space and a main
7 square and civic space for at least 0.50 acres in the -- in the
8 size within the Central District.
9 So what that means that it's being found consistent.
10 And staff will be glad to answer any questions.
11 HEARING MASTER HATLEY: All right. Thank you so much.
12 All right. We'll get to the public. Is there anyone here or
13 online who wishes to speak in support of this application?
14 I do you not hear anyone.
15 Is there anyone here in online who wishes to speak in
16 opposition to this application?
17 I don't hear anyone.
18 Development Services, anything further?
19 MS. HEINRICH: The only thing I wanted to state is the
20 Future Land Use category that (inaudible) staff is correct.
21 It's ICMU-35. It's incorrect in our agenda.
22 HEARING MASTER HATLEY: Okay. Thank you. All right.
23 Now, back to the applicant then.
24 MS. BATSEL: Nothing further. Thank you for your
25 time.

1 HEARING MASTER HATLEY: All right. Thank you.
2 Nothing further from the applicant. That will close the hearing
3 on rezoning PD 22-1640.
4 Next case.
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Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning	
Hearing Date: May 15, 2023 **Report Prepared:** May 3, 2023	**Petition: PD 22-1640** *Within the northwest quadrant of the Bruce B. Downs Boulevard and East Fowler Avenue intersection*
Summary Data:	
Comprehensive Plan Finding	**CONSISTENT**
Adopted Future Land Use	**Innovation Corridor Mixed Use-35 (35 du/ga; 2.00 FAR)**
Service Area	**Urban**
Community Plan	**University Area**
Request	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.
Parcel Size (Approx.):	90.35 +/- acres (3,935,646 square feet)
Street Functional Classification	East Fowler Avenue – **Arterial** Bruce B. Downs Boulevard – **Arterial**
Locational Criteria	N/A
Evacuation Area	None

Plan Hillsborough
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601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

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.*

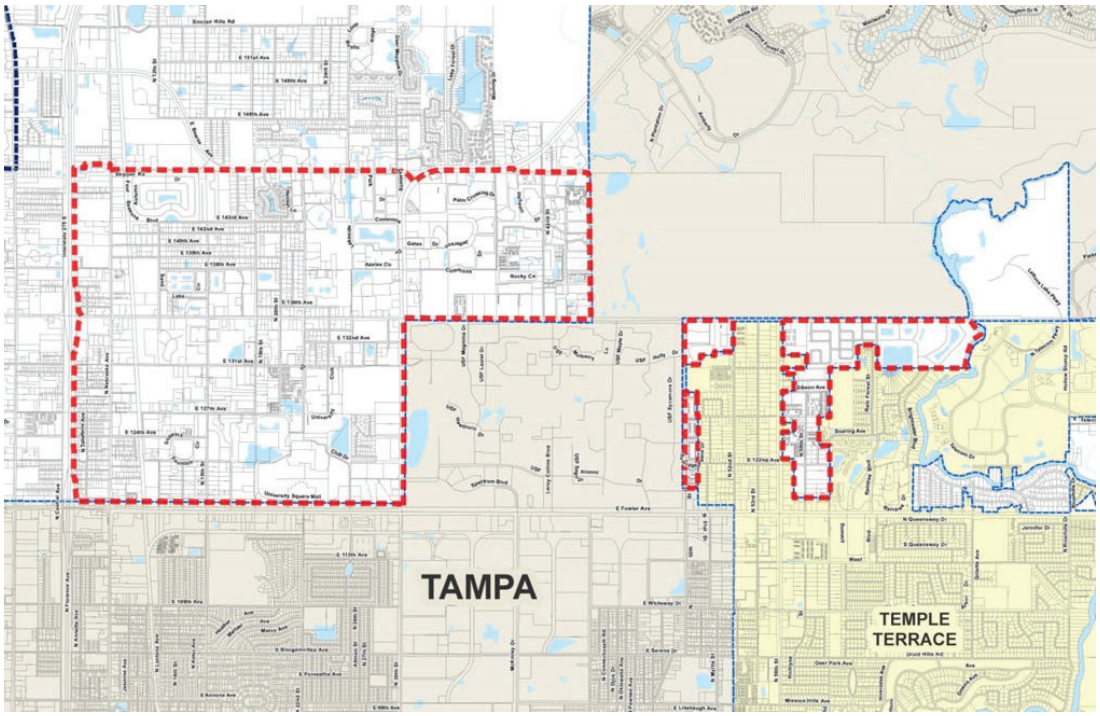
Policy 15-12.4: *Allow a parking reduction for properties that share both cross access and a common entrance drive.*

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 131st 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 131st Avenue (North 30th 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.

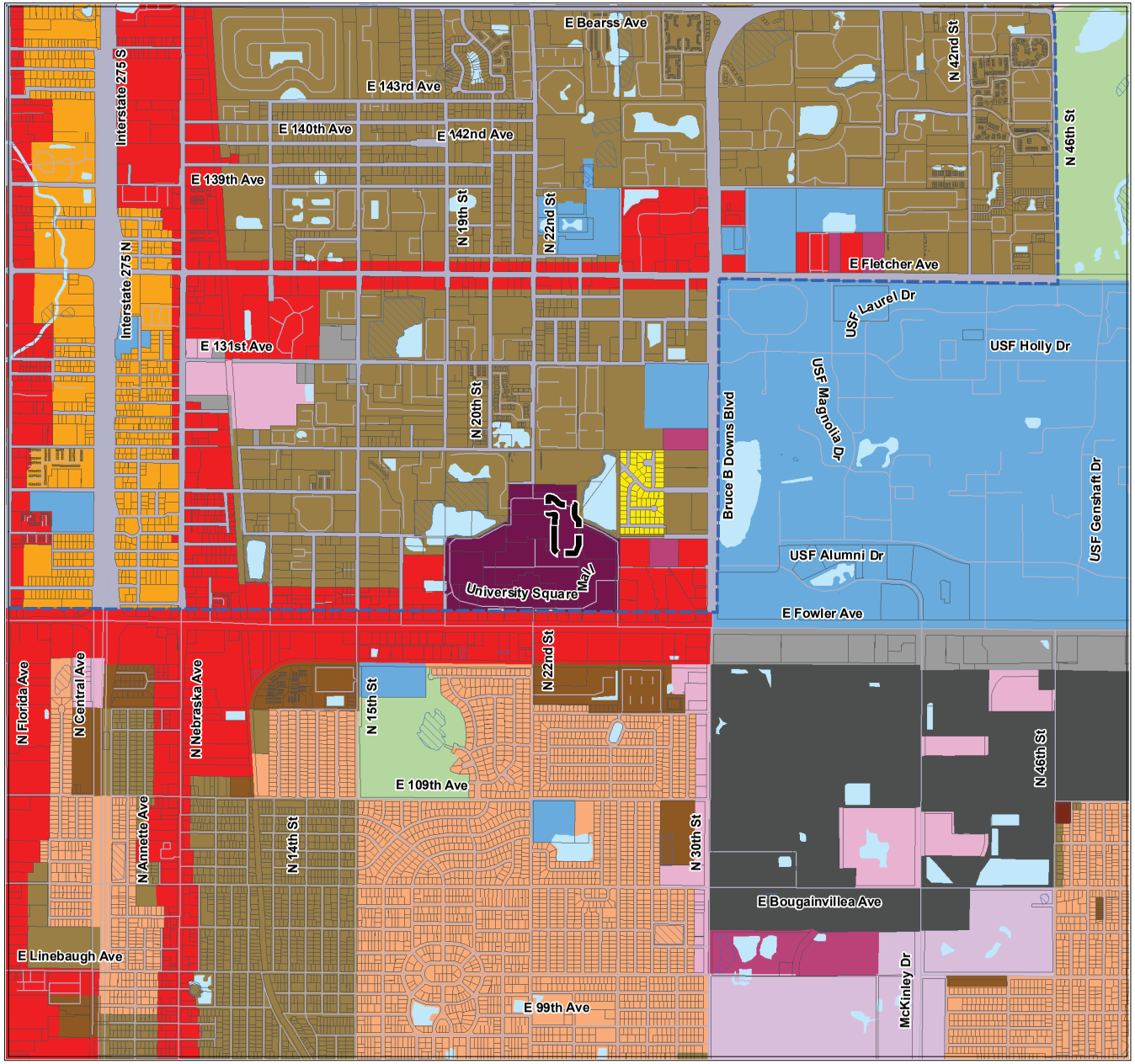
The subject site is a large, critical piece in the overall redevelopment of the entire area. Cross access to adjacent parcels and public access are critical components in fulfilling the intent of the land use category which promotes a walkable area with a strong emphasis on roadway connectivity.

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 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 - 1/20
- AGRICULTURAL - 1/10
- AGRICULTURAL / RURAL - 1/5
- PLANNED ENVIRONMENTAL COMMUNITY - 1/2
- AGRICULTURAL ESTATE - 1/2.5
- RESIDENTIAL - 1
- RESIDENTIAL - 2
- RESIDENTIAL PLANNED - 2
- RESIDENTIAL - 4
- RESIDENTIAL - 6
- 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 / QUASI-PUBLIC
- WIMAUMA 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 FLUE

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

FUTURE LAND USE: Hillsborough County City-County Planning Commission.

JURISDICTION BOUNDARIES: Hillsborough County City-County Planning Commission.

PARCELS: Hillsborough County Property Appraiser.

URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission.

SIGNIFICANT WILDLIFE HABITAT: Hillsborough County Extensible.

WETLANDS AND WATER: Southwest Florida Water Management District.

CHHA: Tampa Bay Regional Planning Council, June 12, 2006. The Coastal High Hazard Area as shown on the Future Land Use map is a general depiction as per HB360, which is the area below the elevation of the category 1 storm surge line as established by the SLOSH computerized storm surge model. More specific information can be obtained by reviewing the TBRPC's computerized storm surge model.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission.

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0 600 1,200 2,400 3,600 4,800 Feet

Author: ColangeloG; Revised By: PapandrewA
Date: 04/04/2023
Path: G:\RezoningSystem\CaseFiles\HC\22\22-1640

Hillsborough County City-County Planning Commission

N W E S

GENERAL
SITE PLAN
FOR
CERTIFICATION

Hillsborough County Florida

DEVELOPMENT SERVICES
PO Box 1110, Tampa, FL 33601-1110
(813) 272-5600

BOARD OF COUNTY COMMISSIONERS
Harry Cohen
Ken Hagan
Pat Kemp
Gwendolyn "Gwen" Myers
Michael Owen
Donna Cameron Cepeda
Joshua Wostal
COUNTY ADMINISTRATOR Bonnie M. Wise **COUNTY ATTORNEY** Christine M. Beck **INTERNAL AUDITOR** Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR
Gregory S. Horwedel

HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT

GENERAL SITE PLAN REVIEW/CERTIFICATION

Project Name: RITHM at uptown

Zoning File: RZ-PD (22-1640) **Modification:** None

Atlas Page: None **Submitted:** 06/21/23

To Planner for Review: 06/21/23 **Date Due:** ASAP

Contact Person: Elise Batsel **Phone:** 813-22-4800/ebatsel@stearnsweaver.com; swaler@stearnsweaver.com

Right-Of-Way or Land Required for Dedication: **Yes** ☐ **No** ☐

☑ The Development Services Department HAS NO OBJECTION to this General Site Plan.

☐ The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Israel Monsanto Date: 6/21/23

Date Agent/Owner notified of Disapproval: _____

Received
June 21, 2023
Development
Services

UNIVERSITY MALL PD LAND USE TABLE	
GENERAL INFORMATION	
TYPE OF ZONING:	PD
DEVELOPER:	RD MANAGEMENT: CHRIS BOWEN OR RICHARD BIRDOFF
LAND USE COUNSEL:	STEARNS WEAVER: EUSE BATSEL
LAND PLANNER:	STEARNS WEAVER: DAVID SMITH
ENGINEER:	KIMLEY-HORN - NATHAN LEE
ARCHITECT:	NA
COMMUNITY PLANNING AREA:	UNIVERSITY AREA
OVERLAY DISTRICT:	NO
SPECIAL ZONES:	NO
SCENIC ROADWAY CORRIDOR:	NO
HISTORIC RESOURCES:	NO
WELLHEAD AND EXISTING SURFACE WATER PROTECTION AREA:	NO
ONSITE WELLS:	COMMUNITY WELL 6295560
COASTAL HIGH HAZARD AREA:	NO
PLATS:	PLAT BK 22360, PAGE 1415 PLAT BK 25192, PAGE 1385 PLAT BK 25192, PAGE 1424 PLAT BK 25192, PAGE 1309 PLAT BK 23866, PAGE 977 PLAT BK 23840, PAGE 853 PLAT BK 24731, PAGE 972 PLAT BK 23506, PAGE 612 PLAT BK 11149, PAGE 765 PLAT BK 10896, PAGE 1755 PLAT BK 20178, PAGE 1927 PLAT BK 11433, PAGE 1369 PLAT BK 4622, PAGE 1846 PLAT BK 22860, PAGE 1415
FOLIO NUMBERS:	035921-0000 035921-0025 035921-0050 035921-0075 035921-0080 035921-0100 035921-0110 035921-0200 035921-0005 035921-2000 036298-0000 036298-0300
ADDRESSES:	2244 UNIVERSITY SQUARE MALL 2298 E. FOWLER AVE. 2212 E. FOWLER AVE. 2200 E. FOWLER AVE. 2102 E. FOWLER AVE. 2108 E. FOWLER AVE. 2120 E. FOWLER AVE.
RIGHT OF WAY WITHIN BOUNDARIES:	NO
EXISTING EASEMENTS:	AS SHOWN ON PLAN
LAND USE INFORMATION	
CURRENT ZONING:	CG, PD 19-1443, PD 74-0214
FLU DESIGNATION:	ICMU-35
PROPOSED FLEX:	NO
EXISTING STRUCTURES TO REMAIN:	TBD
GROSS ACREAGE:	90.35 ACRES
PROPOSED USE:	SEE LIST AND NOTE 3 THIS SHEET
PROPOSED RESIDENTIAL DENSITY:	BY F.A.R. OR UNITS/ACRE @ DEVELOPER'S OPTION
PROPOSED INTENSITY (F.A.R.)	MAX ALLOWED 2.0, SUBJECT TO ALLOWED BONUS PROVISIONS
PHASES:	MULTIPLE, TBD
COMMON OPEN SPACE:	NONE
PROPOSED PUBLIC PARK LANDS/SCHOOL:	NONE
WATER BODIES:	NONE
TYPICAL LOT LAYOUT:	NOT APPLICABLE
PROJECT DATA TABLE (SEE NOTE 1)	
GROSS PD ACREAGE:	90.35
ENVIRONMENTALLY SENSITIVE AREAS:	ADJACENT WETLAND AS SHOWN
MAN-MADE WATER BODIES:	NONE
NATURAL WATER BODIES:	NONE
GROSS F.A.R. MAX.:	2.0 + ANY FAR BONUS PROVISIONS (INCLUDES RES. AND HOTEL)
DEVELOPMENT STANDARDS	
MIN. LOT SIZE:	N/A
MAX. LOT SIZE:	N/A
MIN. YARD (EXTERIOR):	AS SHOWN ON SHEET 5
MIN. YARD (INTERIOR):	0'
MIN. & MAX. FRONT BUILDING SETBACKS*	A/B STREETS: MIN 0' / MAX 15' C/D STREETS: MIN 0' / NO MAX.
MAX. BUILDING HEIGHT:	100'-300' MAX.; SUBJECT TO PERIMETER RESTRICTIONS, SEE NOTE 4
MAX. SQUARE FOOTAGE	7,285,671 SF (PER MAX ALLOWABLE FAR) (+ APPLICABLE BONUS)
MAX. F.A.R.:	2.0, MEASURED BASED ON ENTIRE PD AREA (+ ANY FAR BONUS PROVISIONS)
MAX. ISR:	0.90
PARKING:	PER HILLSBOROUGH COUNTY LDC
TRANSPORTATION INFORMATION	
EXISTING ACCESS:	AS SHOWN
PROPOSED ACCESS:	AS SHOWN
ROADWAY WITHIN PD:	PRIVATE
PROPOSED CROSS ACCESS:	AS SHOWN BY EASEMENT
PROPOSED ROW DEDICATION:	NO
PUBLIC TRANSIT FACILITIES:	EXISTING HART SERVICE EXISTING BULL RUNNER SERVICE
SIDEWALK LOCATIONS:	EXISTING SIDEWALK ALONG FOWLER AVE. ROW
MAX. TRIP GENERATION	TBD
UTILITY INFORMATION	
PROPOSED WATER SOURCE:	CITY OF TAMPA
PROPOSED WASTEWATER SOURCE:	CITY OF TAMPA

NOTES:

1. MAXIMUM DEVELOPMENT IS CONTROLLED BY FAR.
2. PARKING SHALL BE PROVIDED PER HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE OR PER ALTERNATIVE PARKING STUDIES SUBJECT TO APPROVAL.
3. PERMITTED USES MAY BE LOCATED ANYWHERE IN THIS PD, EXCEPT THE FOLLOWING USES SHALL BE PROHIBITED IF BOTH WITHIN 80' OF EXTERIOR PROPERTY LINES AND WHEN ABUTTING CURRENTLY EXISTING OFF-SITE RESIDENTIAL USE: LIGHT INDUSTRIAL USES (WITHIN BUILDINGS ONLY), WAREHOUSING, PROCESSING AND DISTRIBUTION ASSOCIATED WITH A FOOD BANK, MANUFACTURING, PROCESSING, ASSEMBLY, WAREHOUSING AND DISTRIBUTION OF PHARMACEUTICALS, MEDICAL DEVICES/EQUIPMENT AND ALL TECHNOLOGY RELATED PRODUCTS
4. NO BUILDING SHALL EXCEED 100' IN HEIGHT IF BOTH WITHIN 80' OF EXTERIOR PROPERTY LINES AND ABUTTING CURRENTLY EXISTING OFF-SITE RESIDENTIAL.
5. INTERNAL DRIVES/CIRCULATION AREAS ARE TO BE PRIVATE AND WILL NOT BE GATED.
6. SEE SHEET 6 OF 6 FOR NEW RETAIL AREA PLAN.

PERMITTED USES

- ALL CG USES (EXCEPT SEXUALLY ORIENTED USES, WASTEWATER PLANTS, RECYCLABLE MATERIAL RECOVERY FACILITY)
- MULTI-FAMILY
- COMMUNITY RESIDENTIAL HOMES, TYPE C
- CONVENTION CENTERS, ENTERTAINMENT AND 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
- LIGHT INDUSTRIAL USES (WITHIN BUILDINGS ONLY)
- 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

VARIATION REQUESTS:

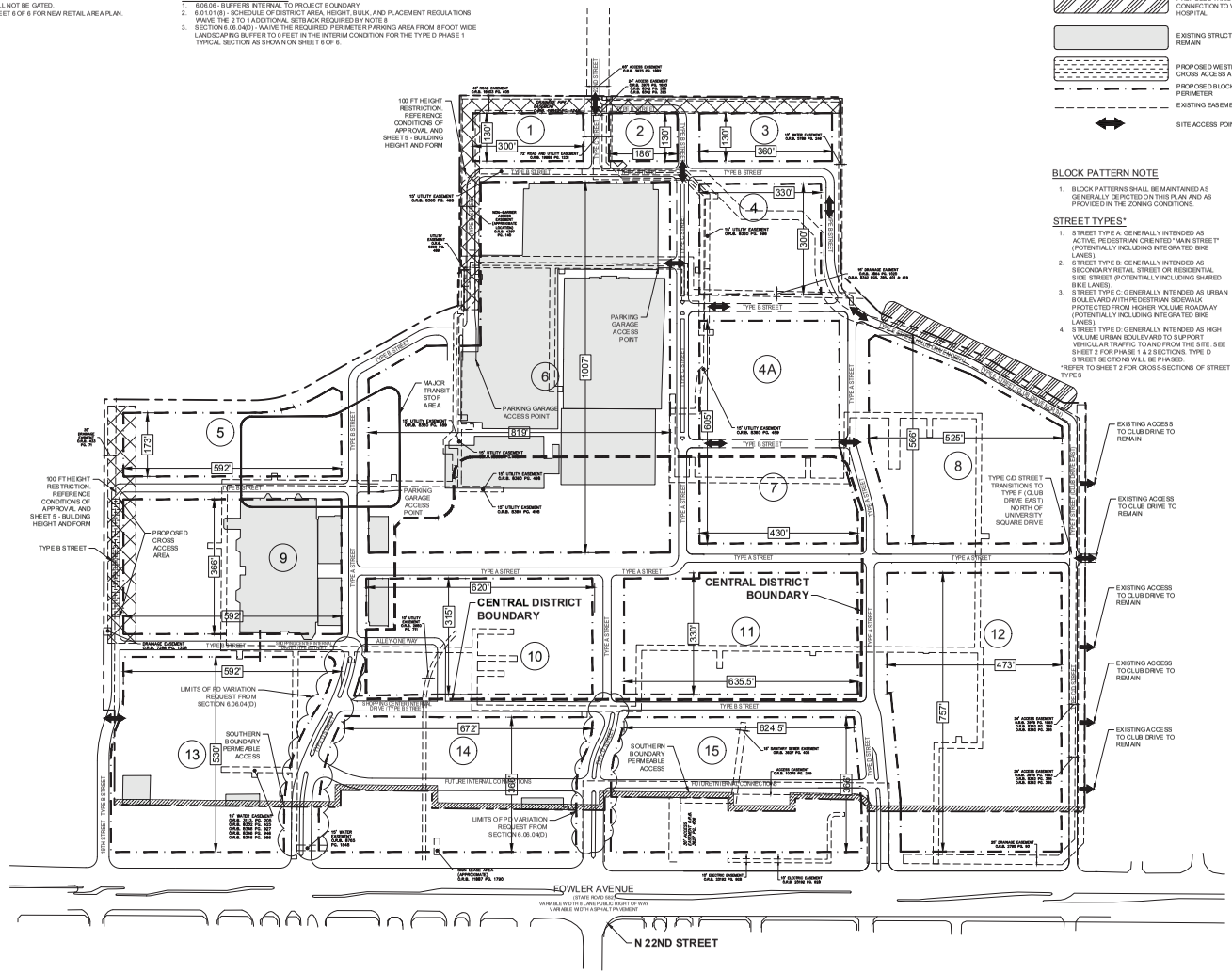
1. 6.06.06 - BUFFERS INTERNAL TO PROJECT BOUNDARY
2. 6.01.01 (B) - SCHEDULE OF DISTRICT AREA, HEIGHT, BULK, AND PLACEMENT REGULATIONS WAIVE THE 2 TO 1 ADDITIONAL SETBACK REQUIRED BY NOTE 8
3. SECTION 6.06.04(D) - WAIVE THE REQUIRED PERIMETER PARKING AREA FROM 8 FOOT WIDE LANDSCAPING BUFFER TO 0 FEET IN THE INTERIM CONDITION FOR THE TYPE D PHASE 1 TYPICAL SECTION AS SHOWN ON SHEET 6 OF 6.

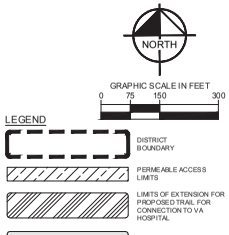
PARKING NOTES:

1. FOR THE PURPOSE OF DEMONSTRATION PARKING COMPLIANCE WITHIN THE PD, TOTAL SUPPLY SHALL BE COMPARED TO TOTAL DEMAND.
2. ALL PROPERTIES WITHIN THE PD BOUNDARY PLUS FOLIOS 1394 19-0050, 1394 19-0025, 1394 19-0100, 1394 19-0075, 139403-0000, 039921-2000 WILL BE INCLUDED IN THE PARKING CALCULATIONS.
3. THESE BASELINE PARKING REQUIREMENTS WILL BE USED UNLESS ALTERED BY AN ALTERNATIVE PARKING PLAN. ULI METHODOLOGY WILL BE UTILIZED FOR SUCH PARKING PLAN.
4. MOVIE THEATER USES SHALL BE CALCULATED AS PART OF RETAIL > 400,000 SF.
5. USES NOT LISTED SHALL CONFORM TO HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.

BIKE PARKING:

1. SHARED OFF-STREET BICYCLE PARKING FACILITIES SHALL BE PROVIDED AT A RATE OF 1 SPACE FOR EVERY 20 PARKING STALLS.
2. ON-STREET BICYCLE PARKING SHALL BE PROVIDED AT A RATE OF 1 SPACE FOR EVERY 5,000 SF OF RETAIL SPACE.





BLOCK PATTERN NOTE

1. BLOCK PATTERNS SHALL BE MAINTAINED AS GENERALLY DEPICTED ON THIS PLAN AND AS PROVIDED IN THE ZONING CONDITIONS.

STREET TYPES*

1. STREET TYPE A: GENERALLY INTENDED AS ACTIVE, PEDESTRIAN ORIENTED "MAIN STREET" (POTENTIALLY INCLUDING INTEGRATED BIKE LANES).
2. STREET TYPE B: GENERALLY INTENDED AS SECONDARY RETAIL STREET OR RESIDENTIAL SIDE STREET (POTENTIALLY INCLUDING SHARED BIKE LANES).
3. STREET TYPE C: GENERALLY INTENDED AS URBAN BOULEVARD WITH PEDESTRIAN SIDEWALK PROTECTED FROM HIGHER VOLUME ROADWAY (POTENTIALLY INCLUDING INTEGRATED BIKE LANES).
4. STREET TYPE D: GENERALLY INTENDED AS HIGH VOLUME URBAN BOULEVARD TO SUPPORT VEHICULAR TRAFFIC TO AND FROM THE SITE. SEE SHEET 2 FOR PHASE 1 & 2 SECTIONS. TYPE D STREET SECTIONS WILL BE PHASED.

*REFER TO SHEET 2 FOR CROSS-SECTIONS OF STREET TYPES

No.	REVISIONS	DATE

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

DESIGN ENGINEER: NATHAN Q. LEE, P.E.
FLORIDA REGISTRATION NUMBER: 69843
DATE:

SCALE
DESIGNED BY BFN
DRAWN BY BFN
CHECKED BY NQL

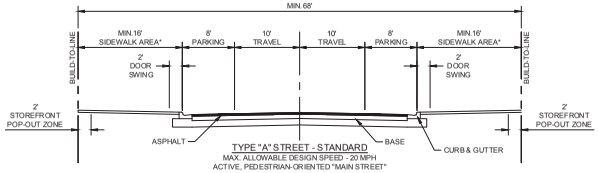
GENERAL DEVELOPMENT PLAN

RD MANAGEMENT LLC
HILLSBOROUGH COUNTY FLORIDA

DATE 6/21/2023
PROJECT NO. 145017000
SHEET NUMBER 1 OF 6

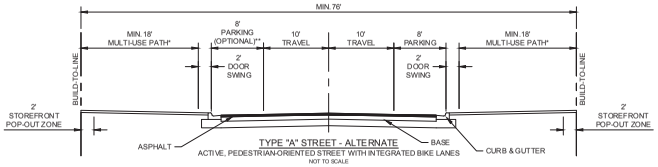
22-1640

Drawing name: K:\TAM_Civil\145017 - RD Management\000 - Uptown Master Plan\CADD\Work\PlanSheets\2021.09.28 - Core Tampa PRS Phase III Updates\SHEET 1 OF 5 - GENERAL DEVELOPMENT PLAN.dwg Sheet: 1 Jun 21, 2023 11:17am by: Morgan.Downie
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



TYPE "A" STREET - STANDARD
MAX. ALLOWABLE DESIGN SPEED - 20 MPH
ACTIVE, PEDESTRIAN-ORIENTED "MAIN STREET"
NOT TO SCALE

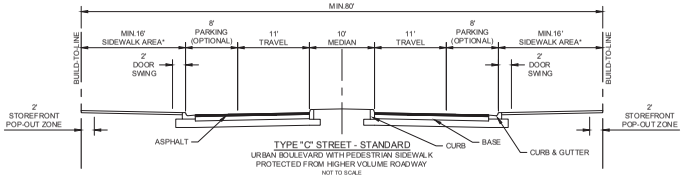
*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.



TYPE "A" STREET - ALTERNATE
ACTIVE, PEDESTRIAN-ORIENTED STREET WITH INTEGRATED BIKE LANES
NOT TO SCALE

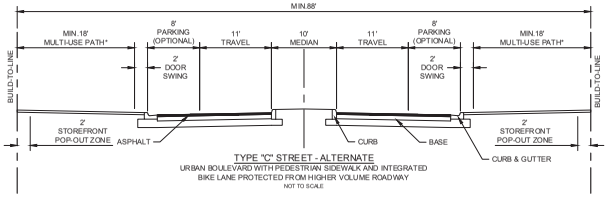
*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.

**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. IN THIS CASE THE 2' DOOR SWING WOULD BE ABSORBED INTO THE ADJOINING MULTI-USE PATH.



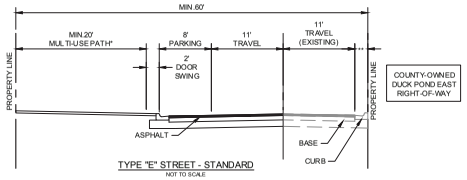
TYPE "C" STREET - STANDARD
URBAN BOULEVARD WITH PEDESTRIAN SIDEWALK
PROTECTED FROM HIGHER VOLUME ROADWAY
NOT TO SCALE

*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.



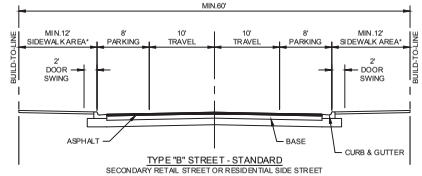
TYPE "C" STREET - ALTERNATE
URBAN BOULEVARD WITH PEDESTRIAN SIDEWALK AND INTEGRATED
BIKE LANE PROTECTED FROM HIGHER VOLUME ROADWAY
NOT TO SCALE

*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.



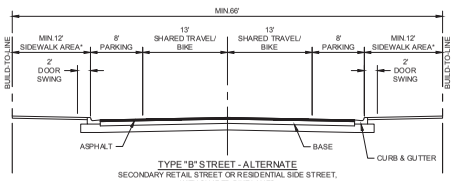
TYPE "E" STREET - STANDARD
NOT TO SCALE

*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.
**A 4-FOOT RECOVERABLE SLOPE AREA BEHIND FACE OF CURB. VEHICULAR REDIRECT BARRIER, OR ENGINEERING JUSTIFICATION IN THE FORM OF A DESIGN EXCEPTION WILL BE PROVIDED IN THIS AREA.



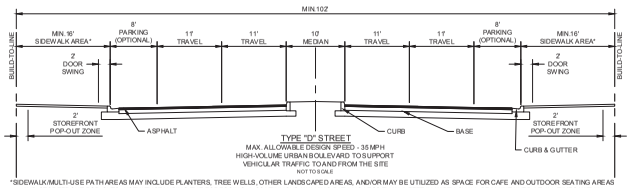
TYPE "B" STREET - STANDARD
SECONDARY RETAIL STREET OR RESIDENTIAL SIDE STREET
NOT TO SCALE

*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.



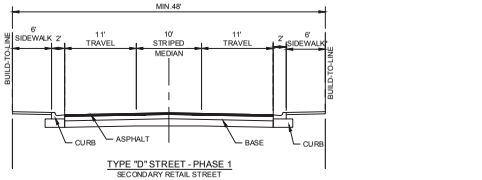
TYPE "B" STREET - ALTERNATE
SECONDARY RETAIL STREET OR RESIDENTIAL SIDE STREET,
WITH SHARED BIKE LANES
NOT TO SCALE

*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.

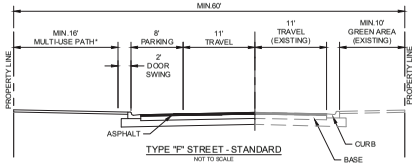


TYPE "D" STREET
MAX. ALLOWABLE DESIGN SPEED - 35 MPH
HIGH-VOLUME URBAN BOULEVARD TO SUPPORT
VEHICULAR TRAFFIC TO AND FROM THE SITE
NOT TO SCALE

*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.



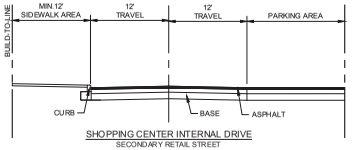
TYPE "D" STREET - PHASE 1
SECONDARY RETAIL STREET
NOT TO SCALE



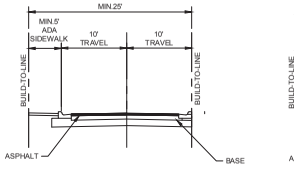
TYPE "F" STREET - STANDARD
NOT TO SCALE

*SIDEWALK/MULTI-USE PATH AREAS MAY INCLUDE PLANTERS, TREE WELLS, OTHER LANDSCAPED AREAS, AND/OR MAY BE UTILIZED AS SPACE FOR CAFE AND OUTDOOR SEATING AREAS AND STOREFRONT POP-OUTS. NOTWITHSTANDING THE FOREGOING, A CONTINUOUS WALKING PATH NO LESS THAN 6-FEET IN WIDTH SHALL BE MAINTAINED AT ALL TIMES WITHIN SIDEWALK AND MULTI-USE PATH AREAS. ADDITIONALLY, A CONTINUOUS BIKING PATH OF 4-FEET SHALL BE MAINTAINED WITHIN MULTI-USE PATH AREAS. THE 6-FOOT MINIMUM WALKING PATH AND 4-FOOT MINIMUM BIKING PATH ARE NOT REQUIRED TO BE COLLOCATED.
ALLOWABLE 5' REDUCTION IN WIDTH FOR LOADING ZONES AND TRANSITIONS.

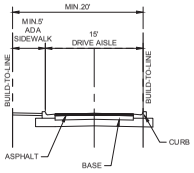
**MIN. 6' WIDE SIDEWALK TO BE INSTALLED BY REDEVELOPER OF FOLIO# 36282.0600 ON EAST SIDE OF CLUB DRIVE AT TIME OF REDEVELOPMENT.



SHOPPING CENTER INTERNAL DRIVE
SECONDARY RETAIL STREET
NOT TO SCALE



ALLEY - TWO WAY
MINIMUM DIMENSIONAL DRIVEWAYS FOR ACCESS TO PARKING AND SERVICE AREAS BEHIND BUILDINGS
NOT TO SCALE



ALLEY - ONE WAY
MINIMUM DIMENSIONAL DRIVEWAYS FOR ACCESS TO PARKING AND SERVICE AREAS BEHIND BUILDINGS
NOT TO SCALE

No.	REVISIONS	DATE

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PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

DESIGN ENGINEER: NATHAN Q. LEE, P.E.
FLORIDA REGISTRATION NUMBER: 69843
DATE:

SCALE
DESIGNED BY BFN
DRAWN BY BFN
CHECKED BY NQL

TYPICAL SECTIONS

RD MANAGEMENT LLC
HILLSBOROUGH COUNTY FLORIDA

DATE 6/22/2022
PROJECT NO. 145017000
SHEET NUMBER 2 OF 6

22-1640

Received June 21, 2023 Development Services

Drawing name: K:\TAM_Civil\145017 - RD Management\000 - Uptown Master Plan\CADD\Work\PlanSheets\2021.09.28 - Core Tampa PRS Phase II Updates\SHEET 2 OF 5 - TYPICAL SECTIONS - 10 FOOT SECTIONS.dwg Sheet 2 Jun 22, 2022 3:31pm by: Morgan.Downie
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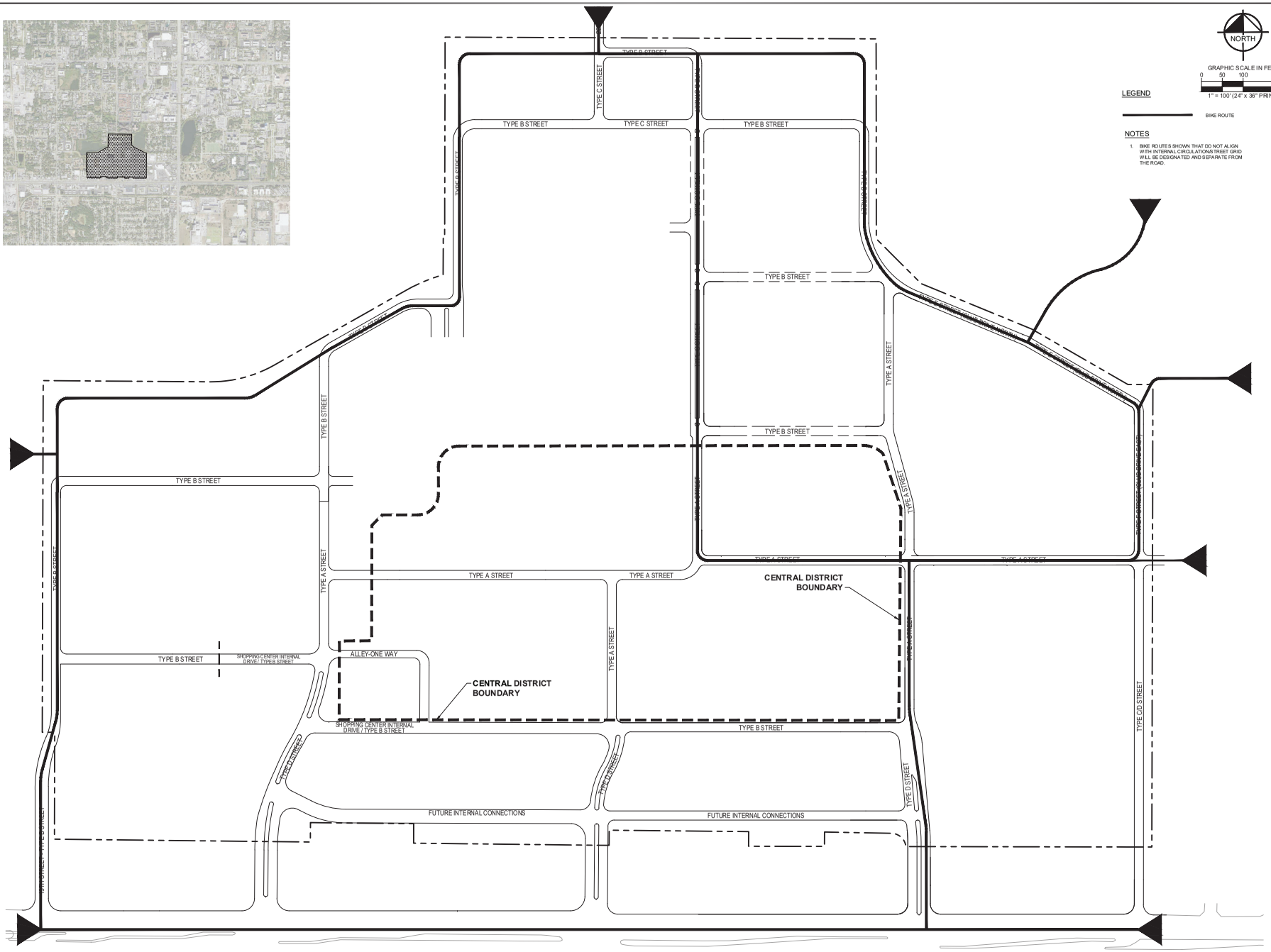

Drawing name: K:\TAM_Civil\145017 – RD Management\000 – Uptown Master Plan\CADD\Work\PlanSheets\2021.09.28 – Core Tampa PRS Phase II Updates\SHEET 3 OF 5 – BICYCLE NETWORK.dwg Sheet 3 Jun 22, 2022 3:28pm by: Morgan.Downie

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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

DESIGN ENGINEER: NATHAN Q. LEE, P.E.
FLORIDA REGISTRATION NUMBER: 69643
DATE:

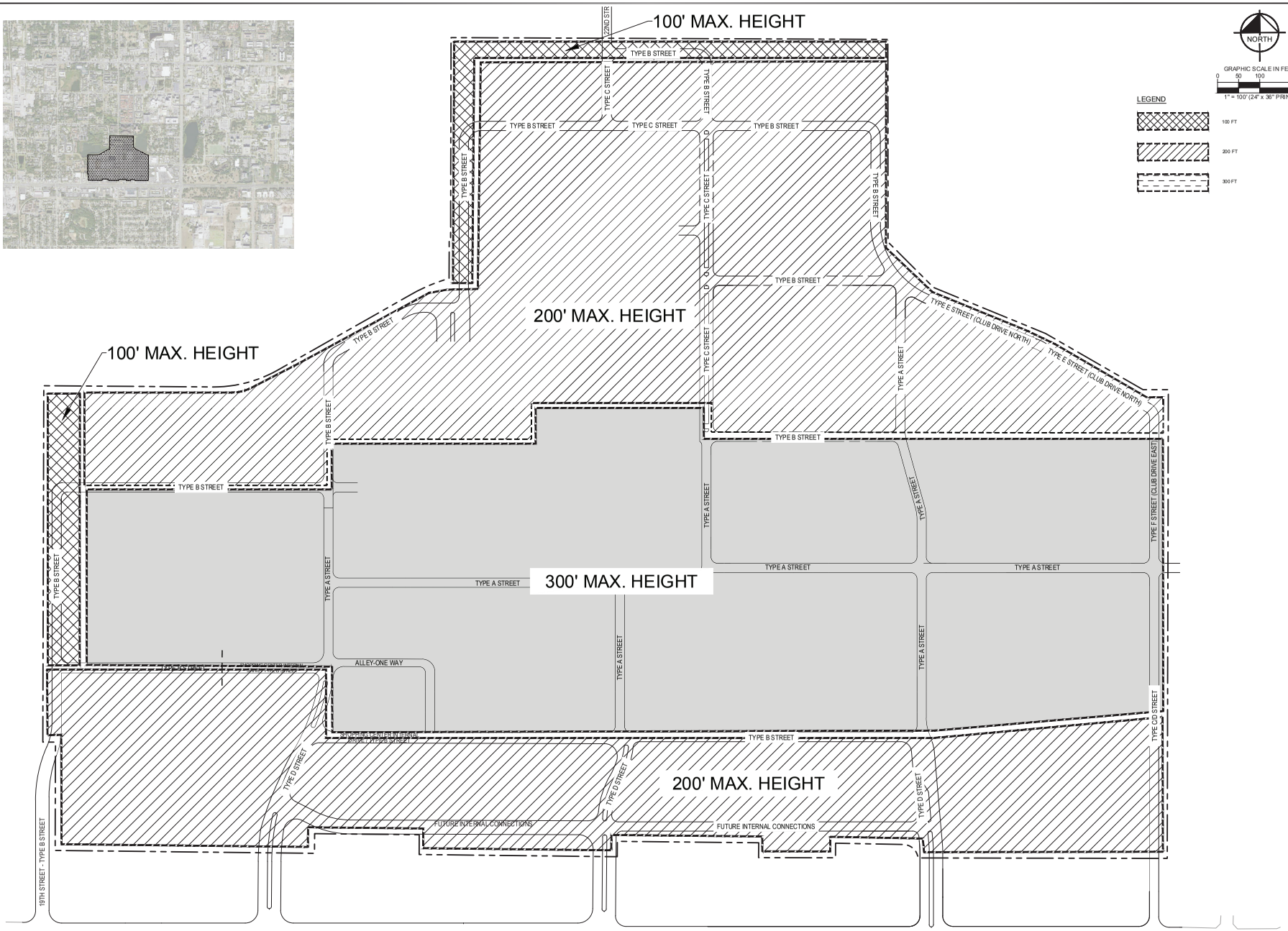
SCALE
DESIGNED BY BFN
DRAWN BY BFN
CHECKED BY NQL

BICYCLE NETWORK

RD MANAGEMENT LLC
HILLSBOROUGH COUNTY FLORIDA

DATE 6/22/2022
PROJECT NO. 145017000
SHEET NUMBER 3 OF 6

Received
June 21, 2023
Development
Services



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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

DESIGN ENGINEER: NATHAN Q. LEE, P.E.
FLORIDA REGISTRATION NUMBER: 69643
DATE:

SCALE:
DESIGNED BY BFN
DRAWN BY BFN
CHECKED BY NQL

BUILDING HEIGHT AND FORM

RD MANAGEMENT LLC
HILLSBOROUGH COUNTY FLORIDA

DATE 6/22/2022
PROJECT NO. 145017000
SHEET NUMBER 4 OF 6

22-1640

Drawing name: K:\TAM_Civil\145017 - RD Management\000 - Uptown Master Plan\CADD\Work\PlanSheets\2021.09.28 - Core Tampa PRS Phase II Updates\SHEET 4 OF 5 - BUILDING HEIGHT AND FORM.dwg Sheet 4 Jun 22, 2022 3:27pm by: Morgan.Downie
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Received
June 21, 2023
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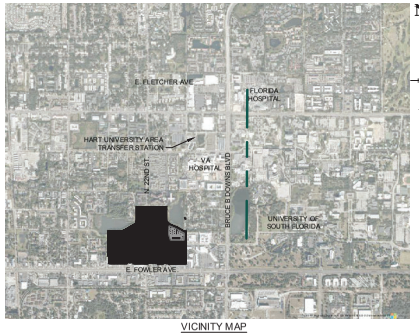
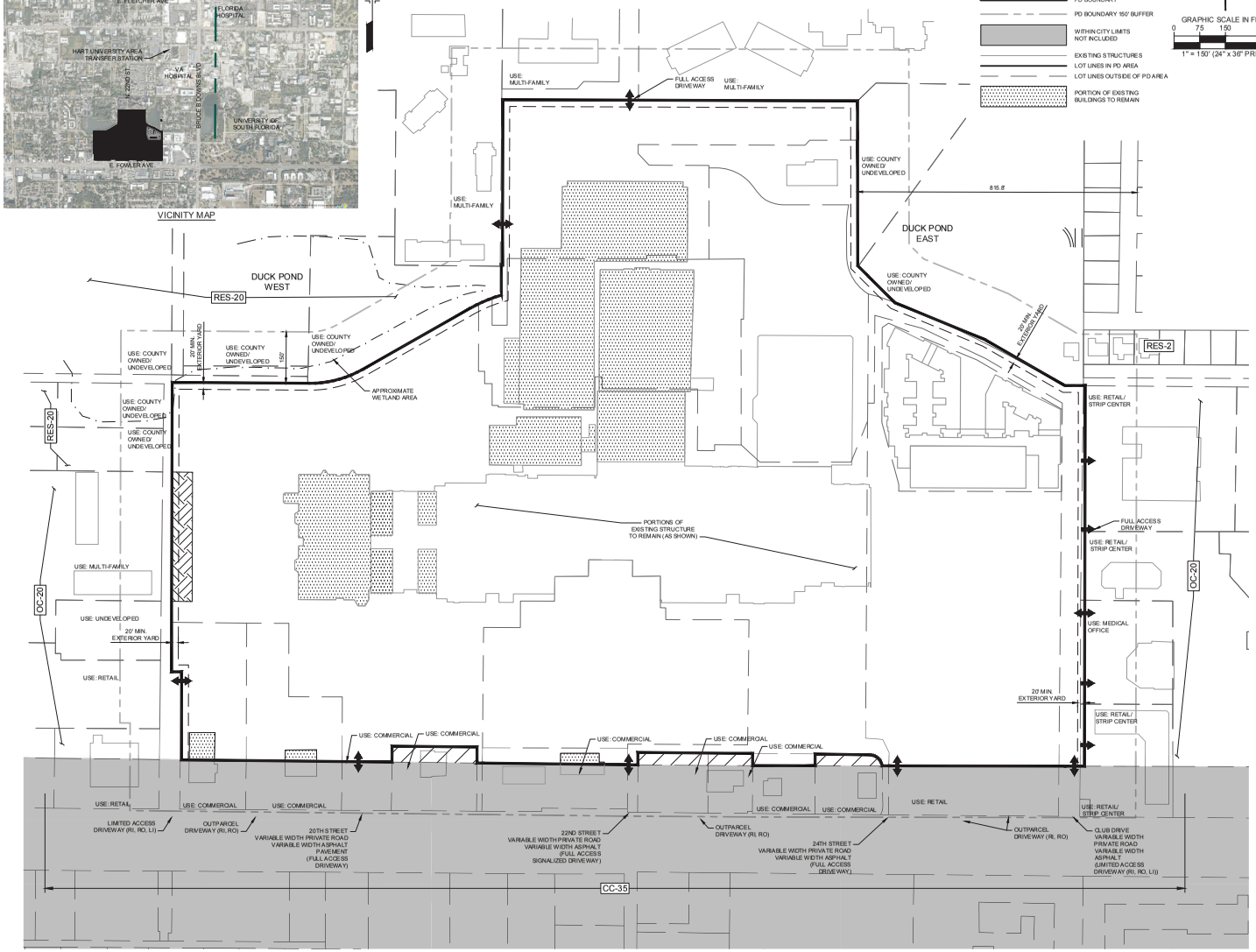
LEGAL DESCRIPTION:

DESCRIPTION: A PARCEL OF LAND LYING IN SECTIONS 7 AND 8, TOWNSHIP 28 SOUTH, RANGE 19 EAST, HILLSBOROUGH COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 7, RUN THENCE ALONG THE EAST BOUNDARY OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 7, N.00°08'05"E., A DISTANCE OF 200.01 FEET TO A POINT ON THE NORTHERLY BOUNDARY OF THE CITY OF TAMPA, FLORIDA, SAID POINT ALSO BEING THE **POINT OF BEGINNING**; THENCE ALONG SAID NORTHERLY BOUNDARY OF THE CITY OF TAMPA, FLORIDA, ALSO BEING A LINE LYING 200.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH BOUNDARY OF AFORESAID SECTION 7, N.89°10'54"W., A DISTANCE OF 433.38 FEET TO THE EAST BOUNDARY OF CNL RESTAURANT PARCEL, AS RECORDED IN OFFICIAL RECORDS BOOK 11149, PAGE 765 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, THENCE ALONG THE EAST, NORTH AND WEST BOUNDARIES OF SAID LANDS THE FOLLOWING THREE (3) COURSES: 1) N.00°20'08"E., A DISTANCE OF 44.49 FEET; 2) N.88°28'48"W., A DISTANCE OF 248.16 FEET; 3) S.00°32'48"W., A DISTANCE OF 43.59 FEET TO A POINT ON THE AFORESAID NORTHERLY BOUNDARY OF THE CITY OF TAMPA, FLORIDA, N.89°10'54"W., A DISTANCE OF 622.72 TO THE WEST BOUNDARY OF UNIVERSITY MALL PORTI LLOS LLC PARCEL, AS RECORDED IN OFFICIAL RECORDS BOOK 25192, PAGE 1424, AFORESAID PUBLIC RECORDS, ALSO BEING A LINE LYING 30.00 FEET EASTERLY OF AND PARALLEL WITH THE WEST BOUNDARY OF AFORESAID SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7; THENCE ALONG THE WEST AND NORTH BOUNDARIES OF SAID LANDS THE FOLLOWING TWO (2) COURSES: 1) N.00°20'08"E., A DISTANCE OF 255.89 FEET; 2) N.89°38'27"W., A DISTANCE OF 30.00 FEET TO AFORESAID WEST BOUNDARY OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, ALSO BEING THE WEST BOUNDARY OF UNIVERSITY MALL SOHO OWNER LLC PARCEL, AS RECORDED IN OFFICIAL RECORDS BOOK 22980, PAGE 1415, AFORESAID PUBLIC RECORDS; THENCE ALONG SAID WEST BOUNDARY N.00°20'08"E., A DISTANCE OF 944.91 FEET TO A LINE LYING 25.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH BOUNDARY OF SAID SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, THENCE PARALLEL WITH SAID NORTH BOUNDARY AND ALONG THE NORTH BOUNDARY OF AFORESAID UNIVERSITY MALL SOHO OWNER LLC PARCEL, S.89°24'24"E., A DISTANCE OF 400.21 FEET TO A POINT OF CURVATURE; THENCE CONTINUE ALONG THE NORTHERLY, WEST AND EAST BOUNDARIES OF SAID UNIVERSITY MALL SOHO OWNER LLC PARCEL THE FOLLOWING SEVEN (7) COURSES: 1) EASTERLY, 162.32 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 310.00 FEET AND A CENTRAL ANGLE OF 30°00'00" (CHORD BEARING N.75°38'38"E., 160.47 FEET); 2) N.60°35'38"E., A DISTANCE OF 363.03 FEET; 3) NORTHEASTERLY, 97.34 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 410.00 FEET AND A CENTRAL ANGLE OF 13°36'09" (CHORD BEARING N.67°23'40"E., 97.11 FEET); 4) N.00°39'32"E., A DISTANCE OF 88.72 FEET; 5) S.89°24'24"E., A DISTANCE OF 3.33 FEET; 6) N.00°18'10"E., A DISTANCE OF 482.33 FEET; 7) S.89°35'27"E., A DISTANCE OF 1035.23 FEET TO THE NORTHEAST CORNER OF AFORESAID UNIVERSITY MALL SOHO OWNER LLC PARCEL; THENCE ALONG THE EAST BOUNDARY OF AFORESAID UNIVERSITY MALL SOHO OWNER LLC PARCEL & BURLINGTON COAT FACTORY PARCEL, AS RECORDED IN OFFICIAL RECORDS BOOK 10898, PAGE 1785, AFORESAID PUBLIC RECORDS; S.00°08'33"W., A DISTANCE OF 480.58 FEET TO THE NORTHERLY BOUNDARY OF UNIVERSITY MALL SOHO OWNER LLC PARCEL, AS RECORDED IN OFFICIAL RECORDS BOOK 22860, PAGE 1415, AFORESAID PUBLIC RECORDS; THENCE ALONG THE NORTHERLY BOUNDARY OF AFORESAID UNIVERSITY MALL SOHO OWNER LLC PARCEL, THE FOLLOWING FOUR (4) COURSES: 1) S.44°57'51"E., A DISTANCE OF 151.85 FEET, THENCE EASTERLY, 288.17 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1080.00 FEET AND A CENTRAL ANGLE OF 15°17'16" (CHORD BEARING S.67°27'40"E., 287.32 FEET); THENCE S.59°50'33"E., A DISTANCE OF 266.78 FEET; 4) S.89°39'33"E., A DISTANCE OF 58.95 FEET TO THE EAST BOUNDARY OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 8; THENCE ALONG SAID EAST BOUNDARY OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 8, S.00°15'47"W., A DISTANCE OF 1109.80 FEET TO AFORESAID NORTHERLY BOUNDARY OF THE CITY OF TAMPA, FLORIDA; THENCE ALONG SAID NORTHERLY BOUNDARY, ALSO BEING A LINE LYING 200.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH BOUNDARY OF AFORESAID SECTION 8, N.89°40'35"W., A DISTANCE OF 585.09 FEET TO THE EAST BOUNDARY OF PANDA EXPRESS PARCEL, AS RECORDED IN OFFICIAL RECORDS BOOK 24731, PAGE 972, AFORESAID PUBLIC RECORDS; THENCE ALONG THE EASTERLY AND NORTHERLY BOUNDARY OF SAID PARCEL, THE FOLLOWING FIVE (5) COURSES: 1) N.00° 19'42"E., A DISTANCE OF 14.74 FEET; 2) N.17°46'54"W., A DISTANCE OF 8.40 FEET; 3) NORTHWESTERLY, 16.05 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 29.00 FEET AND A CENTRAL ANGLE OF 31°42'14" (CHORD BEARING N.33°57'51"W., 15.84 FEET); 4) WESTERLY, 27.08 FEET ALONG THE ARC OF A COMPOUND CURVE TO THE LEFT HAVING A RADIUS OF 39.00 FEET AND A CENTRAL ANGLE OF 39°47'27" (CHORD BEARING N.69°42'42"W., 26.54 FEET); 5) N.89°30'05"W., A DISTANCE OF 162.52 FEET TO THE NORTHWEST CORNER OF SAID PANDA EXPRESS PARCEL, THENCE ALONG THE WEST BOUNDARY OF SAID PANDA EXPRESS PARCEL, S.00°21'09"W., A DISTANCE OF 45.38 FEET TO THE NORTHERLY BOUNDARY OF THE CITY OF TAMPA, THENCE ALONG SAID NORTHERLY BOUNDARY, N.89°40'35"W., A DISTANCE OF 182.30 FEET TO THE WEST BOUNDARY OF KFC PARCEL AS RECORDED IN OFFICIAL RECORDS BOOK 25156, PAGE 213, AFORESAID PUBLIC RECORDS; THENCE ALONG THE WEST BOUNDARY OF SAID KFC PARCEL N.00° 18'35"E., A DISTANCE OF 35.93 FEET TO THE NORTHEAST CORNER OF SUNTRUST REAL ESTATE PARCEL AS RECORDED IN OFFICIAL RECORDS BOOK 11403, PAGE 1369, AFORESAID PUBLIC RECORDS; THENCE ALONG THE NORTH BOUNDARY OF SAID SUNTRUST REAL ESTATE PARCEL AND THE WESTERLY EXTENSION THEREOF, N.89°39'28"W., A DISTANCE OF 335.28 FEET TO THE NORTHWEST CORNER OF FIFTH THIRD BANK PARCEL, AS RECORDED IN OFFICIAL RECORDS BOOK 20176, PAGE 1927, AFORESAID PUBLIC RECORDS, THENCE ALONG THE WEST BOUNDARY OF SAID FIFTH THIRD BANK PARCEL S.00°01'12"E., A DISTANCE OF 36.34 FEET TO AFORESAID NORTHERLY BOUNDARY OF THE CITY OF TAMPA, FLORIDA; THENCE ALONG SAID NORTHERLY BOUNDARY N.89°40'35"W., A DISTANCE OF 30.00 FEET TO THE **POINT OF BEGINNING.**



VICINITY MAP



No.	REVISIONS	DATE

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DESIGN ENGINEER: NATHAN Q. LEE, P.E.
FLORIDA REGISTRATION NUMBER: 69843
DATE:

SCALE
DESIGNED BY BFN
DRAWN BY BFN
CHECKED BY NQL

EXISTING CONDITIONS PLAN

RD MANAGEMENT LLC
HILLSBOROUGH COUNTY FLORIDA

DATE 12/15/2022
PROJECT NO. 145017000
SHEET NUMBER 5 OF 6

22-1640

Drawing name: K:\TAM_Civil\145017 – RD Management\000 – Uptown Master Plan\CADD\Work\PlanSheets\2021.09.28 – Core Tampa PRS Phase II Updates\SHEET 5 OF 5 – EXISTING CONDITIONS PLAN.dwg Layout1 Dec 15, 2022 1:48pm by: Morgan.Downie
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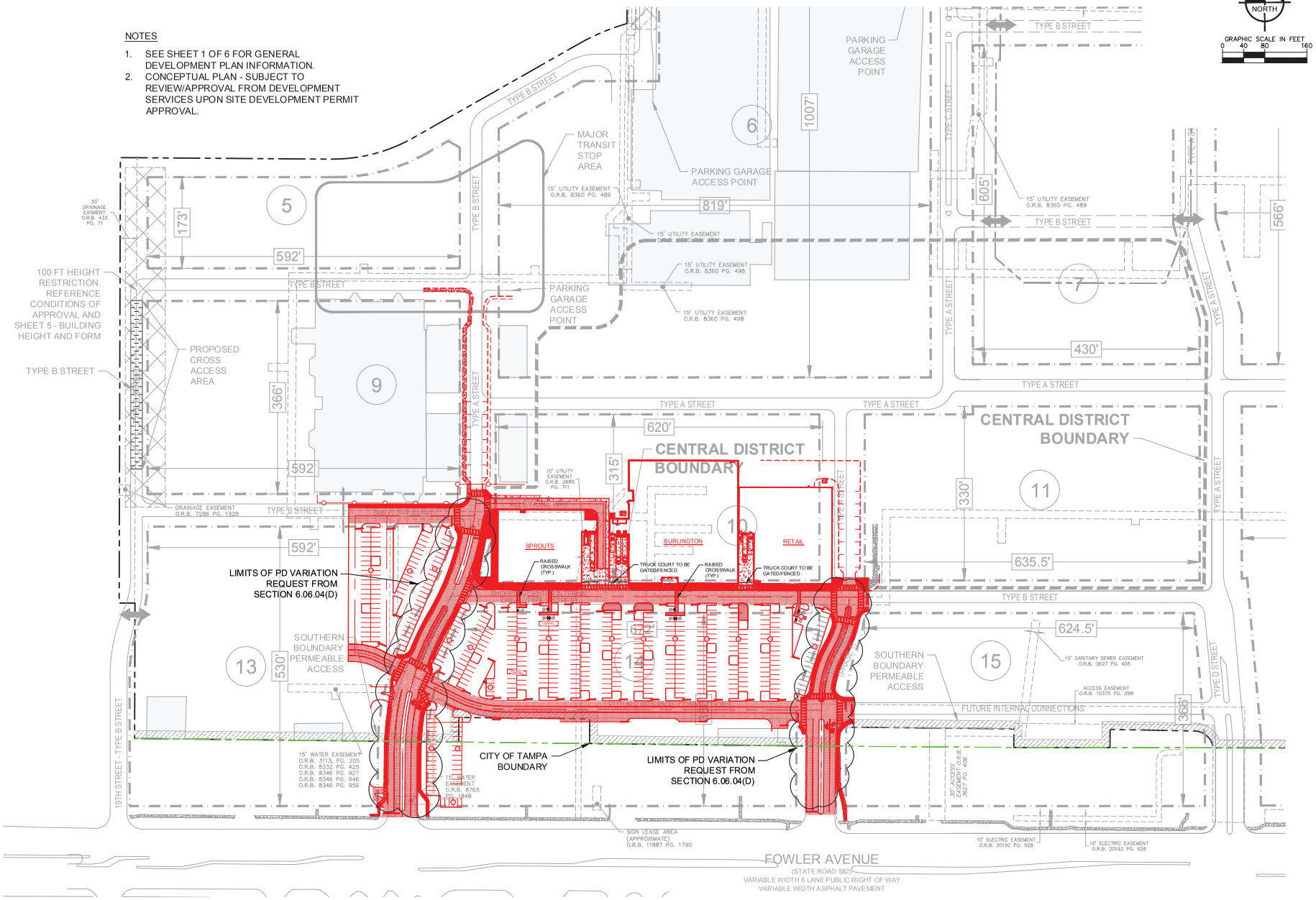
NOTES

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



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DESIGN ENGINEER: NATHAN Q. LEE, P.E.
FLORIDA REGISTRATION NUMBER: 69643
DATE:

SCALE
DESIGNED BY BFN
DRAWN BY BFN
CHECKED BY NQL

NEW RETAIL AREA PLAN

RD MANAGEMENT LLC
HILLSBOROUGH COUNTY FLORIDA

DATE 6/22/2022
PROJECT NO. 145017000
SHEET NUMBER 6 OF 6

22-1640

Drawing name: K:\TAM_Civil\145017 – RD Management\000 – Uptown Master Plan\CADD\Work\PlanSheets\2021.09.28 – Core Tampa PRS Phase II Updates\SHEET 6 OF 6 – PD SHOPPING CENTER OVERLAY.dwg Sheet 6 Jun 22, 2022 3:49pm by: Morgan.Downie
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department	**DATE:** 5/05/2023
REVIEWER: Richard Perez, AICP	**AGENCY/DEPT:** Transportation
PLANNING AREA: USF/NORTHWEST	**PETITION NO:** PD 22-1640

[ ] This agency has no comments.

[ ] This agency has no objection.

[X] 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, 11th 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)	**196,206**	**4,434**	**12,381**
CG: 286,760 sf, Department Store (875)	**14,620**	**166**	**560**
TOTAL TRIPS	**210,826**	**4,600**	**12,941**

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)	**211,088**	**4,771**	**13,070**

Trip Generation Difference:

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

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 analyses 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)	**364**	**910**
900-Bed, Off-Campus Student Housing (226)	**63**	**189**
Subtotal	**427**	**1,099**
Internal Capture	**70**	**295**
Pass-by Trips	**0**	**280**
Net Trips	**357**	**524**

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)	**364**	**910**
900-bed, Off-Campus Student Housing (226)	**63**	**189**
324,349 sf, Shopping Center (820)	**326**	**1,317**
64,500 sf, Movie Theater (445)	**0**	**398**
1,456-unit Multi-Family Housing (221)	**646**	**583**
1,356,000 sf, General Office (710)	**1,576**	**1,445**
400-room, Hotel (310)	**193**	**268**
Subtotal	**3,168**	**5,110**
Internal Capture	**364**	**1,118**
Pass-by Trips	**0**	**472**
Net Trips	**2,804**	**3,520**

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 19th St. boundary, south of 121st 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	15th STREET	22nd STREET	D	C
FOWLER AVENUE	22nd STREET	UNIVERSITY COLLECTION	D	C
22ND STREET	CLUB DRIVE	131st AVE	D	D

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

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 ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
22nd St.	County Collector – Urban	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
19th St.	County Local – Urban	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☒ Other
University Square Dr.	Private	2 Lanes ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
Club Dr.	Private	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☒ Other

Project Trip Generation ☐ 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 ☒ 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 ☒ Not applicable for this request		
Road Name/Nature of Request	**Type**	**Finding**
N/A	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	**Objections**	**Conditions Requested**	**Additional Information/Comments**
☐ Design Exception/Adm. Variance Requested ☐ Off-Site Improvements Provided	☐ Yes ☐N/A ☒ No	☒ Yes ☐ No	See Transportation Review comments.

Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

JARED W. PERDUE, P.E.
SECRETARY

MEMORANDUM

DATE: December 16, 2022

TO: Richard Perez, Hillsborough County

FROM: Lindsey Mineer, FDOT

COPIES: Daniel Santos, FDOT
Joel Provenzano, FDOT
Mecale' Roth, FDOT
Elise Batsel, Stearns Weaver Miller

SUBJECT: RZ-PD 22-1640

This project is on a state road, Fowler Avenue.

It is recommended that the applicant meet with FDOT before zoning approval. Pre-application meetings may be made through Ms. Mecale' Roth at the District Seven Tampa Operations offices of the Florida Department of Transportation.

Contact info:
Mecale' Roth
Mecale.Roth@dot.state.fl.us
813-612-3237

Thank you for the opportunity to comment.

END OF MEMO

COMMISSION

Joshua Wostal CHAIR
Harry Cohen VICE-CHAIR
Donna Cameron Cepeda
Ken Hagan
Pat Kemp
Gwendolyn "Gwen" W. Myers
Michael Owen

DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR
Elaine S. DeLeeuw ADMIN DIVISION
Sam Elrabi, P.E. WATER DIVISION
Rick Muratti, Esq. LEGAL DEPT
Diana M. Lee, P.E. AIR DIVISION
Steffanie L. Wickham WASTE DIVISION
Sterlin Woodard, P.E. WETLANDS DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: February 20, 2023 **PETITION NO.:** 22-1640 **EPC REVIEWER:** Abbie Weeks **CONTACT INFORMATION:** (813) 627-2600 X101 **EMAIL:** weeksa@epchc.org	**COMMENT DATE:** January 13, 2023 **PROPERTY ADDRESS:** 2102, 2108, 2120, 2200, 2212, 2266 E. Fowler Ave; 2201 University Square Mall; 12270 University Mall Court; and 12313 Club Drive **FOLIO #:** 035921.0000, 035921.0005, 035921.0025, 035921.0050, 035921.0075, 03521.0080, 035921.0100, 035921.0110, 035921.0200, 035921.2000, 036283.0000, 036283.0005, 036298.0300 **STR:** 07/08-28S-19E
REQUESTED ZONING: Planned Development	

FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	07/13/2017
WETLAND LINE VALIDITY	Valid until February 2023
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Two ponds located in the northeast and northwest property corners and an OSW Ditch along the west property boundary

The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:

- Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

- The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the

EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:
The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The site plan depicts wetland impacts that have not been authorized by the Executive Director of the EPC. The wetland impacts are indicated for a VA Connection. Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan. If you choose to proceed with the wetland impacts depicted on the plan, a separate wetland impact/mitigation proposal and appropriate fees must be submitted to this agency for review.

- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.

- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

Aow/

ec: ebatsel@stearnsweaver.com

Hillsborough County
PUBLIC SCHOOLS
Preparing Students for Life

Adequate Facilities Analysis: Rezoning

Date: 2/6/23

Jurisdiction: Hillsborough County

Case Number: PD 22-1640

HCPS #: RZ - 488

Address: East Fowler Avenue

Parcel Folio Number(s): 035921.0000 et. al.

Acreage: 90 (+/- acres)

Proposed Zoning: Planned Development

Future Land Use: ICMU-35

Maximum Residential Units: 1895

Residential Type: Multi-Family Apartments

School Data	Witter Elementary	Liberty Middle	Freedom High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	*679*	*1480*	*2587*
2022-23 Enrollment K-12 enrollment on 2022-23 40th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	*456*	*1086*	*1840*
Current Utilization Percentage of school capacity utilized based on 40th day enrollment and FISH capacity	*67%*	*73%*	*71%*
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 2/6/2023	*0*	*108*	*258*
Students Generated Estimated number of new students expected in development based on adopted generation rates. Source: Duncan Associates, School Impact Fee Study for Hillsborough County, Florida, Dec. 2019	*217*	*78*	*97*
Proposed Utilization School capacity utilization based on 40th day enrollment, existing concurrency reservations, and estimated student generation for application	*99%*	*86%*	*85%*

Notes: This updates any previous comments from the School Board on PD 22-1640. At this time, adequate capacity exists at Witter Elementary, Liberty Middle and Freedom High Schools for the proposed rezoning.

This is an analysis for adequate facilities only and is NOT a determination of school concurrency. A school concurrency review will be issued PRIOR TO preliminary plat or site plan approval.

Andrea A. Stingone

Andrea A. Stingone, M.Ed.
Department Manager, Planning & Siting
Growth Management Department
Hillsborough County Public Schools
E: andrea.stingone@hcps.net
P: 813.272.4429 C: 813.345.6684

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PD22-1640 **REVIEWED BY:** **Randy Rochelle** **DATE:** 12/12/2022

FOLIO NO.: 35921.0000 Plus Multiple More

WATER

☒ The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.

☐ A ___ inch water main exists ☐ (adjacent to the site), ☐ (approximately __ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

☒ The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

☐ A ___ inch wastewater force main exists ☐ (adjacent to the site), ☐ (approximately _ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: _____.

VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA
Board of County Commissioners

----------X
IN RE:)
)
ZONE HEARING MASTER)
HEARINGS)
)
----------X

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch and Pamela Jo Hatley
Zoning Hearing Masters

DATE: Monday, May 15, 2023

TIME: Commencing at 6:00 p.m.
Concluding at 9:30 p.m.

PLACE: Hillsborough County Board of County Commissioners
601 East Kennedy Boulevard, 2nd Floor
Tampa, Florida 33601

Reported via Cisco Webex Videoconference by:
Diane DeMarsh, CER No. 1654

1
HILLSBOROUGH COUNTY, FLORIDA
2 BOARD OF COUNTY COMMISSIONERS

3 ZONING HEARING MASTER HEARINGS
May 15, 2023
4 ZONING HEARING MASTER PAMELA JO HATLEY

5
D4:
6 Application Number: RZ-PD 22-1640
Applicant: RD Management, LLC
7 Location: S side of Blue Rock Dr & N 22nd St Intersection
8 Folio Number: 035921.000 + Multiple
Acreage (+/-): 90.4 acres, more or less
9 Comprehensive Plan: R-20, UMU-20 & OC-20
Service Area: Urban
10 Existing Zoning: PD, 19-1443, 74-0214 & CG
Request: Rezone to Planned Development
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1 HEARING MASTER HATLEY: All right. If you could
2 please come on in and take your seats. We will reconvene.
3 All right. Thank you. All right. We'll continue
4 with the Zoning Hearing Master Meeting for May 15, 2023. I'm
5 Pamela Jo Hatley. I'm your hearing master. And I believe we're
6 read to call the next case.
7 MS. HEINRICH: Our next item is item D.4, PD
8 application 22-1640. This is a request to rezone property to
9 Planned Development. Israel Monsanto, Redevelopment Services
10 will provide staff comments after presentation by the applicant.
11 MS. BATSEL: Good evening. Elise Batsel with Stearns
12 Weaver Miller. As a housekeeping matter, we do have some
13 information to submit into the record both resumes and an
14 affidavit to authorize agent that we've been asked to provide.
15 HEARING MASTER HATLEY: All right. Thank you.
16 MS. BATSEL: So, Madam Hearing Officer, this is the
17 redevelopment of the University Mall. But this project has been
18 approved. And we're here today to fill the hole in the donut.
19 And I'll talk a little bit about that. As you are well aware,
20 this is the former University Mall, which is approximately 90.53
21 acres. It is located on the north Fowler Avenue, which is
22 actually -- the -- the lower portion of in the city of Tampa.
23 But the majority of the development is in the county. It is in
24 the University Area Community planning area and the University
25 Regional Activity Center.

1 Okay. So the current zoning of the property, the big
2 green area, is the current PD. That is what we initially
3 rezoned back in 2019 with a couple of subsequent (inaudible).
4 The area that you can see here in the red, that is a piece that
5 was owned by Burlington Coat Factory. And it was not controlled
6 by the developer at the time that we went through the original
7 rezoning. So the main purpose of this is to bring that
8 Burlington property into the PD with substantially the same
9 conditions, et cetera. This is, of course, the prior history.
10 So we did go through and create a new category in a
11 Comprehensive Plan category specifically for this development.
12 It was ICMU-35. And it was supposed to facilitate the
13 redevelopment of this mall consistent with the surrounding area.
14 We worked very hard with staff through that entire process to
15 develop a design book and then to take those design guidelines,
16 particularly, working with the Planning Commission, and reduced
17 those to a number of conditions that ensured urban form
18 development, walkability on the site, et cetera. In fact,
19 there's a tiered height. So the further in you get, you create
20 that urban court.
21 As I mentioned, this request is literally just to
22 bring Burlington into the site. We already contemplated
23 Burlington coming in. If you look at the rezoning, you'll see
24 that there's a street bridge grid and blocks developed,
25 particularly, contemplating that we would bring this property in

at some point into the future, integrating it into the overall parcel.

Really, we're here just to fill that hole in the donut so that the entire redevelopment can occur. We do have planning staff and Planning Commission support. And we would -- we're here to answer any questions. Transportation is here, Our civil engineers, and myself.

HEARING MASTER HATLEY: All right.

MS. BATSEL: Thank you so much for your time.

HEARING MASTER HATLEY: Thank you. I've reviewed the file, and I really don't have any questions about it. But thank you so much.

MS. BATSEL: Thank you.

HEARING MASTER HATLEY: Development Services? All right.

MS. DESIANO: Ms. Batsel?

MR. MONSANTO: Good evening. Israel Monsanto, Development Services. The applicant seeks to rezone a site containing multiple parcels from Planned Development, 19-1443 and 74-0214, also from Commercial General, to a new Planned Development. The site is occupied by the University Mall, as the applicant stated (inaudible) redevelopment into a new mixed-use development. And it's located on the north side of Fowler Avenue, west of Bruce B. Downs Boulevard in Tampa.

The parcel is zoned PD 19-1443 is room for Commercial

1 General, residential and office uses, and (inaudible) Urban
2 Mixed-Use project with up to 2.0 FAR, 35 dwelling units per the
3 acre and allows use of FAR in lieu of -- of density for
4 residential projects at the developer's option. The PD has a
5 total of 12 internal street typologies accommodating vehicular
6 and pedestrian traffic and also includes 15 development blocks.
7 It also regulates building design and block development
8 standards per street type. The PD implements the innovation
9 (inaudible) mixed-use, ICMU-35, Future Land Use category.
10 PD 74-0214 is (inaudible) for Commercial General uses
11 and some parking areas and is shown -- and is known as the
12 Burlington Coat property.
13 PD 19-1443 does not include the 6.6 acre for the
14 Burlington Coat Factory property and approximately 0.68 acres of
15 outparcels along Fowler Avenue. These are the City of Tampa
16 city limits. The Burlington Coat Factory's properties recently
17 received for approval for a Comprehensive Plan Amendment, 22-21
18 to change from Residential-20 and UMU-20 to the new ICMU-35
19 (inaudible) designation. Through the CG and PD, as the
20 applicant stated (inaudible) property will be interpolated into
21 the existing Planned Development with the rest of the mall
22 property under the same condition as a unified development with
23 the addition parcel (inaudible) total land area and new PD
24 district and rezoning application (inaudible). The new property
25 added to the project as a new block labeled 4A to the end of B.

1 This new block was already contemplated as part of the
2 (inaudible) Planning Development design and layout during the
3 rezoning and the government's plans for PD 19-1443 to ensure
4 that a future integration will transition property into this
5 mixed urban project The applicants are requesting any new PD
6 variations. However, since this is a new PD application, the
7 (inaudible) included as part of this rezone application are
8 idetnical to the variation through newly approved (inaudible)
9 commissioners and the -- during the 19-1443 and also PRS
10 22-0028. The applicant states that buffers internal to the site
11 are being eliminated in order to property integrate the mixed
12 use project. This allows an innovative design and encouragement
13 of a walkable mixed-used project. And this also allows to
14 cluster the uses and facilitate walkability. Appropriate
15 setbacks and buffers will be provided for development that abuts
16 the perimeter of the PD and off-site uses. The waiver
17 eliminates -- a waiver request was eliminated so two additional
18 feet of building setbacks for
19 each additional foot of height over 20 feet and is also needed
20 to allow the vertical integration of uses in this project.
21 Again, the site will be a mixed-use activity center, which is in
22 harmony with the purpose and intent with the Land Development
23 Code as well as the -- with the Hillsborough County
24 Comprehensive Plan.
25 Staff does not find any compatibility issues with the

1 proposed PD request and finds the request PD variation submitted
2 for LDC Section 5.03.06.C.C (inaudible) approval. The
3 additional (inaudible) consistent with the initial rezoning
4 application (inaudible) also with the conditions of approvals
5 and PD plan. And as such, the same condition from PD 19-4243
6 are being also proposed for this new PD district.
7 Transportation staff has reviewed the request
8 with no objections. And Planning Commission found the new
9 (inaudible) request consistent with the Future of Hillsborough
10 County Comprehensive Plan for this (inaudible) part of the
11 mixed-use project as a future site (inaudible) new PD request,
12 this land is now being fully integrated into the urban mixed use
13 (inaudible). And based on these factors, staff recommends
14 approval.
15 We are available if you have any questions.
16 HEARING MASTER HATLEY: All right. Thank you.
17 All right. Planning Commission?
18 MS. LLANOS: The subject site is located within the
19 Urban Service Area and within the limits of the University Area
20 Community Plan.
21 The sub- -- the property is located within the
22 Innovation Corridor Mixed Use-35, Future Land Use category,
23 which can be considered for up to a -- a density of 35 dwelling
24 units per or a maximum intensity of 2.0 FAR. The intent of the
25 ICMU-35 Future Land Use category is to form a regional activity

1 center that incorporate internal roadway systems, building
2 clustering, and mix -- mixing of uses. Again, typical uses in
3 the ICMU-35 include residential, regional scale retail
4 commercial, office uses, business park uses, bio-medical
5 research, institutional, hospitals, research corporate parks, et
6 cetera. Projects will be developed will generally consistent
7 with the Policies Objective of -- Policies of Objective 19 with
8 the exception of acreage threshold.
9 Now, Residential-20 Future Land Use category is
10 located to the north, northeast, northwest and east of the
11 subject site. Residential-6, Office Commercial-20 and Regional
12 Mixed-Use-35 categories are also located to the east. RES-20
13 and OC-20 Future Land Use categories are located to the west of
14 the property. Properties south of the subject site are within
15 the limits of the City of Tampa, and they are designated comm-
16 -- Community Commercial-35, CC-35.
17 The applicant, again, is requesting to rezone the
18 subject site from Commercial General to Planned Development.
19 This Planned Development will allow for a consideration of a
20 mixed-use bonus incentives that would permit an additional 0.50
21 FAR and up to 50 dwelling units per the acre.
22 The subject site is not subject to locational
23 criteria. They are requesting proposed development to permit
24 limited -- or specified uses.
25 The general surrounding area is characterized by

1 suburban development pattern. So Planning Commission staff
2 (inaudible) proposed uses are consistent with the -- with the
3 surrounding area. The -- the number of -- there are (inaudible)
4 number of projects that are redeveloping to higher densities in
5 that area as well. Building heights on this project are
6 restricted to a maximum of 300 feet. No building shall exceed
7 within 100 feet or 60 feet of site boundaries. So Planning
8 Commission staff did review for mitigation at the subject site.
9 Now, on January 25th, our Planning Commission staff
10 did issue a inconsistency finding on the PRS 22-0028 to a
11 Planned Development. However, the Board of County Commissioners
12 has approved the item. So the request is consistent based on
13 that consistent with the Comprehensive Plan subject to the
14 conditions of the (inaudible) provide for the cross connections
15 to adjacent parcels that can be redeveloped in the future.
16 Now, project will need to provide a perpetual public
17 access mechanism that runs with the land and effectuates the
18 public’s ability to traverse the site and runs from east
19 to west on one of the roadways provided on the site plan.
20 So based upon those considerations, the Planning
21 Commission staff finds that the proposed Planned Development is
22 consistent with the Unincorporated Hillsborough County
23 Comprehensive Plan. It meets the mixed-use of the -- and
24 interconnectivity requirements of the Comprehensive Plan, and it
25 also meets Access Management's Requirements of Goal 15,

1 Objective 15, that is a Community Design Component concerning,
2 you know, connectivity. It does meet the vision and intent of
3 the University Area Community Plan through the provisional
4 landscaping (inaudible) items. It does meet the vision and
5 intent of the University Area Community Plan of the provision of
6 providing a minimum of ten percent of open space and a main
7 square and civic space for at least 0.50 acres in the -- in the
8 size within the Central District.
9 So what that means that it's being found consistent.
10 And staff will be glad to answer any questions.
11 HEARING MASTER HATLEY: All right. Thank you so much.
12 All right. We'll get to the public. Is there anyone here or
13 online who wishes to speak in support of this application?
14 I do you not hear anyone.
15 Is there anyone here in online who wishes to speak in
16 opposition to this application?
17 I don't hear anyone.
18 Development Services, anything further?
19 MS. HEINRICH: The only thing I wanted to state is the
20 Future Land Use category that (inaudible) staff is correct.
21 It's ICMU-35. It's incorrect in our agenda.
22 HEARING MASTER HATLEY: Okay. Thank you. All right.
23 Now, back to the applicant then.
24 MS. BATSEL: Nothing further. Thank you for your
25 time.

1 HEARING MASTER HATLEY: All right. Thank you.
2 Nothing further from the applicant. That will close the hearing
3 on rezoning PD 22-1640.
4 Next case.
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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

----------X
IN RE:)
)
ZONE HEARING MASTER)
HEARINGS)
)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch
Land Use Hearing Master

DATE: Monday, April 17, 2023

TIME: Commencing at 6:00 p.m.
Concluding at 9:43 p.m.

Reported via Cisco Webex Videoconference by:
Diane DeMarsh, CER No. 1654

MS. HEINRICH: Correct. The second one is Agenda page seven. This is Standard Rezoning 23-023 -- -203 and the applicant is requesting continuance to the June 20th Zoning Hearing Master Hearing.

HEARING MASTER: All right. Is the applicant here for that item?

MS. SWIFT: Good evening. My name is Sustan Swift, planning director or Boggs Engineering. And we would like to request also to the June 20th. So we will also re-advertise or re-notice for that time.

And we just need a little bit more time on a couple of items.

HEARING MASTER: All right. Let me see if there's anyone who would like to speak to that. Is there anyone in the audience or online who would like to speak to the continuance of Rezoning 23-0203, just the -- the continuous only, not the merits of the case. All right. I'm seeing no one. Then we'll continue Rezoning 23-0203 to June 20, 2023 Zoning Hearing Master Hearing.

MS. SWIFT: Thank you.

HEARING MASTER: Thank you.

MS. HEINRICH: And the remainder of changes to the agenda is Agenda page eight, Item D.2 PD Application 22-1204. This application has been withdrawn from ZHM process.

Also Agenda page nine, Item PD 22-1640, the Staff is

1 requesting a continuance of this application to the
2 May 15, 2000 -- 2023 Zoning Hearing Master Hearing.
3 And Agenda page ten. And that is PD 22-1706 and Staff
4 is requesting a continuance to the May 15, 2023 Zoning Hearing
5 Master Hearing. Thank you so much.
6 HEARING MASTER: Okay. That concludes changes and now
7 we'll go through withdrawals and continuances.
8 MS. HEINRICH: The first item is Item A.1, PD 22-0648.
9 This application is being continued by the applicant to the
10 May 15, 2023 ZHM Hearing.
11 Item A.2, Major Mod 22-0671. This application is
12 continued by the applicant to the May 15, 2023 hearing.
13 Item A.3, Major Mod 22-0689. This application is out
14 of order to be heard and is being continued to the May 15, 2023
15 ZHM hearing.
16 Item A.4, PD 22-0877. This application is being
17 continued by the applicant to the May 15, 2023 Zoning Hearing
18 Master Hearing.
19 Item A.5, 22 -- or Major Mod 22-1239. This
20 application is out of order to be heard and is continued to the
21 May 15, 2023 ZHM Hearing.
22 Item A.6, PD 22-1257. This application is out of
23 order to be heard and is being continued to the May 15, 2023 ZHM
24 Hearing.
25 Item A.7, PD 22-1330. This application is being

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

----------X
IN RE:)
ZONE HEARING MASTER)
HEARINGS)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY
Land Use Hearing Master

DATE: Monday, March 20, 2023

TIME: Commencing at 6:00 p.m.
Concluding at 8:08 p.m.

PLACE: Hillsborough County Board of County Commissioners
601 East Kennedy Boulevard
2nd Floor Boardroom
Tampa, Florida 33601

Reported in person by:

Brittany Bridges, CER No. 1607
U.S. Legal Support
4200 West Cypress Street, Suite 750
Tampa, Florida 33607
(813)223-7321

1 application is out of order to be heard and is being
2 continued to the April 17, 2023 Zoning Hearing Master
3 Hearing.
4 Item A15, Rezoning PD 22-1577. This application is
5 out of order to be heard and is being continued to the
6 April 17, 2023 Zoning Hearing Master Hearing.
7 Item A16, Major Mod Application 22-1637. This
8 application is out of order to be heard and is being
9 continued to the April 17, 2023 Zoning Hearing Master
10 Hearing.
11 Item A17, Major Mod Application 22-1638. This
12 application is being continued by the applicant to the
13 April 17, 2023 Zoning Hearing Master Hearing.
14 Item A18, Major Mod Application 22-1639. This
15 application is out of order to be heard and is being
16 continued at the April 17, 2023 Zoning Hearing Master
17 Hearing.
18 Item A19, Rezoning PD 22-1640. This application is
19 out of order to be heard and is being continued to the
20 April 17, 2023 Zoning Hearing Master Hearing.
21 Item A20, Rezoning PD 22-1647. This application is
22 out of order to be heard and is being continued to the
23 April 17, 2023 Zoning Hearing Master Hearing.
24 Item A21, Rezoning Standard 22-1654. This application
25 is being -- is being continued by Staff to the May 15, 2023

HILLSBOROUGH COUNTY, FLORIDA

BOARD OF COUNTY COMMISSIONERS

----------X

IN RE:)
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ZONE HEARING MASTER)
HEARINGS)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY
Land Use Hearing Master

DATE: Monday, February 20, 2023

TIME: Commencing at 6:00 p.m.
Concluding at 8:11 p.m.

LOCATION: Hillsborough County Planning
Commission Board Room-2nd Floor
601 East Kennedy Boulevard
Tampa, Florida 36602

Reported via Cisco Webex Videoconference by:
Samantha Kozlowski, CER

1 Item A.23, rezoning PD 22-1604. This application is
2 being continued by the applicant to the March 20, 2023 Zoning
3 Hearing Master Hearing.
4 Item A.24, rezoning PD 22-1636. This application is
5 being withdrawn from the zoning hearing master process.
6 Item A.25, rezoning PD 22-1637. This application is
7 out of order to be heard and is being continued to the
8 March 20, 2023 Zoning Hearing Master Hearing.
9 Item A -- A.26, major mod application 22-1638. This
10 application is being continued by the applicant to the
11 March 20, 2023 Zoning Hearing Master Hearing.
12 Item A.27, major mod application 22-1639. This
13 application is out of order to be heard and is being continued
14 to the March 20, 2023 Zoning Hearing Master Hearing.
15 Item A.28, rezoning PD 22-1640. This application is
16 out of order to be heard and is being continued to the
17 March 20, 2023 Zoning Hearing Master Hearing.
18 Item A.29, rezoning PD 22-1647. This application is
19 out of order to be heard and is being continued to the
20 March 20, 2023 Zoning Hearing Master Hearing.
21 Item A.30, rezoning standard 22-1654. This
22 application is being continued by staff to the March 20, 2023
23 Zoning Hearing Master Hearing.
24 And the last item, A.31, rezoning standard 22-1681.
25 This application is out of order to be heard and is being

EXHIBITS SUBMITTED

DURING THE ZHM HEARING

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 6pm 5/15/23 HEARING MASTER: Pamala Jo Hatley & Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #	PLEASE PRINT
RZ 22-1390	NAME: no parties Application continued by Staff ADDRESS: CITY: STATE: ZIP: PHONE:
MM 22-0689	NAME: Elise Batsel ADDRESS: 4501 E Jackson St. 2100 CITY: Tampa STATE: FL ZIP: 33629 PHONE: 813-222-5059
MM 22.0689	NAME: Isabelle Albert ADDRESS: 1880 N. Ashley Dr CITY: Tampa STATE: FL ZIP: 33602 PHONE: 813 331 0976
MM 22.0689	NAME: Steve Henry ADDRESS: 5023 W. LAUREL ST CITY: TPA STATE: FL ZIP: 33607 PHONE: 813-289 0639
MM 22.0689	NAME: Charles Bottles ADDRESS: 2303 Kirby 100 CITY: VALRICO STATE: FL ZIP: 33594 PHONE: 813-262-5476
MM 22-0689	NAME: Elizabeth R Belchen ADDRESS: 4045 Miller Road CITY: Valrico STATE: FL ZIP: 33594 PHONE: 813-478-1041

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 5/15/23 6pm HEARING MASTER: Pamela Jo Hatley & Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #	PLEASE PRINT
RZ 22-1702	NAME Stephen Sposato - Law Firm ADDRESS 505 E Jackson St. CITY Tampa STATE FL ZIP 33602 PHONE
MM 23-0132	NAME Jake Cremer ADDRESS 401 E Jackson St #2100 CITY Tampa STATE FL ZIP 33601 PHONE 813.222.5051
MM 23-0132	NAME Stephen Sposato, Law Firm ADDRESS 505 E Jackson St. CITY Tampa STATE FL ZIP 33602 PHONE
MM-23-0132	NAME STEVE HENRY ADDRESS 5023 W. LAUREL ST CITY TPA STATE FL ZIP 33607 PHONE 813-289-0039
MM 23-0132	NAME RILEY GALLAGHER ADDRESS 8616 FOX HEARST RD CITY TAMPA STATE FL ZIP 33647 PHONE 718 432 7804
MM 23-0132	NAME Devaky Dubord ADDRESS 18924 Fairwood Ct CITY TPA STATE F ZIP 33647 PHONE 601-1865

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 5/15/23 6pm HEARING MASTER: Pamela Jo Hatley & Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #	PLEASE PRINT NAME / ADDRESS / CITY STATE ZIP PHONE
23-0132	NAME Kay Warnshuis ADDRESS 18528 Ambly Ln CITY Tampa STATE FL ZIP 33647 PHONE 8138921822
23-0132	NAME LINDA J WARNSHUIS ADDRESS 18528 AMBLY LANE CITY TAMPA STATE FL ZIP 33647 PHONE 904-716-6263
23-0132	NAME Carol Clauws ADDRESS 10003 Cypress Shadow Ave CITY Tampa STATE FL ZIP 33647 PHONE 813-892-0934
23-0132 VS	NAME Mike Jackobson ADDRESS 18327 Cypress View way CITY Tampa STATE FL ZIP 33647 PHONE
23-0132 VS	NAME Lance Ignatowicz ADDRESS 9804 Cypress Shadow Ave CITY Tampa STATE FL ZIP 33647 PHONE
23-0132 VS	NAME Jerold Seay ADDRESS 9925 Cypress Shadow Ave CITY Tampa STATE FL ZIP 33647 PHONE

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 5/15/23 6pm

HEARING MASTER: Pamela Jo Hatley & Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #	PLEASE PRINT NAME	ADDRESS	CITY	STATE	ZIP	PHONE
23-0132	Leslie Green	9014 Hogans Bend.	Tampa	FL	33647	8133961859
230132	Fred Pearce (Fred Pearce)	18919 Fairwood Ct (Fairwood Ct)	Tampa	FL	33647	~~80-447-8938~~
230132 VS	Emma Szymborski	9012 Hogans Bend	Tampa	FL	33647	
23-0132 VS	Dorothy Ziebrath	18314 Sturbridge Ct	Tampa	FL	33647	
23-0132	Brian Moore	5904 Hampton Oak PKWY Ste F	Tampa	FL	33610	8133352147
22-1640	Elise Batsel	401 E. Jackson St. Suite 2100	Tampa	FL	33602	813.222.5057

SIGN-IN SHEET: RFR, (ZHM), PHM, LUHO

DATE/TIME: 5/15/23 6PM HEARING MASTER: Pamela Jo Hatley and Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #	PLEASE PRINT NAME / ADDRESS / CITY / STATE / ZIP / PHONE
22-1703	NAME: Rebecca Kert ADDRESS: 400 N Tampa St Ste 1900 CITY: Tampa STATE: FL ZIP: 33602 PHONE: 8133683064
22-1703	NAME: MICHAEL YATES ADDRESS: PALM TRAFFIC 400 N TAMPA ST, 15TH FLOOR CITY: TAMPA STATE: FL ZIP: 33602 PHONE: 8132058057
23-0085	NAME: Braulio Grajales ADDRESS: 5300 W. Cypress Street Suite 282 CITY: Tampa STATE: FL ZIP: 33607 PHONE: 813 644 8333
23-0085	NAME: REV. KAREN J. SIMS, AICP ADDRESS: 12017 TIMBERHILL DRIVE CITY: RIVERVIEW STATE: FL ZIP: 33569 PHONE: 813-404-1565
23-0085	NAME: Jake Zunamon ADDRESS: 6530 SW 47th Street CITY: Miami STATE: FL ZIP: 33155 PHONE: 847-868-6221
23-0150	NAME: Kamala Corbett ADDRESS: 101 Kennedy Blvd, Ste 3700 CITY: TAMPA STATE: FL ZIP: ~~33611~~ 33602 PHONE: 813-227 8421

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 5/15/23 6pm

HEARING MASTER: Pamela Jo Hatley & Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #	PLEASE PRINT
23-0150	NAME Todd Pressman ADDRESS 200 2nd Ave S. #451 CITY St. Pete STATE FL ZIP 33701 PHONE 727-894-1760
23-0150	NAME Adam Tietz ADDRESS 4350 W. CYPRESS ST SUITE 720 CITY TAMPA STATE FL ZIP 33607 PHONE 402-304-3216
	NAME ADDRESS CITY STATE ZIP PHONE
	NAME ADDRESS CITY STATE ZIP PHONE
	NAME ADDRESS CITY STATE ZIP PHONE
	NAME ADDRESS CITY STATE ZIP PHONE

HEARING TYPE: ZHM, PHM, VRH, LUHO **DATE: 5-15-2023**

HEARING MASTER: Susan Finch and Pamela Jo Hatley **PAGE: 1 of 1**

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
MM 22-0689	Elise Batsel	1. Applicant Presentation Packet	Yes (Copy)
MM 23-0132	Michelle Heinrich	1. Revised Staff Report	Yes (Copy)
MM 23-0132	Jake Cremer	2. Applicant Presentation Packet	Yes (Copy)
MM 23-0132	Jake Cremer	3. Applicant Rebuttal Packet	Yes (Copy)
MM 23-0132	Leslie Green	4. Opposition Presentation Packet	No
MM 23-0132	Fred Pearce	5. Opposition Presentation Packet	No
MM 23-0132	Fred Pearce	6. Opposition Thumb Drive	No
MM 23-0132	Leslie Green	7. Opposition Letter	No
MM 23-0132	Leslie Green	8. Opposition Thumb Drive	No
MM 23-0132	Jake Cremer	9. Application Rebuttal Packet	No
MM 23-0132	Leslie Green	10. Opposition Letter	No
RZ 22-1640	Elise Batsel	1. Revised Staff Report	Yes (Copy)
RZ 22-1703	Michelle Heinrich	1. Revised Staff Report	Yes (Copy)
RZ 23-0150	Todd Pressman	1. Applicant Thumb Drive	No
RZ 23-0150	Kami Corbett	2. Applicant Presentation Packet	Yes (Copy)
RZ 23-0150	Kami Corbett	3. Applicant Thumb Drive	No

MAY 15, 2023 - ZONING HEARING MASTER

The Land Use Hearing Officer (LUHO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, May 17, 2023, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

Pamela Jo Hatley, ZHM, called the meeting to order at 6:00 p.m. and led in the pledge of allegiance to the flag.

Brian Grady and Michelle Heinrich, Development Services, reviewed the nonpublished changes.

A. WITHDRAWALS AND CONTINUANCES

Ms. Michelle Heinrich, Development Services, continued review of the published changes/withdrawals/continuances/introductions.

Pamela Jo Hatley, ZHM, overview of ZHM process.

Assistant County Attorney Cameron Clark overview of oral argument/ZHM process.

Pamela Jo Hatley, ZHM, oath.

B. REMANDS

B.1. RZ 22-0689

Michelle Heinrich, Development Services, called MM 22-0689.

Testimony provided.

Pamela Jo Hatley, ZHM, closed MM 22-0689.

C. REZONING STANDARD (RZ-STD):

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. RZ 22-1702

Michelle Heinrich and Brian Grady, Development Services, called RZ 22-1702.

Testimony provided.

Susan Finch, ZHM, closed RZ 22-1702.

MONDAY, MAY 15, 2023

D.2. MM 23-0132

Brian Grady and Michelle Heinrich, Development Services, called MM 23-0132.

Testimony provided.

Susan Finch, ZHM, closed MM 23-0132.

Break

Resumes hearing

D.3. RZ 22-1390

Brian Grady and Michelle Heinrich, Development Services, called RZ 22-1390.

Pamela Jo Hatley, ZHM, continued RZ 22-1390 to June 20, 2023, ZHM Hearing.

D.4. RZ 22-1640

Michelle Heinrich, Development Services, called RZ 22-1640.

Testimony provided.

Pamela Jo Hatley, ZHM, closed RZ 22-1640.

D.5. RZ 22-1703

Michelle Heinrich, Development Services, called RZ 22-1703.

Testimony provided.

Pamela Jo Hatley, ZHM, closed RZ 22-1703.

D.6. RZ 23-0085

Michelle Heinrich, Development Services, called RZ 23-0085.

Testimony provided.

Pamela Jo Hatley, ZHM, closed RZ 23-0085.

MONDAY, MAY 15, 2023

D.7. RZ 23-0150

Michelle Heinrich, Development Services, called RZ 23-0150.

Testimony provided.

Pamela Jo Hatley, ZHM, closed RZ 23-0150.

E. ZHM SPECIAL USE

ADJOURNMENT

Pamela Jo Hatley, ZHM, adjourned the meeting at 9:30 p.m.

Hillsborough County Florida

Affidavit to Authorize Agent

(If applicant is other than owner)

State of ~~Florida~~ Illinois
County of ~~Hillsborough~~ Cook

Core Tampa Fowler LLC
(Name of all property owners), being first duly sworn, depose(s) and say(s):

1. That (I am/we are) the owner(s) and record title holder(s) of the following described property, to wit:

   Address or general location: 12202 Club Drive, Tampa, FL Folio No(s): 036283.0005

2. That this property constitutes the property for which a request for a: _____

   Major Modification to a Planned Development (Nature of request)

   is being applied to the Board of County Commissioners, Hillsborough County.

3. That the undersigned (has/have) appointed S. Elise Batsel, Esq. and all employees of Stearns Weaver Miller as (his/their) agent(s) to execute any permits or other documents necessary to affect such permit.

4. That this affidavit has been executed to induce Hillsborough County, Florida, to consider and act on the above-described property;

5. That (I/we), the undersigned authority, hereby certify that the foregoing is true and correct.

SEE ATTACHED SIGNATURE PAGE
Signed (Property Owner)

Signed (Property Owner)

Type or Print Name

Type or Print Name

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this_____ day of_____, _____ (year), by _____.
(name of person acknowledging)

☐ Personally Known OR ☐ Produced Identification
Type of Identification Produced_____

SEE ATTACHED SIGNATURE PAGE
(Signature of Notary taking acknowledgment)

Type or Print Name of Notary Public

Commission number Expiration date

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this_____ day of_____, _____ (year), by _____.
(name of person acknowledging)

☐ Personally Known OR ☐ Produced Identification
Type of Identification Produced_____

(Signature of Notary taking acknowledgment)

Type or Print Name of Notary Public

Commission number Expiration date

Application No. 22-1640
Name: Elise Batsel
Entered at Public Hearing: ZHM
Exhibit # 1 Date: 5/15/23

04/2022

SIGNATURE PAGE TO AFFIDAVIT TO AUTHORIZE AGENT
(036283.0005)

CORE TAMPA FOWLER, LLC,
a Delaware limited liability company

By: _____
Print: Jason Keith
Title: Authorized Signatory

STATE OF Illinois
COUNTY OF Cook

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this 15th day of May, 2023, by Jason Keith, the Authorized Signatory of CORE TAMPA FOWLER, LLC, a Delaware limited liability company, on behalf of said entity, who ☒ is personally known to me or ☐ has produced _____ as identification.

_____
Notary Public
Print Name: Kristin Bonifas
My Commission Expires: 10/16/23

(NOTARY STAMP/SEAL)

KRISTIN BONIFAS
Official Seal
Notary Public - State of Illinois
My Commission Expires Oct 16, 2023

#11220511 v1

ASSIGNMENT AND ASSUMPTION AGREEMENT

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT (this "**Assignment**") is entered into as of July 15, 2022, by and among **HSRE-Core Spaces V, LLC**, a Delaware limited liability company ("**Assignor**"), and **Tampa QOZ Student Housing, L.L.C.**, a Delaware limited liability company ("**Assignee**").

W I T N E S S E T H:

WHEREAS, this Assignment is in reference to that certain Membership Interest Purchase and Sale Agreement dated as of June 17, 2022, by and among Inland Real Estate Acquisitions, LLC, a Delaware limited liability company ("**Original Purchaser**"), as assigned to Assignee, and HSRE-Core Spaces V, LLC, a Delaware limited liability company ("**Seller**") (as thereafter amended, supplemented and/or otherwise modified, from time to time, collectively, the "**Sale Agreement**").

WHEREAS, Assignor is the owner of, and controls, one hundred percent (100%) of the membership interests (the "**Interests**") in Core Tampa Fowler, LLC, a Delaware limited liability company (the "**Company**").

WHEREAS, Assignor desires to assign to, and Assignee desires to assume from Assignor, one hundred percent (100%) of the Interests in the Company (each capitalized term used, but not otherwise defined, herein shall have the meaning given to such term in the Sale Agreement).

NOW, THEREFORE, in consideration of the promises and conditions contained herein, and other good and valuable consideration, the receipt and sufficiency of which hereby are acknowledged, and intending to be legally bound hereby, the parties hereto hereby agree, as follows:

1. Effective as of the Effective Date (as hereinafter defined), Assignor hereby assigns to Assignee (a) all of Assignor's right, title and interest in and to the Interests and (b) all of the corresponding rights, benefits, duties and obligations of ownership of the Interests under (i) the limited liability company operating agreement of the Company (as amended, supplemented and/or otherwise modified, from time to time, collectively, the "**Operating Agreement**") and (ii) all applicable Laws, as the same may be amended from time to time (collectively, the "**Laws**"), for the period from and after the Effective Date.

2. Effective as of the Effective Date, Assignee (a) assumes from Assignor all of Assignor's right, title and interest in and to the Interests and (b) agrees to perform all of the duties and obligations of Assignor as the owner of the Interests under (i) the applicable Operating Agreement and (ii) the Laws, for the period from and after the Effective Date.

3. ASSIGNEE ACKNOWLEDGES AND AGREES THAT (I) ASSIGNOR IS ASSIGNING, AND ASSIGNEE IS ACCEPTING AND ASSUMING, THE INTERESTS ON AN "**AS IS**", "**WHERE IS**" AND "**WITH ALL FAULTS**" BASIS, PURSUANT TO ASSIGNEE'S INDEPENDENT INVESTIGATIONS AS TO THE DUE DILIGENCE MATERIALS AND THE INTERESTS, WITH NO RIGHT OF SETOFF OR REDUCTION OF THE PURCHASE PRICE, (II) EXCEPT AS OTHERWISE EXPRESSLY PROVIDED HEREIN OR IN THE SALE AGREEMENT, ASSIGNEE HAS NOT RELIED AND WILL NOT RELY ON, AND NONE OF ASSIGNOR AND/OR ANY OF THE OFFICERS, DIRECTORS, MEMBERS, EMPLOYEES, OR OTHER AGENTS OF ASSIGNOR ("**ASSIGNOR'S PARTIES**") WILL BE LIABLE FOR OR BOUND BY, ANY REPRESENTATIONS OR WARRANTIES OF ANY KIND OR CHARACTER WHATSOEVER, EXPRESS OR IMPLIED, FROM ASSIGNOR, ANY OF ASSIGNOR'S PARTIES AND/OR ANY OTHER PERSON ACTING BY, THROUGH OR

UNDER ASSIGNOR, AS TO ANY MATTERS CONCERNING THE INTERESTS, INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF CONDITION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND (III) ASSIGNEE EXPRESSLY WAIVES THE RIGHT TO ASSERT ANY CLAIMS AS TO ANY MATTERS REFERRED TO IN THIS PARAGRAPH.

4. Should either party employ attorneys to enforce any of the provisions hereof, the party against whom any final judgment is entered agrees to pay the prevailing party all reasonable costs, charges, and expenses, including attorneys' fees, expended or incurred in connection therewith.

5. The provisions hereof shall be deemed independent and severable, and the invalidity or enforceability of any one provision shall not affect the validity or enforceability of any other provision of this Assignment.

6. All covenants, representations and agreements of the parties hereto set forth in this Assignment, including, without limitation, all indemnification, protection, defense and hold harmless agreements, shall continue and shall survive the Effective Date.

7. This Assignment shall be binding on and inure to the benefit of the parties hereto and their respective successors and assigns.

8. This Assignment shall be governed by and construed in accordance with the Laws of the State of Florida.

9. For the purposes of this Assignment, the "**Effective Date**" shall be the Closing Date (as defined in the Sale Agreement).

10. This Assignment may be executed in any number of counterparts, each of which shall be deemed an original, and all of which, when taken together, shall constitute one and the same document.

[BALANCE OF PAGE INTENTIONALLY LEFT BLANK; SIGNATURES APPEAR ON IMMEDIATELY SUCCEEDING PAGE]

IN WITNESS WHEREOF, Assignor and Assignee have executed and delivered this Assignment the day and year first above written.

ASSIGNOR:
HSRE-CORE SPACES V, LLC,
a Delaware limited liability company

By: _____
Name: Stephen M. Gordon
Title: Authorized Signatory

[Signature Page to Assignment & Assumption of Membership Interests]

ASSIGNEE:
TAMPA QOZ STUDENT HOUSING, L.L.C.,
a Delaware limited liability company

By: Student Housing Qualified Opportunity Fund, L.L.C.,
a Delaware limited liability company, its member

By: Student Housing QOZ Manager, L.L.C.,
a Delaware limited liability company, its manager

By: Inland Private Capital Corporation,
a Delaware corporation, its sole member

By:_____
Name: Joseph E. Binder
Its: Executive Vice President

[Signature Page to Assignment & Assumption of Membership Interests]

LIMITED LIABILITY COMPANY AGREEMENT OF TAMPA QOZ STUDENT HOUSING, L.L.C.

This Limited Liability Company Agreement ("**Agreement**") of TAMPA QOZ STUDENT HOUSING, L.L.C., a Delaware limited liability company (the "**Company**"), is dated as of July 15, 2022 ("**Effective Date**") and is among Core OZ Tampa Fowler, LLC, a Delaware limited liability company ("**Core Capital Member**"), Core OZ Tampa Fowler PM, LLC, a Delaware limited liability company ("**Core Promote Member**", and together with Core Capital Member, collectively, "**Core Member**") and Student Housing Qualified Opportunity Fund, L.L.C., a Delaware limited liability company ("**IPC Member**").

RECITALS

WHEREAS, the Company was formed under the laws of the State of Delaware by the filing of a Certificate of Formation with the Secretary of State of the State of Delaware on June 30, 2022 (the "**Certificate of Formation**"); and

WHEREAS, the Members desire to enter into this Agreement to set forth the terms and conditions governing the operation and management of the Company going forward from the Effective Date of this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

ARTICLE I
DEFINITIONS

Section 1.01 Definitions. Capitalized terms used herein and not otherwise defined shall have the meanings set forth in this Section 1.01.

"Academic Year" means the twelve (12) month period commencing on August 1 of each calendar year.

"**Access Road Property**" means certain real property located in Hillsborough County, Florida as more fully set forth in Schedule D.

"**Acquisition**" means the purchase by the Company of 100% of the issued and outstanding membership interests of HSRE-CORE SPACES V, LLC, a Delaware limited liability company, which entity owns 100% of the issued and outstanding membership interests of Tampa Fowler LLC.

"**Acquisition Closing**" means the closing of the Acquisition.

"**Additional Capital Contributions**" has the meaning set forth in Section 3.02(a).

(ii) with the consent of the Members, be repaid by reducing the amount of the next succeeding distribution or distributions to be made to such Member (which reduction amount shall be deemed to have been distributed to the Member, but which shall not further reduce the Member's Capital Account if the Members shall have initially charged the amount of the Withholding Advance to the Capital Account).

Interest shall cease to accrue from the time the Member on whose behalf the Withholding Advance was made repays such Withholding Advance (and all accrued interest) by either method of repayment described above.

(d) Indemnification. Each Member hereby agrees to indemnify and hold harmless the Company and the other Members from and against any liability with respect to taxes, interest or penalties that may be asserted by reason of the Company's failure to deduct and withhold tax on amounts distributable or allocable to such Member. The provisions of this Section 6.02(d) and the obligations of a Member pursuant to Section 6.02(c) shall survive the termination, dissolution, liquidation and winding up of the Company and the withdrawal of such Member from the Company or Transfer of its Membership Interests. The Company may pursue and enforce all rights and remedies it may have against each Member under Section 6.02, including bringing a lawsuit to collect repayment with interest of any Withholding Advances.

(e) Overwithholding. Neither the Company nor and Member shall be liable for any excess taxes withheld in respect of any distribution or allocation of income or gain to a Member. In the event of an overwithholding, a Member's sole recourse shall be to apply for a refund from the appropriate Taxing Authority.

ARTICLE VII
MANAGEMENT

Section 7.01 Management of the Company. The powers of the Company shall be exercised solely by or under the authority of, and the business and affairs of the Company shall be managed solely under the direction of, the Members; and subject to the limitations contained in Section 2.05, the Members shall make all decisions and may take all actions for, or on behalf of, the Company in furtherance of its business and affairs as they may deem necessary or appropriate. The Company, and the Members on behalf of the Company (subject to the terms of this Agreement) shall have and exercise all powers necessary, convenient or incidental to accomplish the Company's purposes as set forth in Section 2.05 and shall have and exercise all of the powers and rights conferred upon limited liability companies formed pursuant to the Act. Subject to the terms of this Agreement, the Members have the authority to bind the Company. The Core Member shall manage the day-to-day affairs of the Company in a good and proper manner as provided for in this Agreement and consistent with generally acceptable and good quality industry practices and in accordance with the Operating Budget and the Leasing Plan applicable to the business of the Company and any Subsidiaries.

Section 7.02 Actions Requiring Consent of Majority of Membership Interests. Without the prior written approval of a majority of the Membership Interests, the Core Member and the Company shall not, and shall not enter into any commitment to:

RESOLUTIONS BY WRITTEN CONSENT
OF TAMPA QOZ STUDENT HOUSING, L.L.C.

The undersigned members of TAMPA QOZ STUDENT HOUSING, L.L.C., a Delaware limited liability company (the "**Member**"), the sole member of CORE TAMPA FOWLER, LLC, a Delaware limited liability company (the "**Company**"), hereby consent in writing, as of May 15, 2023, to all of the following resolutions and authorize any and all acts set forth therein:

WHEREAS, the Company is the owner of that certain residential project known as "Hub on Campus Tampa" located at 12202 Club Drive, Tampa, Florida (the "**Property**"); and

WHEREAS, the Company has been requested to execute that certain Affidavit to Authorize Agent (the "**Affidavit**") in connection with the modification of the planned development affecting the Property; and

WHEREAS, the undersigned, being members of Member, which is the sole member of the Company, desire that the actions described in the following resolutions shall be taken.

NOW THEREFORE, BE IT RESOLVED, that it is in the best interests of the Company to execute and deliver the Affidavit.

BE IT FURTHER RESOLVED, that Tom Harrington, Jason Keith, Adam Grant, Brendan Miller, and Andrew Wiedner, each of whom is hereby authorized and empowered as "Authorized Signatory" of the Company, in the name of and on behalf of the Company, to take any and all actions and to execute and deliver the Affidavit and any and all documents and instruments which he deems reasonably necessary and incidental thereto.

BE IT FURTHER RESOLVED, that the authority given hereunder shall be deemed retroactive and any and all acts authorized hereunder which were performed by agents or officers of the Member, or the Company, prior to the passage of the foregoing resolutions are hereby ratified and confirmed.

AND BE IT FURTHER RESOLVED, that this Resolution may be executed in any number of counterparts, each of which will be deemed an original, but all of which together will be construed to constitute one and the same instrument, and that signature of the undersigned transmitted via facsimile or other electronic means shall be deemed to be an original signature for all purposes. Further, any party may deliver its signature to this Resolution, if applicable, by portable document format (PDF) by electronic mail. Any document signed by a party by PDF by electronic mail and reasonably believed by the recipient to have been sent by or on behalf of that party shall (a) be binding upon and fully enforceable against that party as though it had delivered a manually-signed counterpart to the recipient and (b) be accepted by any court as equivalent to a manually-signed counterpart for purposes of any evidentiary rule, and no party will object to the effectiveness or validity of such PDF signature.

[Signature page follows]

IN WITNESS WHEREOF, the undersigned have executed this Consent as of the date first above written.

Core OZ Tampa Fowler, LLC,
A Delaware limited liability company

By: Brendan F. Miller
Name: Brendan F. Miller
Title: Authorized Signatory

Core OZ Tampa Fowler PM, LLC,
A Delaware limited liability company

By: Brendan F. Miller
Name: Brendan F. Miller
Title: Authorized Signatory

Kimley»Horn

Nathan Lee, P.E.
Civil Engineer

Special Qualifications

- Has 16 years of experience with all aspects of civil design and permitting services, including implementation of project management, (QA/QC) quality control/quality assurance, and professional design services
- Experienced with healthcare projects, large commercial projects, and municipal projects involving redevelopment and infrastructure improvements
- His history of work and relationships in the Tampa Bay area assures his clients they will have a consultant who is equipped to deliver their project on time and without surprises

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Kentucky
- Registered Professional Engineer in Florida

Professional Organizations

- Member, Urban Land Institute (ULI)
- Member, International Council of Shopping Centers (ICSC)
- Member, Tampa Bay Builders Association (TBBA)
- Member, Tampa Bay Real Estate Investment Council (REIC)

Representative Experience

Towers of Channelside Civil Engineering Services, Tampa, FL — Project engineer. Kimley-Horn provided civil design services for the Towers of Channelside, a mixed-use development that includes two 30-story towers located on a 3.5-acre lot in downtown Tampa. Our services included a stormwater system audit; coordination with the Tampa Hillsborough Expressway Authority (THEA) for joint use of the stormwater facilities; permitting through Southwest Florida Water Management District (SWFWMD) and City of Tampa Water, Sewer, and Right-of-Way Departments; and reconstruction of a major thoroughfare (12th Street) located in the Channelside District. Additional coordination was required with the Hillsborough Environmental Protection Commission (EPC) to address environmental impacts to achieve state and local remediation/restoration requirements. Due to the building height, the project required Federal Aviation Administration (FAA) and Health Care Administrators Administration (HCAA) certifications.

Tampa Premium Outlets, Tampa, FL — Project engineer. Kimley-Horn provided civil engineering, transportation, and landscape architecture services for this 57-acre retail project composed of 500,000 square feet of retail space and three outparcels. Key components of the transportation design for this site included the evaluation of turn lanes, intersections and internal site circulation. The project also included the design of a stormwater management system to serve the mall. This analysis included treatment capabilities and ensured proper discharge of runoff from the site. The project required dedicated coordination with FDOT, SWFWMD, Pasco County, and other team members involved in the design.

Kimley»Horn

Hillsborough Area Regional Transit Authority (HART) Bus Rapid Transit (BRT) North-South MetroRapid Preliminary and Final Design Services, Tampa, FL — Project engineer. Kimley-Horn provided design services to implement the first BRT project for the Hillsborough Area Regional Transit Agency (HART). The North-South MetroRapid project was the first in the region and a first for Florida's west coast. MetroRapid is HART's signature BRT service that provides additional passenger conveniences, including enhanced buses, 10-minute headways during peak hours and 15 minutes during non-peak hours, and traveler information systems. The MetroRapid project spans 17.5 miles of roadway and has 65 signature stations to serve passengers.

Tampa International Center (IKEA), Tampa, FL — Project engineer on the Kimley-Horn team that provided design of off-site improvements associated with an IKEA store. The improvements included the jack and bore design of a gravity sanitary sewer connection to an existing gravity system that was located under SR 60 in downtown Tampa. Additional elements of the overall design included stormwater management design for the proposed project, a proposed right-turn lane and new driveway on 22nd Street, and a proposed right-turn lane, bus pull-out, median modifications, and pedestrian improvements on SR 60. Tasks also included construction phase services and permitting through SWFWMD, FDOT, and the City of Tampa.

Confidential Hospital, Pasco County, FL — Project manager. Kimley-Horn is providing due diligence services for this confidential hospital project. Our specific services included document review, Phase I and Phase II environmental reports, wetland and tree surveys, and a natural resource assessment. In addition, Kimley-Horn provided language specification for entitlements and roadway plans completed by a third-party.

Biosolids Facility, Pasco County, FL — Project engineer. Kimley-Horn provided civil engineering and environmental services for this three-acre biosolids facility. The Pasco County Biosolids Facility processes 50,000 wet tons of wastewater sludge per year to produces Class AA Biosolids via Solar Drying Paired with Limited Fossil Fuel Pasteurization. Our specific civil engineering services included site grading, site utilities (water and sewer services), stormwater facilities design/management, pavement design, and associated site improvements. In addition, our environmental professionals provided gopher tortoise survey and relocation services for this project.

Sunchaser Parcel G and J, Pasco County, FL — Project engineer that performed design and permitting for approximately 14 acres of more than 100,000 square feet of light industrial located on SR 52 in Pasco County. This project required extensive coordination with Pasco County, Florida Department of Transportation (FDOT), and Pasco County Utilities.

Christopher Hatton, P.E.

Transportation Engineer

Christopher has 30 years of experience involving traffic and transportation engineering services and studies, corridor studies, circulation and parking studies, and planning services. His principal areas of practice include performing regional and traffic impact analyses associated with public and private development, impact fee studies, and multimodal planning and analyses. He has transportation planning and traffic engineering experience on dozens of public sector projects involving traffic/ transportation engineering services and studies, planning services, corridor studies, circulation and parking studies, concurrency programs, and capital improvement programs.

SPECIAL QUALIFICATIONS

- 30 years of professional experience, including performing regional and traffic impact analyses, multimodal planning and evaluation analyses, and Complete Street planning services
- Serves as Project Manager for a wide range of traffic planning and transportation operation projects
- Served as President of the Tampa Bay Applications Group from 1999-2006; currently serves on the Advisory Board
- Awarded 2020 "Transportation Professional of the Year" by the Institute of Transportation Engineers – Greater Tampa Bay Chapter

PROFESSIONAL CREDENTIALS

- Master of Science, Civil Engineering (Transportation), Georgia Institute of Technology, 1991
- Bachelor of Science, Civil Engineering, Georgia Institute of Technology, 1990
- Professional Engineer in Florida, #48905, March 1, 1995
- Professional Affiliations: Institute of Transportation Engineers (ITE), Tampa Bay Applications Group, President 1999-2006

RELEVANT EXPERIENCE

Benderson's The Mall at University Town Center, Sarasota, FL
Project Manager for the transportation services conducted for a substantial deviation of the Sarasota Interstate Park of Commerce/University Town Center DRI for Benderson Development. The substantial deviation increased the retail and office buildout entitlements from 1,680,000 SF and 220,000 SF, to 2,280,000 SF and 320,000 SF, respectively. Benderson engaged Kimley-Horn to prepare a transportation analysis to determine its proportionate share obligations based upon current legislation, which would be attributable to the proposed substantial deviation. The Kimley-Horn team working on the project included engineers that worked on the DRI modifications Benderson began pursuing in 2004, and who prepared the Annual Traffic Monitoring reports for the project since that time. Kimley-Horn conducted analyses of the existing and future roadway and intersection operating conditions in proximity of the project, with the primary focus that the principles of mobility and new urbanism, which were originally intended for the project, would be implemented and successful. Kimley-Horn assembled its transportation planning experts throughout the country to lend their expertise to the project, as well as the transportation staff of impacted and interested governmental agencies and their consultants, including FDOT Central Office, FDOT District One, Sarasota County, and Manatee County. These stakeholders developed a proportionate share commitment and Transportation Demand Management (TDM) Plan by Benderson that would concurrently (1) regionalize the visions and strategies initially set forth for the DRI, and (2) confirm that implementation of those strategies will be successfully and timely achieved, but also evaluated and refined each year.

City of Sarasota Transportation Engineering Services, Sarasota, FL
Project Manager for Kimley-Horn team that served the City of Sarasota on this transportation engineering services contract since 1988. Serving as project engineer providing transportation engineering services for land development projects within the City of Sarasota. Responsibilities include determining expected project impacts of developments (including vehicular, pedestrian, bicycle, transit), addressing safety and operational concerns related to expected project impacts, and analyzing and evaluating appropriate mitigation (if necessary) to address project impacts.

Downtown Sarasota Mobility Study, Sarasota, FL — Project Engineer that assisted both FDOT District One and the City of Sarasota in the implementation of the Sarasota City Plan. Our tasks included identifying prioritized recommendations to modify and enhance the area's transportation network. We quantified multimodal levels of service for the automobile, bus, bicycle, and pedestrian elements, and developed conceptual design recommendations. Our effort also included detailed computer simulation of all the modes and an extensive public involvement program.

Bee Ridge Road/Cattleman Road Area Linked Trip Analysis, Sarasota County, FL — Project Manager for the Kimley-Horn team that conducted a transportation analysis to identify additional capacity at the Bee Ridge Road/Cattlemen Road intersection in Sarasota County. The additional capacity was researched through a trip linking/sharing analysis of vested traffic. The study was conducted in close cooperation with the Sarasota County Transportation Planning (SCTP) staff. Study methodologies were developed jointly with SCTP staff and the County used the results in future analyses of traffic in this area.

Center Road Improvements, Sarasota County, FL — Traffic Engineer for the firm's design services for Center Road from the intersection of Jacaranda Boulevard east about 3.6 miles to River Road. The project will replace the existing two-lane paved arterial roadway with a four-lane section, including full buildout intersections where appropriate.

Gateway to Sarasota Development of Regional Impact, Sarasota, FL — Team Member providing permitting, drainage, master utility, and traffic services for this 100-acre commercial DRI at the intersection of I-75 and SR 780, which includes office, retail, restaurants, hotels, and a gas station. The firm worked with the land planner and attorney through the DRI process, produced construction plans for extending North Cattlemen Road, and relocated an FPL major transmission main and a Sarasota County water transmission main. Approval for the project was provided in phases so that initial elements of the project could be developed without the large initial infrastructure costs that would normally have been required for a similar DRI.

Palmer Ranch Development, Sarasota County, FL — Assistant Project Manager for an in-depth study of the entire 10,000-acre development. Provided FSUTMS modeling for a future roadway network that would best alleviate future offsite impacts from the development. The firm provided a full range of services including site civil and traffic engineering, roadway design, surveying, stormwater management, wetland restoration and mitigation, wildlife habitat preservation, permit coordination, and construction phase services. Palmer Ranch is an award-winning showcase project approved for 10,500 homes, 1.8 million square feet of office and light industrial space, and 1.5 million square feet of retail space.

Sarasota Bayfront Master Plan, Sarasota, FL — Project Engineer for Kimley-Horn team. As a subconsultant to another firm, Kimley-Horn is providing professional engineering services for a long-term master plan that will establish cultural and economic legacy for the region while ensuring open, public access to the Bayfront. Specific services include analyses of circulation and parking conditions, development of a connectivity plan and parking strategy that encompasses a high-level transportation network. The network will include walking and bicycle access, transit access/circulation, vehicular traffic flow, emergency vehicle access, maintenance access, deliveries, and special event access and traffic circulations. Additionally, the team is managing the regulatory process, which is anticipated to include permitting from the following agencies: Florida Department of Environmental Protection (FDEP), U.S. Army Corps of Engineers (USACE), Sarasota County, and Federal Emergency Management Agency (FEMA).

Sarasota Square Mall Expansion (includes U.S. 41 Sidewalk Construction), Sarasota, FL — Project Engineer for Kimley-Horn team. This $10-million project included the expansion and renovation of the existing Sarasota Square Mall and included a new theatre. Kimley-Horn's services included entitlements, conceptual land planning, preparation of construction plans and permits, landscape and hardscape design, construction phase services, and certifications.

Kimley»Horn

Becca Bond, P.E.

Transportation Engineer

Rebecca (Becca) has over six years of civil engineering experience. Becca is a licensed Professional Engineer in both Florida and Texas. For two years, Becca worked in site development engineering for local and national private clients before transitioning to transportation and traffic engineering. Over the past four years, Becca has developed a focus in transportation planning and traffic operations and has extensive experience working with private development to prepare traffic impact assessments for developments of all sizes and complexities. Becca serves as a project manager for a wide range of transportation studies and traffic impact analyses for various sized retail, multifamily, single-family, industrial, and mixed-use developments. Her software experience includes Synchro and Florida Standard Urban Transportation Modeling Structure (FSUTMS).

Professional Credentials

- Bachelor of Science, Engineering Science, Trinity University
- Professional Engineer in Florida, #93870
- Professional Engineer in Texas, #142256

Relevant Experience

- One Tampa – 507 N Ashely Dr – Traffic Impact Analysis – Tampa, Hillsborough County, FL
- East River Ranch General Development Plan Traffic Impact Statement – Manatee County, FL
- East River Comprehensive Plan Amendment Traffic Impact Statement – Manatee County, FL
- Heritage Harbour DRI Amendment Traffic Impact Statement – Manatee County, FL
- Watercolor North Cottages FSP Traffic Impact Analysis – Manatee County, FL
- Avery at Port Charlotte Rezoning Traffic Impact Statement – Charlotte County, FL
- French Parcel Development Order Traffic Impact Analysis – Lee County, FL
- Golden Gate Commerce Park PUD Traffic Impact Statement – Collier County, FL
- Collier Boulevard Mixed Use PUD Traffic Impact Statement – Collier County, FL
- Florida International Tradeport Comprehensive Plan Amendment Traffic Impact Analysis – Manatee County, FL
- Florida International Tradeport General Development Plan Traffic Impact Analysis – Manatee County, FL
- Whiskey Joes & Hotel – Traffic Impact Statement – Charlotte County, FL
- Cypress at I-75 & Colonial – Traffic Impact Analysis – Fort Myers, Lee County, FL
- Vida San Antonio Master Plan Traffic Support and Traffic Impact Analysis – San Antonio, TX
- AT&T Center Special Event Management Evaluation – Bexar County, TX
- TxDOT San Antonio District On-Call Traffic Engineering – San Antonio, TX
- City of San Antonio Vision Zero Program Implementation Design – San Antonio, TX
- New Braunfels 2020 HSIP Design, New Braunfels, TX
- Legacy Traditional School Traffic Impact Analysis and Circulation Planning – Cibolo, TX
- Solana Development Traffic Impact Analysis – San Antonio, TX
- Big Country Development Traffic Impact Analysis – San Antonio, TX
- Tesla Collision Repair Center Traffic Impact Analysis – San Antonio, TX
- Kyle Seale Multifamily Traffic Impact Analysis – San Antonio, TX
- Miro Tract Traffic Impact Analysis – San Antonio, TX
- Calaveras Farms Traffic Impact Analysis – San Antonio, TX
- Alsatian Oaks Traffic Impact Assessment and Improvement Design – San Antonio, TX

STEARNS WEAVER MILLER

David M. Smith

Director of Development & Zoning
Tampa Office
dsmith@stearnsweaver.com
Phone: 813-222-5010

PRACTICE AREAS

- Land Development
- Litigation- Land Use, Environmental & Property Rights
- Environmental
- Real Estate
- Construction
- Planning/GIS Services
- Transportation

OVERVIEW

*Non-Lawyer

David M. Smith serves as an in-house consultant in the Land Use and Environmental Department. David's background is in permitting, planning, development, growth management and governmental regulation. He came to the Firm in 1990 from the Hillsborough County Government, where he worked for fourteen and a half years in community development, planning, zoning, and permitting. During his employment with Hillsborough County, he was Manager of Administration and Planning for the County's Community Development Block Grant program, South County Planning Manager and was the County Planning Department representative during all public hearings on the 1989 amendment of the County Comprehensive Plan under the State's Growth Management Act.

He received his undergraduate degree from Furman University and his MBA from the University of South Florida. David's role at the Firm is that of in-house consultant regarding planning, zoning, permitting, and governmental regulation. His involvement spans all practice areas of the Firm ranging from litigation to transaction. David has also been involved extensively in comprehensive planning, rezoning and land use, as well as eminent domain takings and property rights issues ranging from road widenings and school sites to height restrictions. His expertise and knowledge of zoning, planning, development, and permitting, and his experience managing planners and engineers, provides the Firm with an in-house capability to conduct real estate due diligence, address code enforcement, zoning and development issues, expedite permitting and to assess takings and property rights issues. David provides in-house capability to not only identify key issues but to effectively deal with land use and permitting issues directly or as needed, assemble and coordinate a team of experts to address issues and process a case through the system to conclusion.

REPRESENTATIVE EXPERIENCE

Obtained a zoning modification on behalf of Piedmont Companies, a developer of Goodwill Industries projects across the country. The 212,000 square foot facility in Hillsborough County will serve a 10-county area, employing over 100 individuals with disabilities and special needs. It is Goodwill Industries-Suncoast, Inc.'s first "build to suit" distribution center in its central Florida territory and will be used as a model for future facilities.

Negotiated development agreement and zoned 26 acre Housing Authority property for redevelopment into 1,500 units, 180,000 s.f. office, hotel and 85,000 s.f. of retail.

Obtained zoning approval for mixed use residential property in Hillsborough County for 2,200 units.

Performed due diligence on Florida properties in association with multi-state portfolio purchase.

Obtained zoning for the first residential tower on the west coast of Florida exceeding fifty stories.

Coordination of due diligence on numerous hotel and residential project acquisitions and dispositions.

Appear before local government and regional planning councils as developer applicant representative seeking residential, commercial and mixed use development approvals.

Represent developers and investors in acquisition, zoning and development of commercial, hotel, residential and mixed use projects

Represent developers and operators in permitting, code compliance and enforcement matters.

Represent land owners and developers in annexations and comprehensive plan amendments.

Represent developers in the Development of Regional Impact process.

PROFESSIONAL & COMMUNITY INVOLVEMENT

American Planning Association (APA)

Tampa Bay Builder's Association (TBBA)

PUBLICATIONS & PRESENTATIONS

Land Development News Update, Publications: Hillsborough County Studying Comprehensive Plan Updates to Facilitate Affordable Housing
Stearns Weaver Miller News Update | July 2021

Land Development News Update, Publications: Update: Tampa Bay Local Governments Continue to Enact Burdensome Moratoria
Stearns Weaver Miller News Update | April 2021

Land Development News Update, Publications: Hillsborough County Moving Quickly in Proposal to Take Away Density from Rural and Agricultural Landowners
Stearns Weaver Miller News Update | March 2021

Land Development News Update, Publications: City of Tampa Holds Important Workshop on Changes in Land Use and Development Policies

Stearns Weaver Miller News Update | November 2020

COVID News Update, Government & Administrative News Update, Government Affairs News Update, Land Development News Update, Publications: COVID-19 Legal Compass | Timely and Significant COVID-19 Updates
Stearns Weaver MIller News Update | March 2020

Land Development News Update, Publications: Hillsborough County Sets Aggressive Twelve Program to Remake Development Policies - and Increase Fees
Stearns Weaver Miller News Update | February 2020

Land Development News Update, Publications: Hillsborough County Continues Discussion on Changes in Land Use and Development Policies to Prepare for Smart and Sustainable Growth
Stearns Weaver Miller News Update | January 2020

Land Development News Update, Publications: Major Land Use and Development Policies Discussions Continue in Hillsborough County
Stearns Weaver Miller News Update | January 2020

Land Development News Update, Publications: Friday Deadline for Hillsborough County's Final Impact Fee Buyback Solicitation
Stearns Weaver Miller News Update | July 2019

Land Development News Update, Publications: What's Developing | Spring 2019
Stearns Weaver Miller News Update | April 2019

Land Development News Update, Publications: Why Developers and Landowners Should Engage in the U.S. Census Bureau's Designation of Places and Census Tracts Over the Next Three Months
Stearns Weaver Miller News Update | February 2019

Land Development News Update, Publications: Opportunities to Reduce Mobility Fees and Monetize Impact Fee Credits as Hillsborough County's Mobility Fee Takes Effect
Stearns Weaver Miller News Update | January 2017

Land Development News Update, Publications: Golf Course Redevelopment Team Update: National and Florida Trends and Recent Local Government Regulatory Responses
Stearns Weaver Miller News Update | July 2016

Land Development News Update, Publications: Hillsborough County's Mobility Fee Ordinance Likely to Affect Existing, Ongoing, and Future Projects
Stearns Weaver Miller News Update | April 2016

Land Development News Update, Publications: Hillsborough County Releases Draft Mobility Fee Ordinance Ahead of March 24 Commissioner Workshop
Stearns Weaver Miller News Update | March 2016

Land Development News Update, Publications: Hillsborough County's Mobility Fee Proposal to Affect Ongoing Projects and Development Agreements
Stearns Weaver Miller News Update | December 2015

Land Development News Update, **Publications**: **New Mobility Fees on the Horizon in Hillsborough County**
Stearns Weaver Miller News Update | November 2015

EDUCATION

M.B.A., Muma College of Business, University of South Florida, 1984

B.A., Furman University, 1975

PARTY OF RECORD

NONE