



1.0 APPLICATION SUMMARY

Applicant: S. Elise Batsel, Esq., c/o Stearns Weaver Miller

FLU Category: ICMU-35

Service Area: Urban

Site Acreage: 4.7 +/- Acres

Community Plan Area: University

Overlay: None



Introduction Summary:

The applicant is requesting to modify the PD as most recently modified under PRS 24-0634 to combine Blocks 5 and 9 into a larger block to allow for out parcels and multi-family residential dwellings including conventional and carriage house units.

Existing Approval(s):	Proposed Modification(s):
Condition 5.2: With the exception of Block 6, maximum block perimeters shall be 2,500 linear feet. With the exception of Block 2, blocks shall be bounded on all sides by streets.	With the exception of Block 6, maximum block perimeters shall be 2,500 linear feet. With the exception of Blocks 2 and 9, blocks shall be bounded on all sides by streets.
Condition 5.21 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;	Addition to Condition 5.21 a.: However, in the event only Block 9 is redeveloped the northern 40 foot portion of a Type B Street Typical section shall be constructed prior to Certificates of Occupancy for development on Block 9. Thereafter, the southern portion of the Type B Street Typical section shall be required to be constructed at such time as Block 13 is redeveloped;
Condition 9 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.	Condition 9 b.: The developer shall provide, in a location mutually agreeable to HART and Developer, 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, 2027, or concurrent with the initial increment of (re)development within blocks 10, 11, 14, or 15, whichever occurs earlier.
Condition 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.	Condition 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 to the N 19th Street right-of-way as noted on pages 1, 3, 6 of 7 of the PD Plan set.

APPLICATION NUMBER: PRS 26-0012

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

Additional Information:

PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

Planning Commission Recommendation:

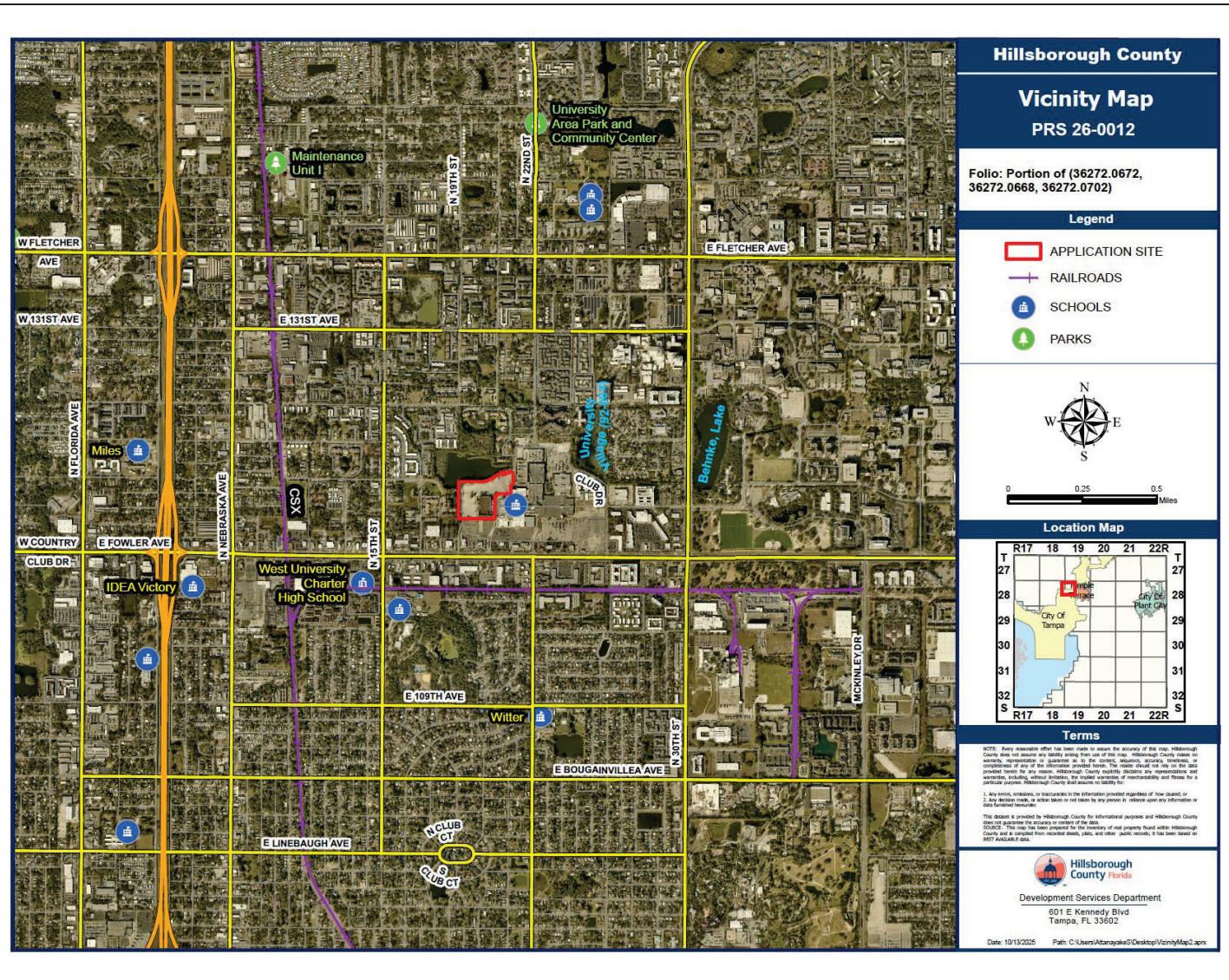
Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

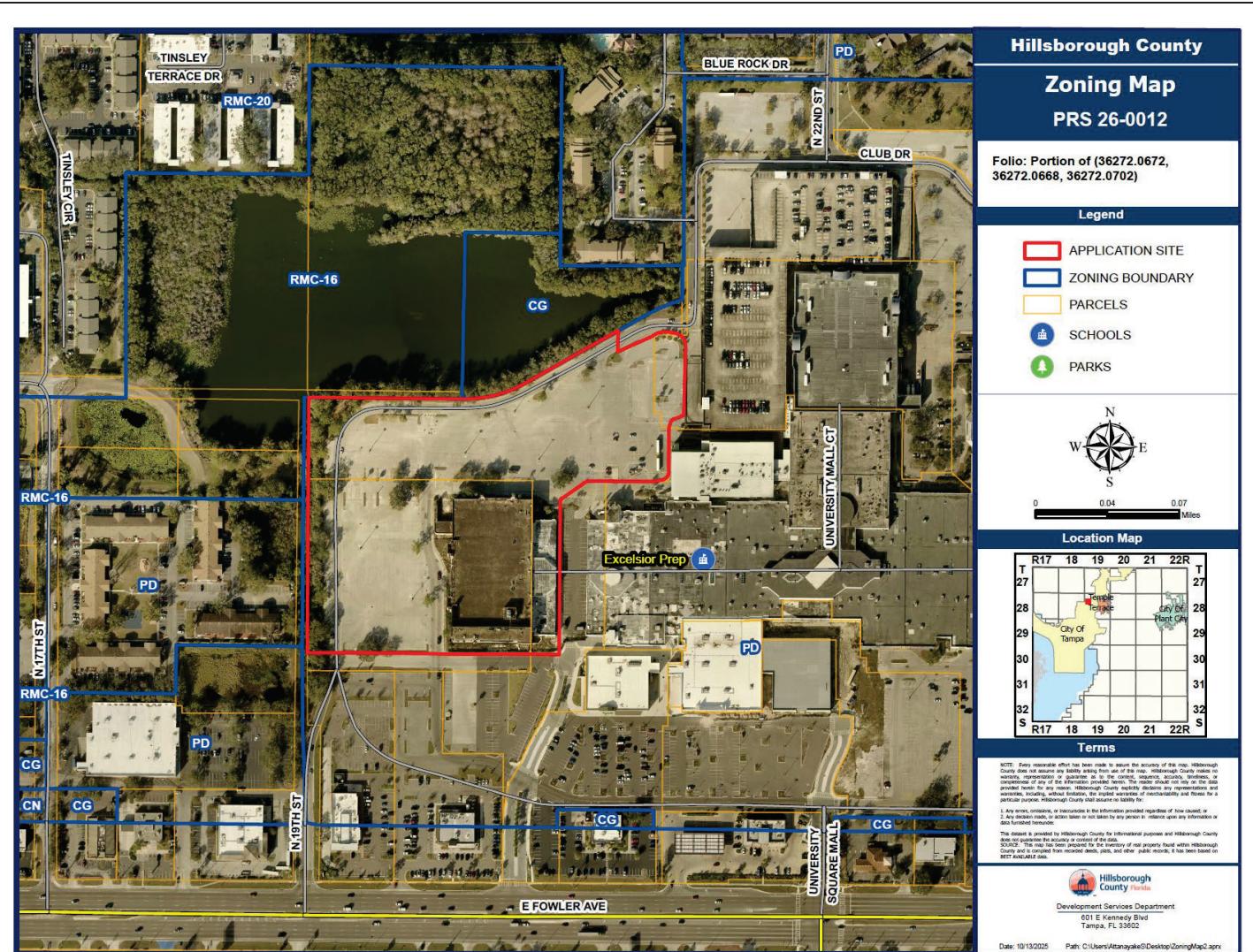


Context of Surrounding Area:

The proposed modification is within the northwestern corner of the existing University Mall Planned Development where N 19th Street ends located on the northern side of E Fowler Ave. east of Interstate 275. The surrounding areas consist of a mix of uses including multi-family, shopping centers, retail, institutional, hospitals, research facilities, and office. The subject site is adjacent to the City of Tampa and near the USF campus, Moffit Cancer Center and the James A Haley Veterans Hospital.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

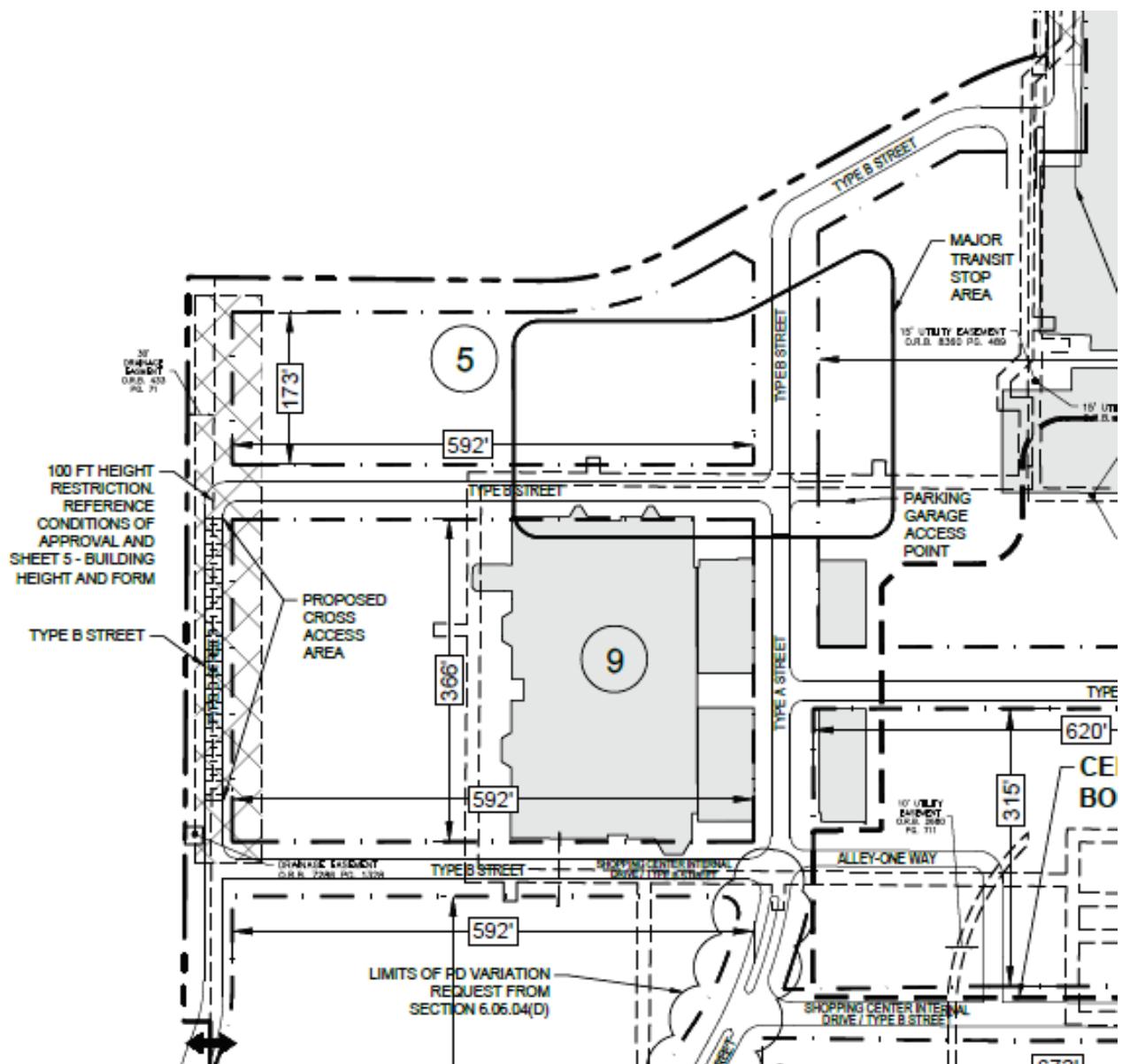


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RMC-16, CG	16 DU per GA /FAR: NA, 0 DU per GA /FAR: .27	Residential, Multi-Family Conventional, Commercial, General	County owner retention pond
South	PD (24-0634)	35 DU per GA, FAR: 0.5 - 2.0	Multi-family, Commercial, Office, Institutional	Surface Parking
East	PD (24-0634)	35 DU per GA, FAR: 0.5 - 2.0	Multi-family, Commercial, Office, Institutional	Commercial
West	RMC-6, PD 81-0025	16 DU per GA 20 DU per GA	Multi-Family Residential	Multi-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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

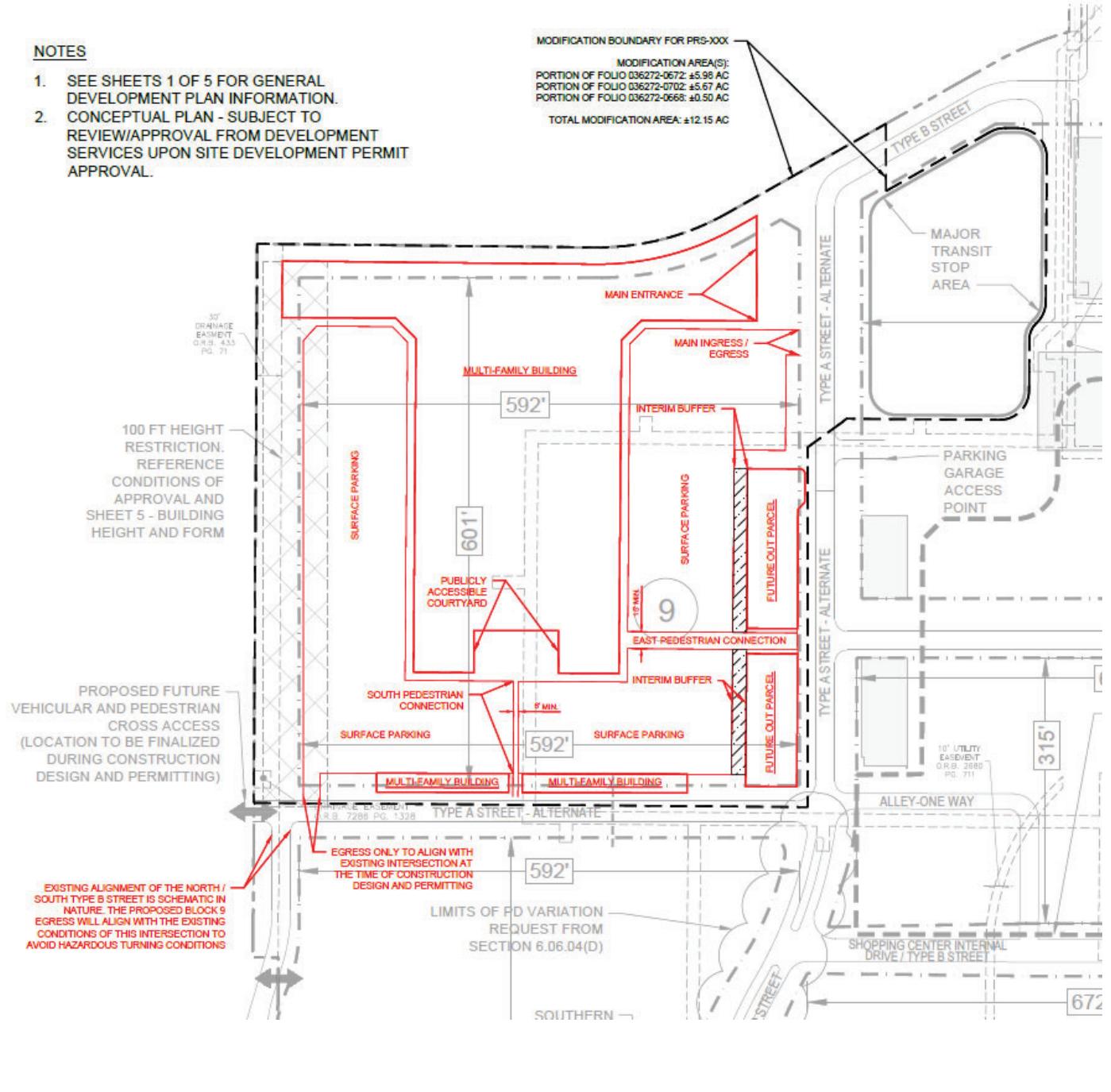


2.0 LAND USE MAP SET AND SUMMARY DATA

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

NOTES

1. SEE SHEETS 1 OF 5 FOR GENERAL DEVELOPMENT PLAN INFORMATION.
2. CONCEPTUAL PLAN - SUBJECT TO REVIEW/APPROVAL FROM DEVELOPMENT SERVICES UPON SITE DEVELOPMENT PERMIT APPROVAL.



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Fowler Ave.	FDOT Principal Arterial - Urban	8 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
22 nd St.	County Collector – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
19 th St.	County Local – Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
University Square Dr.	Private	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Club Dr.	Private	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

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:				

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

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

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed modification is within the northwestern corner of the existing University Mall Planned Development where N 19th Street ends located on the northern side of E Fowler Ave. east of Interstate 275. The surrounding areas consist of a mix of uses including multi-family, shopping centers, retail, institutional, hospitals, research facilities, and office. The PD site is adjacent to the City of Tampa and near the USF campus, Moffit Cancer Center and the James A Haley Veterans Hospital.

The proposal would allow two types of multi-family dwelling units and multiple out parcels along the eastern portion of the modification which can serve to increase the walkability within the PD. While the proposal will combine two blocks into one it is the intent of the applicant to maintain pedestrian connectivity throughout the modification area and the greater PD. The applicant has provided additional conditions that would provide enhancements to the pedestrian connections and main entrance of the multi-family development. While parking for the multi-family units will be gated the pedestrian accesses and courtyard will be accessible to the public.

Within the most recent PD modification the street types along Block 5 and 9 shifted from a Type A street to a Type B Street moving north therefore to mitigate the shift the applicant has provided a Type A – Alternative Street. The alternative street type would provide a 15-foot multi-use path which would increase the safety of the pedestrians and cyclists.

Staff finds that the multi-family units and out parcels as well as the intent to maintain pedestrian connectivity and place making with the main entrance, pedestrian connection paths, and publicly accessible courtyard to the south of the conventional multi-family building would be compatible with the exiting PD and surrounding area. Additionally, the provision of the outparcel spaces along the Type A street would allow future development of mixed uses and/or retail within the proposed Block 9, consistent with the overall intent of the PD and the project.

5.2 Recommendation

Approvable, subject to Conditions of Approval.

Requirements for Certification:

1. Remove note #2 on sheet 7 regarding the plan being "conceptual."

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 12, 2025.

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 often (10) percent open space within the overall PD area.

3. The following setbacks shall apply to the perimeter boundaries of the project unless otherwise noted on the site plan. No internal setbacks shall be required but development shall meet the building separation requirements of the Florida Building Code.

- 3.1 The setback from Fowler Avenue is 25 feet, 20 feet from all other property lines.
- 3.2 The project is not subject to the 2 additional feet of building setback per 1 additional foot of building height over 20 feet found in the Land Development Code (LDC) Part 6.01.01 footnote 8.
- 3.3 Buffer and screening along the perimeter of the project shall be in accordance with the Land Development Code (LDC) Part 6.06.06. Buffer and screening between uses internal to the project shall not be required.

4. The existing development is served by two offsite county drainage ponds and existing onsite development is almost completely impervious. Any additional construction within this site and/or required associated off-site improvements are to meet the criteria set forth within the Stormwater Management Technical Manual in effect at the time of the Construction Plan submittal.

5. To ensure the project develops as a walkable, integrated and connected mixed-use development, the following design principles shall be provided for all new development:

- 5.1 Location of roadways, street types and blocks shall generally conform to the layout as shown on the Sheet 1 of the PD General Site Plan. At each Preliminary Development Site Plan application for specific projects, the developer shall provide a general site plan depicting the subject site development plan within the context of the entire PD zoning district to demonstrate general conformance with the PD General Site Plan. Any deletion of a roadway, change of street type or reconfiguration of blocks that change the basic form of the blocks will require approval by the Board of County Commissioners in accordance with LDC Section 5.03.07.
- 5.2 With the exception of Block 6, maximum block perimeters shall be 2,500 linear feet. With the exception of Block Blocks 2 and 9, 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 67. Design of the streets shall be as indicated on PD General Site Plan Sheet 2 of 67. 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~~ 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 67.
- d. Notwithstanding the interim improvements envisioned to support the increment of development shown on PD General Site Plan Sheet 6 of 67, 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 67; 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 67. 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~~ 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 5.1211.

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~~ 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 5.1211.

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 facade 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 5.18. On street parking abutting such use may be eliminated per condition 5.3.

5.1312 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.

5.1413 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.

5.1514 On 'A' Streets, loading areas shall be enclosed by architectural screen or operable doors. Loading doors shall be closed when not in operation.

5.1615 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.

5.1716 For new parking structures abutting streets, all walls, including the rear wall, shall conform with the facade 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.

5.1817 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.

5.1918 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 2 of 7 and condition 5.3.

5.2019 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.

5.2420 Notwithstanding any other provision of condition 5 to the contrary, the New Retail Area depicted on PD General Site Plan Sheet 6 of 67 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 67 and 6 of 67. 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 Standard Typical Section or Type B Street-Alternate Typical Section shall be constructed in its place. However, in the event only Block 9 is redeveloped the northern 40 foot portion of a Type A Alternate Street Typical Section shall be constructed prior to Certificates of Occupancy for development on Block 9. Thereafter, the southern portion of the Type A Street Alternate Typical Section shall be required to be constructed at such time as Block 13 is redeveloped;
- b. If the New Retail Area within Block 10 as shown on PD General Site Plan Sheet 6 of 67, 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 67, 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 67, 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.

5.2221 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 67. 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).

5.2322 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 67.

5.23 Notwithstanding any other provision of Condition 5 to the contrary, the multi-family and outparcel development shall be developed in accordance with the following:

- a. A wall or a hedge with a (minimum 42 inches high and a maximum of 72 inches high) shall be provided within the area labeled "Interim Buffering" on Sheet 7 of 7 if all of the following occur: (i) the multifamily uses are developed on Block 9 prior to the outparcels, (ii) 24 months have elapsed after the multifamily development receives the final Certificate of Occupancy, and (iii) the Applicant has not submitted building permit applications for the outparcels.
- b. The Applicant will provide a minimum of two of the following open space enhancements to the Main Entrance/Main Ingress/Egress area labeled on Sheet 7 of 7: accent hardscapes, public art, outdoor seating, pedestrian down lighting, water feature, or enhanced landscape element.
- c. The Applicant will provide a minimum of two of the following open space enhancements to the areas labeled "South Pedestrian Connection" on Sheet 7 of 7: accent hardscapes, public art, outdoor seating, pedestrian down lighting, water feature, or enhanced landscape element.
- d. The Applicant will provide a minimum of two of the following open space enhancements to the areas labeled "East Pedestrian Connection" on Sheet 7 of 7: accent hardscapes, public art, outdoor seating, pedestrian down lighting, water feature, or enhanced landscape element.
- e. The East Pedestrian Connection within Block 9 shall be a minimum of 15 feet in width.
- f. The South Pedestrian Connection within Block 9 shall be a minimum of 6 feet in width.
- g. The East Pedestrian Connection, the South Pedestrian Connection and the Publicly Accessible Courtyard on Sheet 7 of 7 shall be publicly accessible.
- h. The development of Block 9 shall be substantially similar to the layout set forth on Sheet 7 of 7.
- i. Development of Block 9 shall comply with the requirements of Conditions 5.5, 5.6, 5.12, 5.13, and 5.14.

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 57 (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.

7.1 Where alternative intersection designs are proposed or may be necessary in the future, all buildings and vertical structures shall be set back to accommodate all elements of the intersection including the pedestrian and bicycle elements of the corresponding internal street type.

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. in a location mutually agreeable to HART and Developer, 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 may be 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 as noted on pages 1, 3, 6 of 7 of the PD Plan set.

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 67 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.
22. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PRS 26-0012 unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:



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.

APPLICATION NUMBER: PRS 26-0012

ZHM HEARING DATE: NA

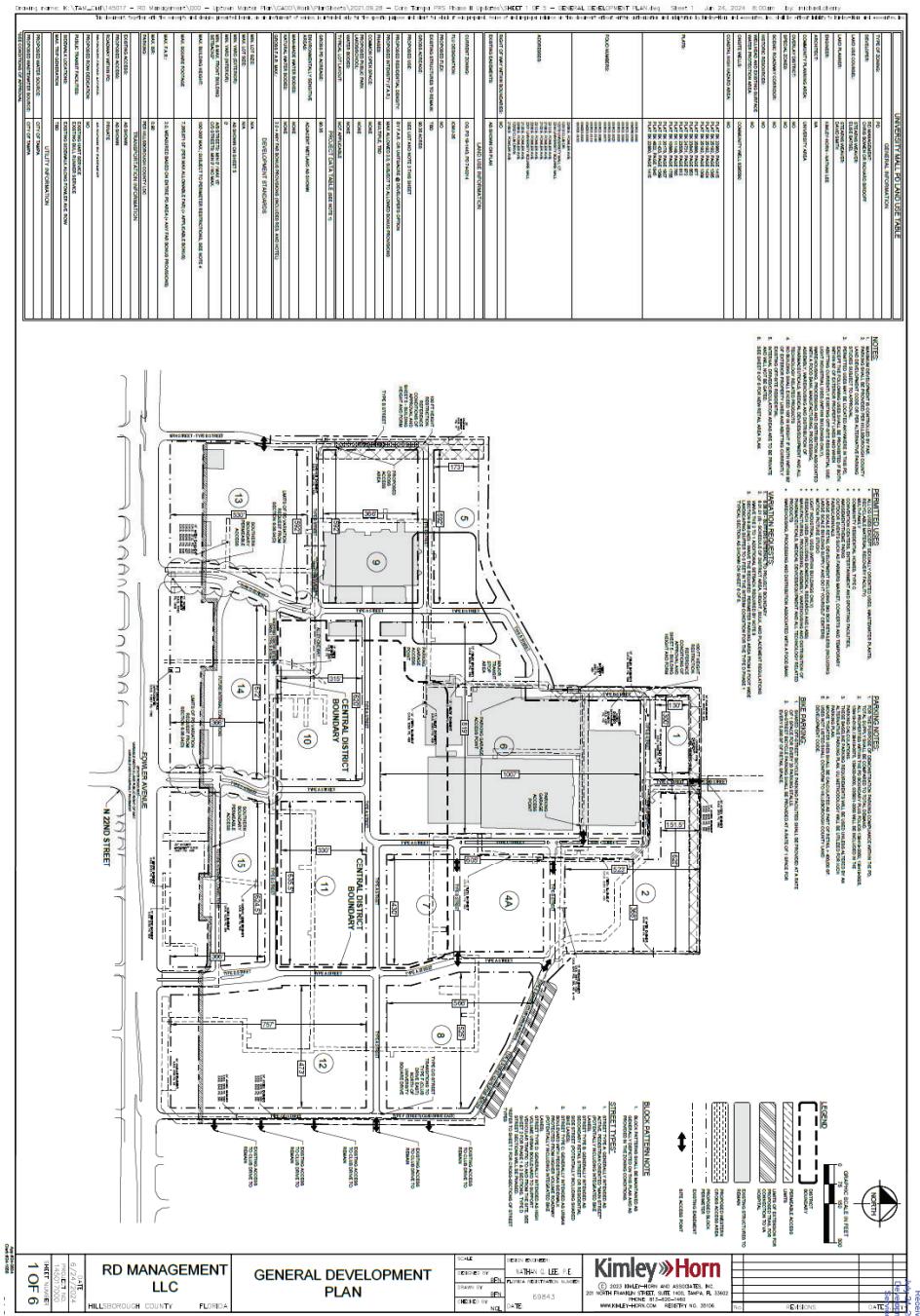
BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

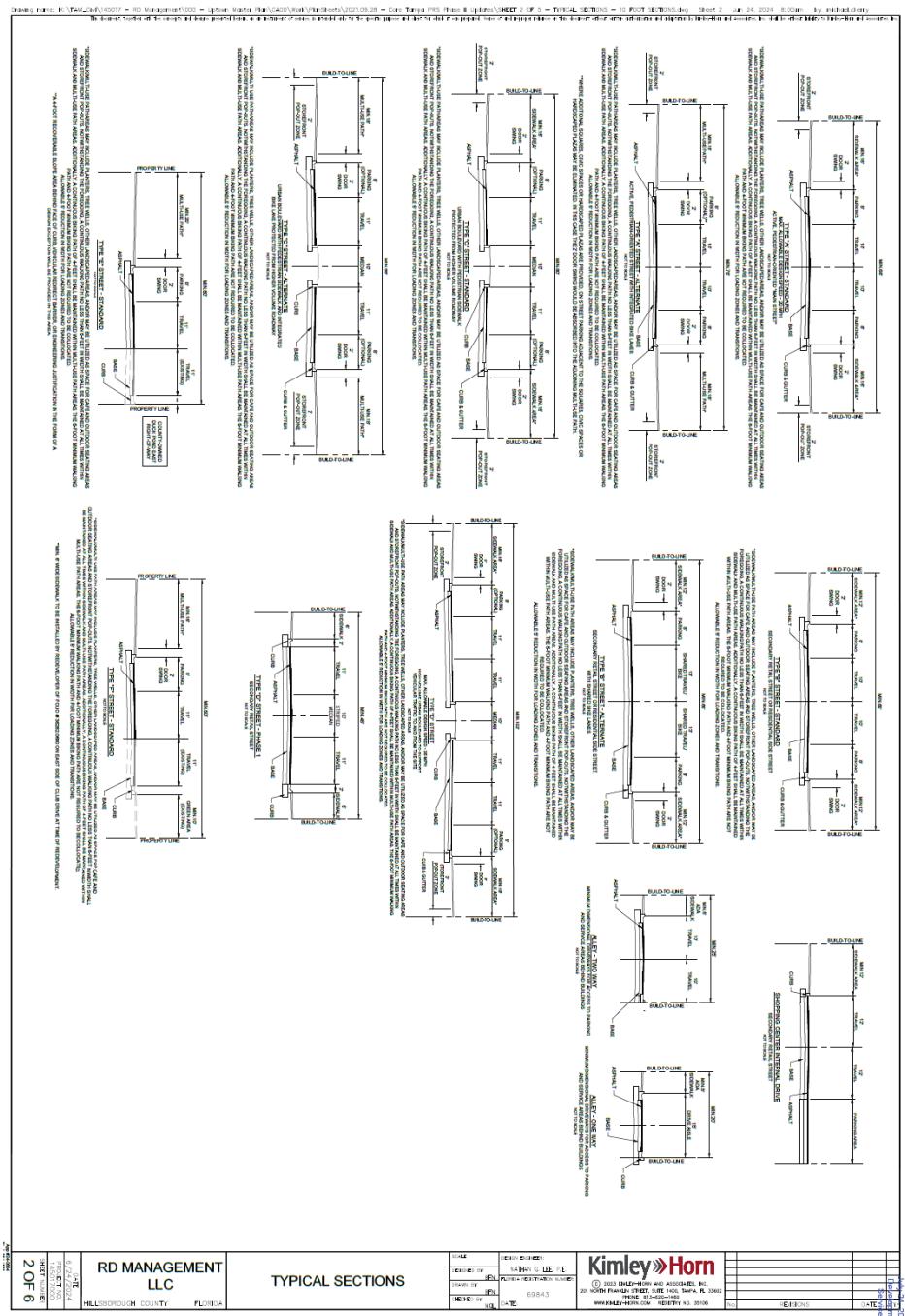
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8.1 Approved Site Plan (Full)



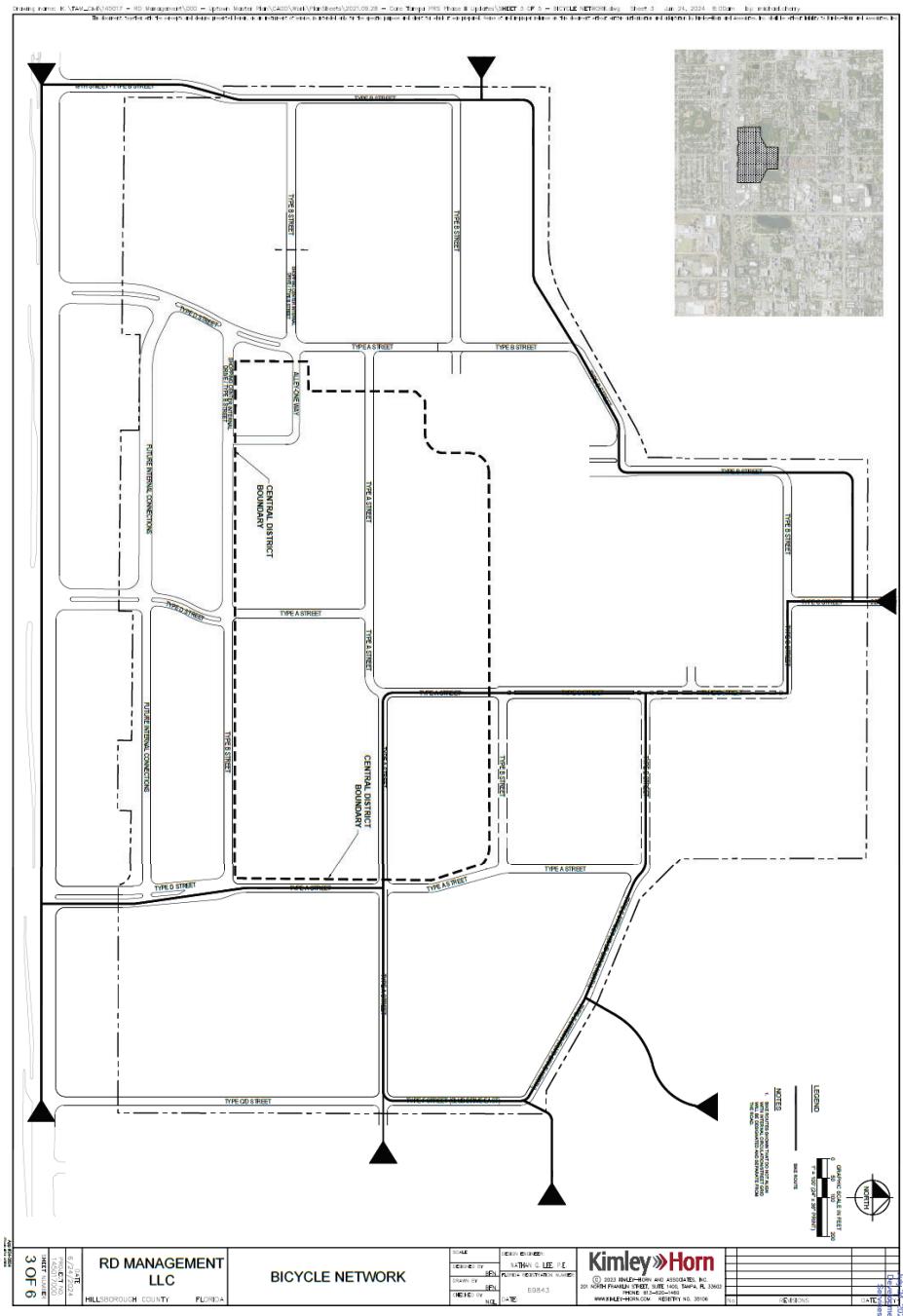
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8.1 Approved Site Plan (Full)



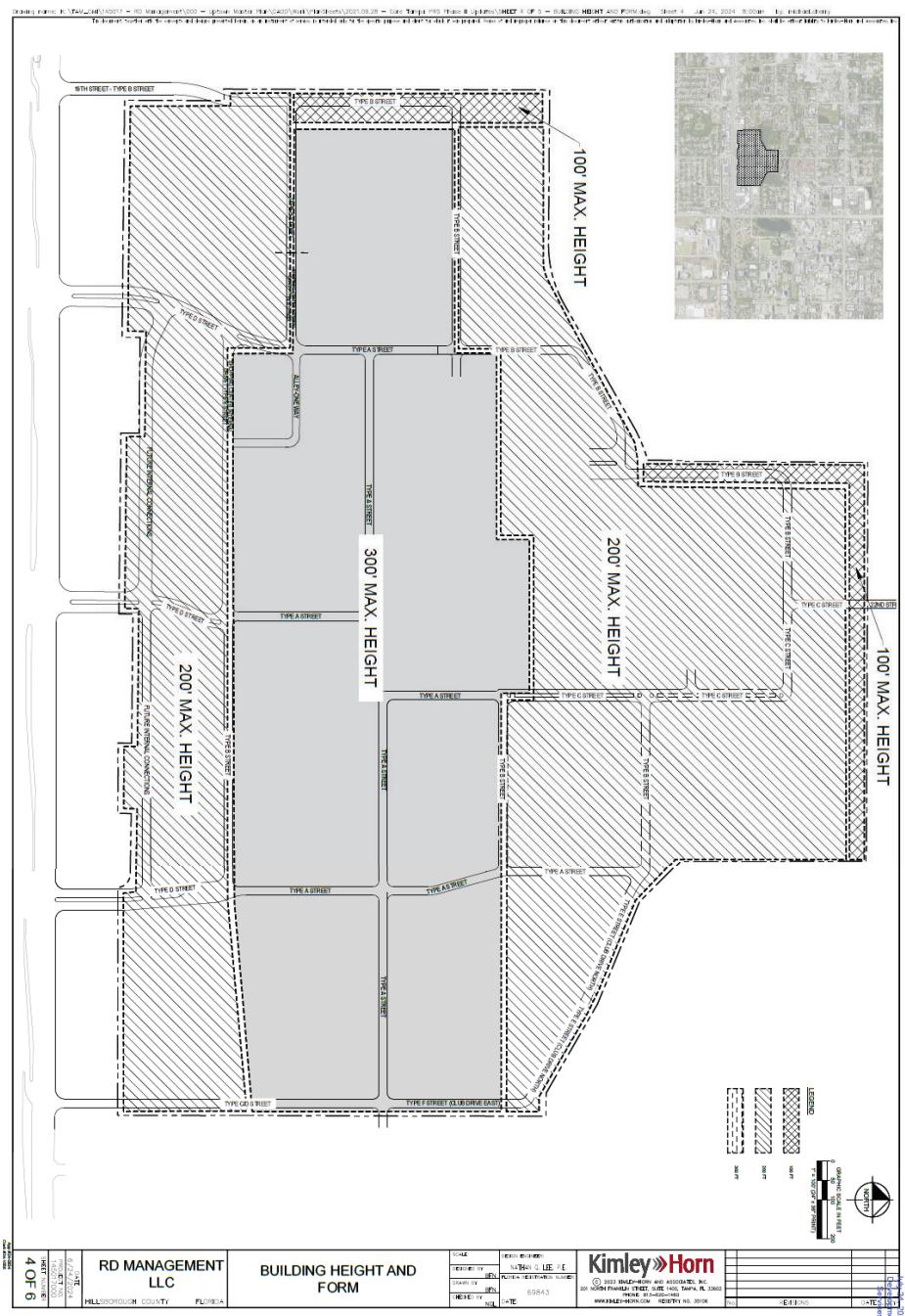
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8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

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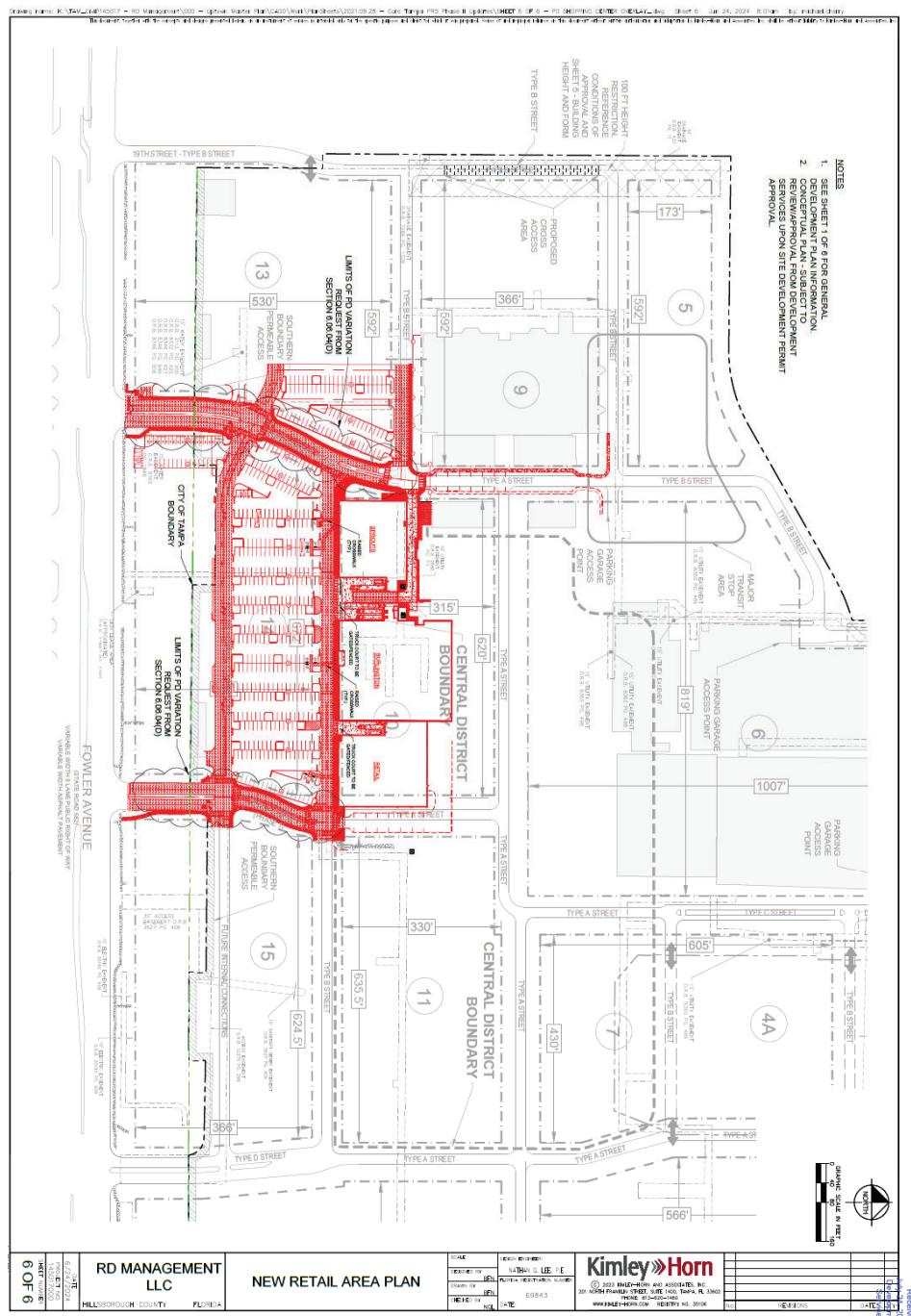


8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

8.0 SITE PLANS (FULL)

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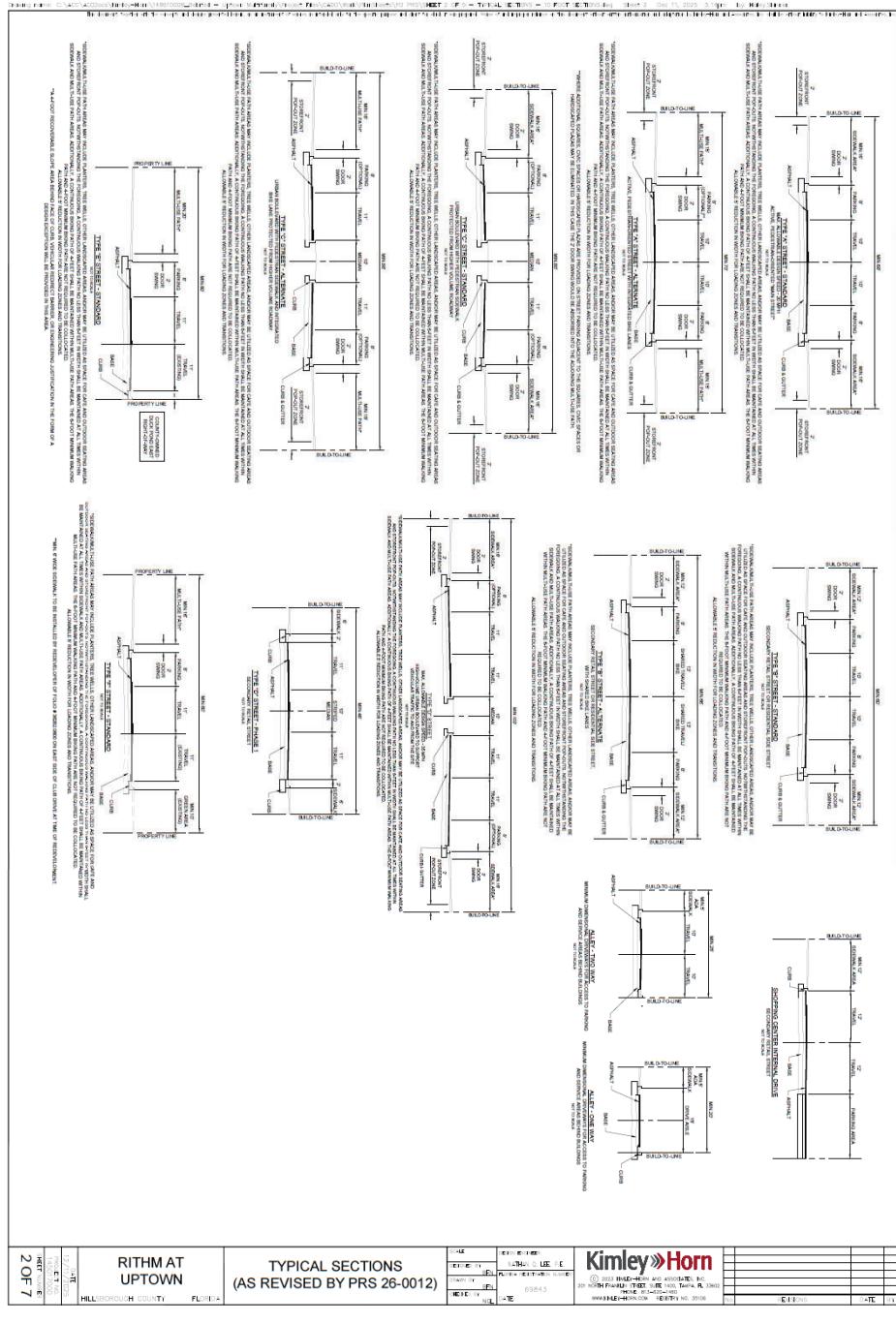


8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

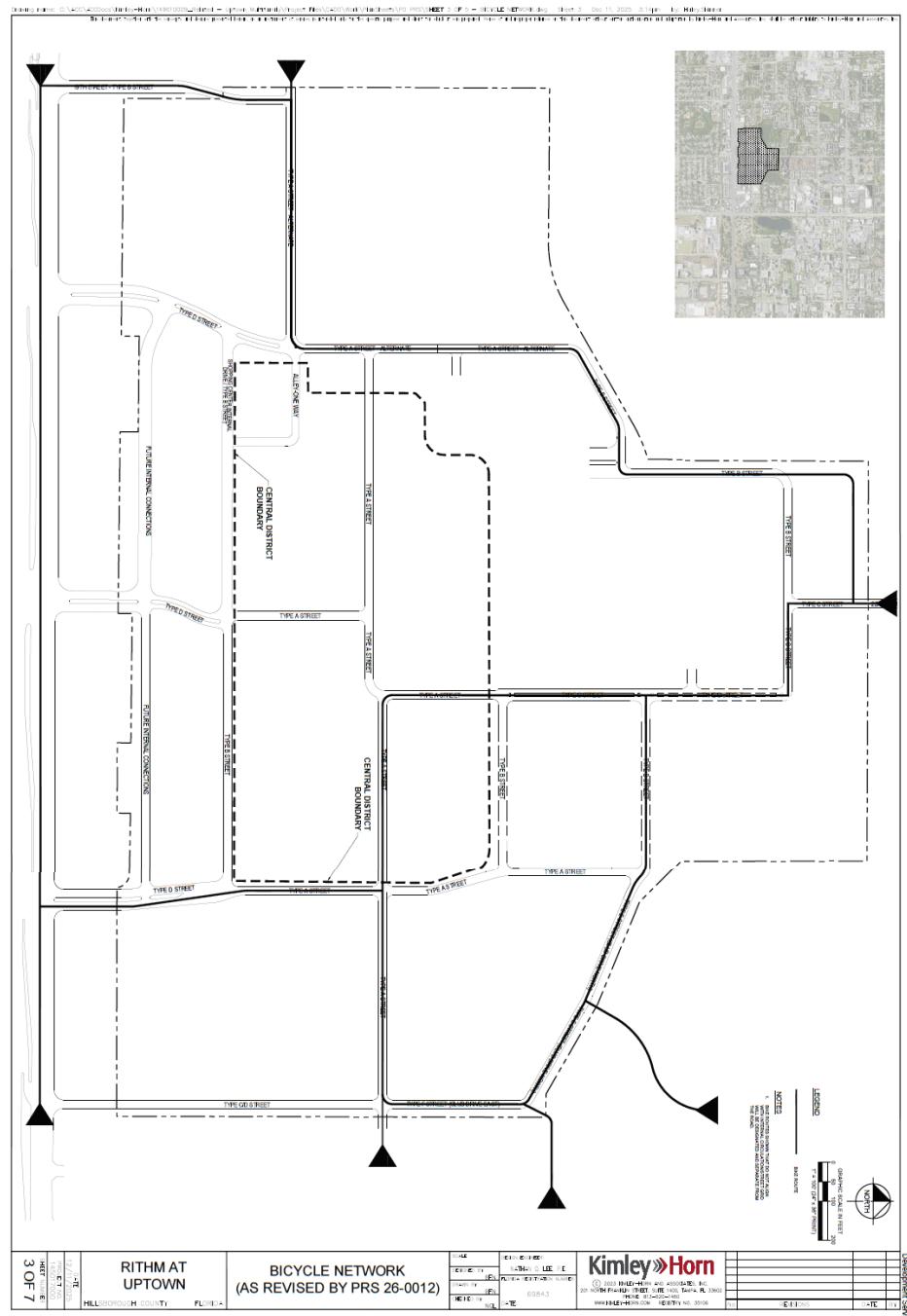
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8.2 Proposed Site Plan (Full)



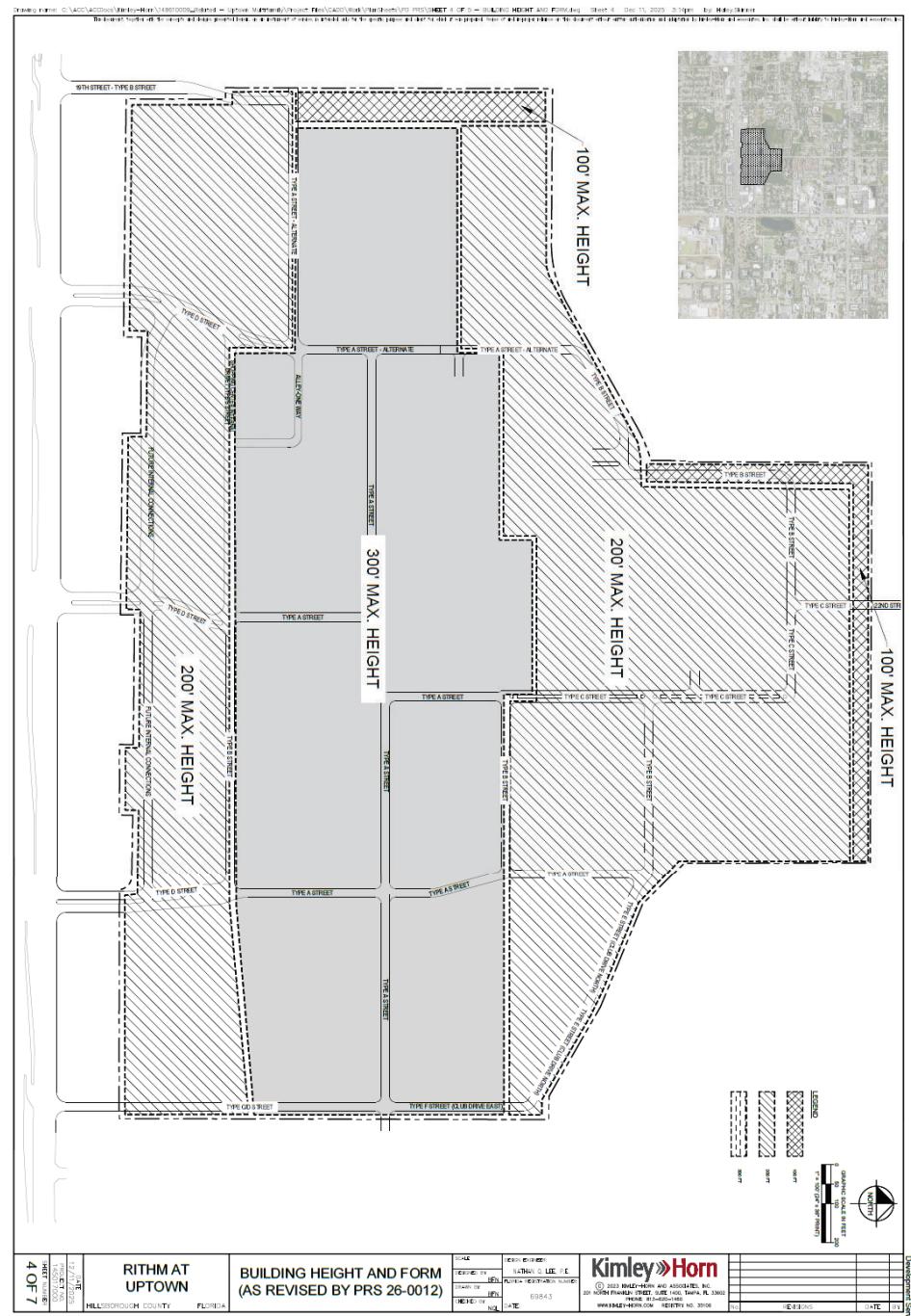
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



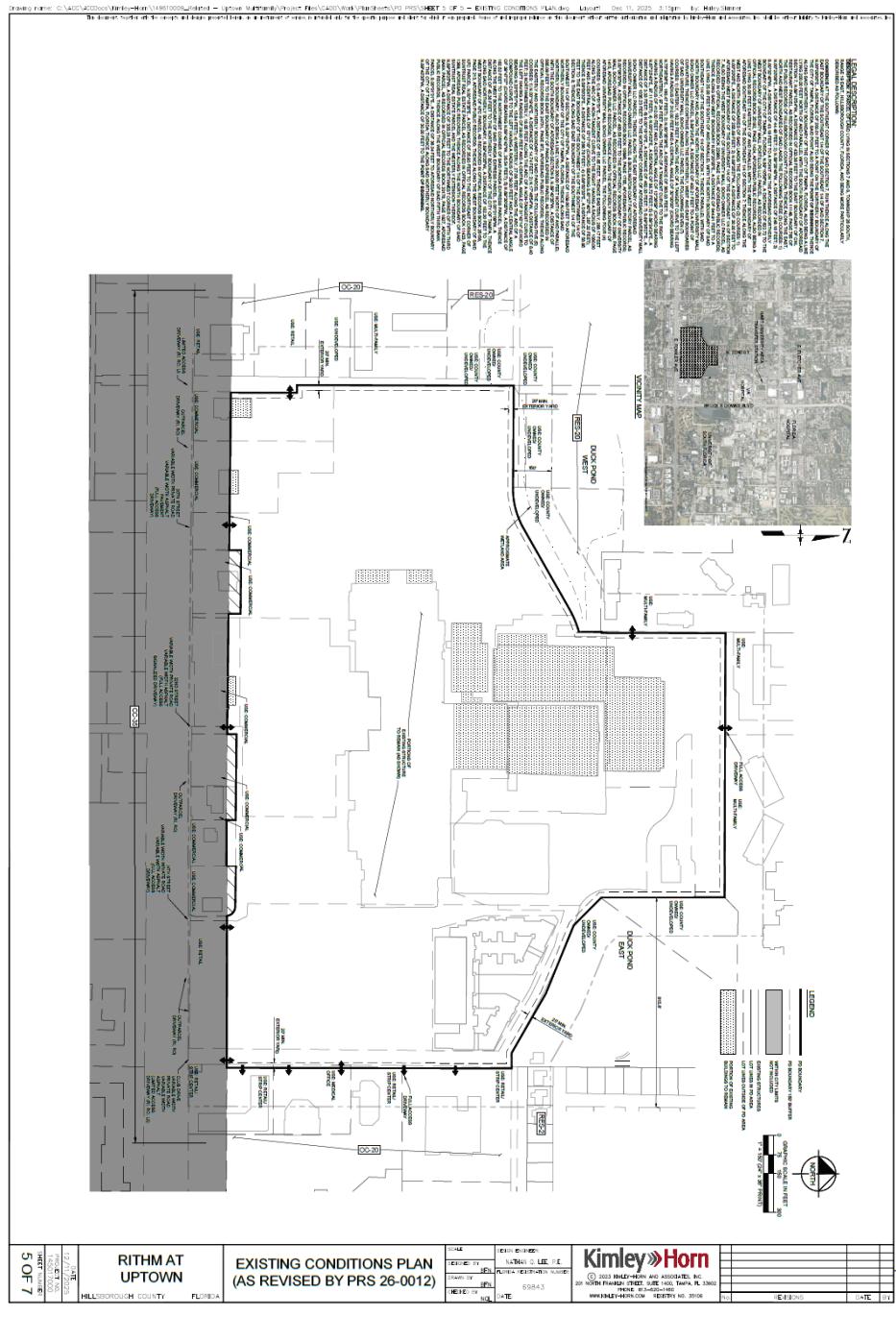
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



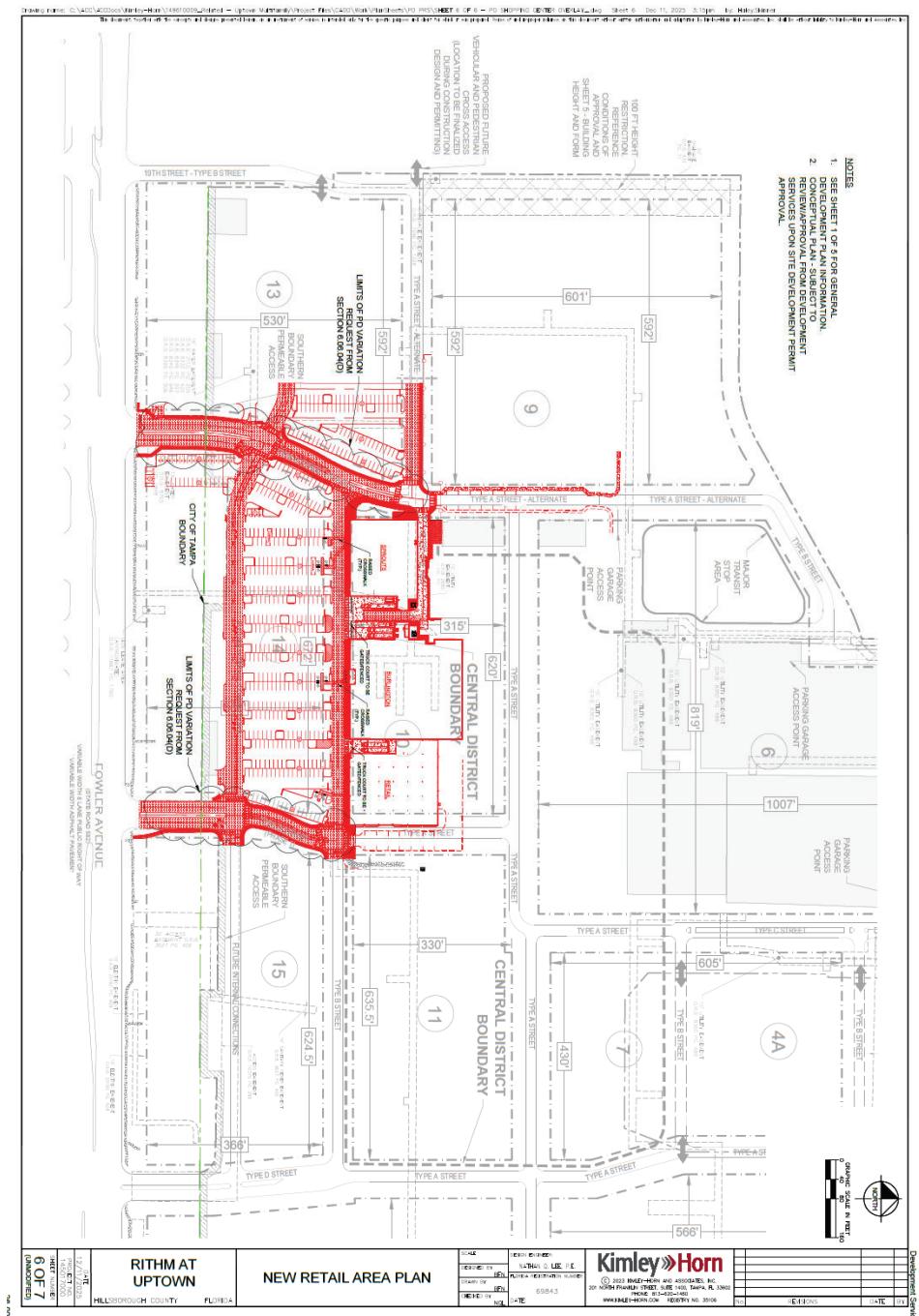
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



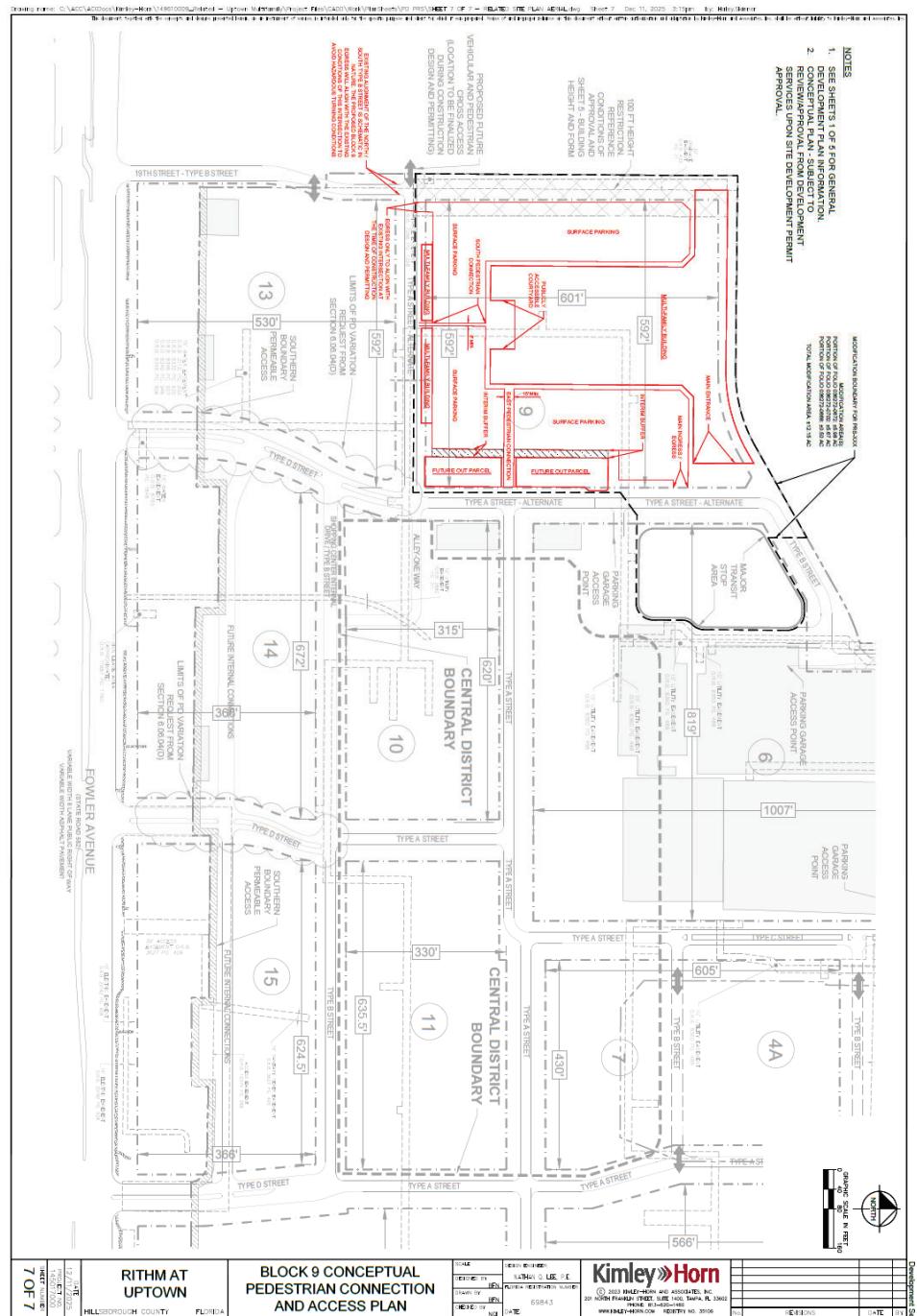
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



APPLICATION NUMBER: PRS 26-0012

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

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

DATE: 12/31/2025
AGENCY/DEPT: Transportation
PETITION NO: PRS 26-0012

X

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 APPROVAL

Proposed Revised Conditions:

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.
 - a. Where alternative intersection designs are proposed or may be necessary in the future, all buildings and vertical structures shall be set back to accommodate all elements of the intersection including the pedestrian and bicycle elements of the corresponding internal street type.

[In addition to the above staff proposed condition of approval, staff finds the proposed conditions of approval submitted by the applicant supportable.]

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification to Planned Development (PD) 22-1640, most recently amended by Minor Modification (PRS) 24-0634. The Planned Development is approved for a +/-90.35-acre mixed use development. The PD has a total of 12 internal Street typologies accommodating vehicular and pedestrian traffic and includes 15 Development Blocks. The site is generally located at the E Fowler Ave and University Square Mall intersection in the University of South Florida Community Planning Area.

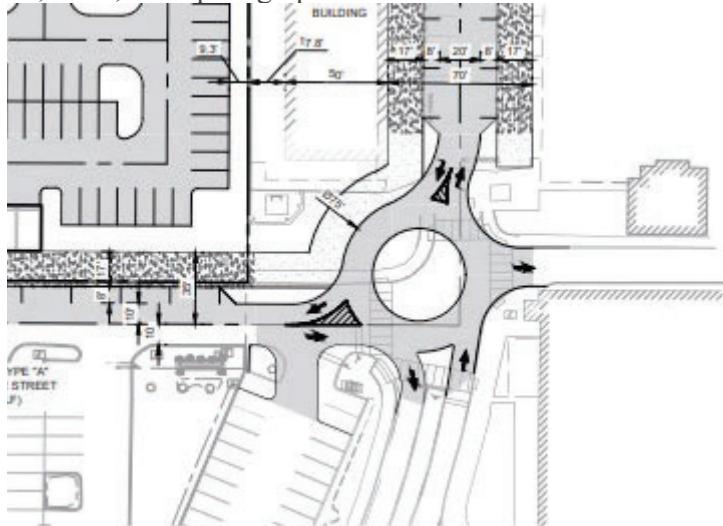
The application narrative states the requested modification proposes to:

- Consolidate Blocks 5 and 9 into new Block 9,
- Eliminate the east west Type B Street between former Blocks 5 and 9,
- Eliminate the western Type B Street between Block 9 and the western PD boundary,
- Relocate the area designated for a major transit stop to a location east of new Block 9 on Block 6,
- Modify PD plan to set location for 19th Street future pedestrian and vehicular cross access,
- Update Land Use Table to reflect Replats and new parcel folio numbers assigned by Property Appraiser,
- Add new sheet 7 of 7 showing Conceptual Pedestrian and Access Plan for new Block, and
- Update all conditions accordingly.

Sheet 7 of 7 includes a conceptual layout for a multi-family development and future outparcels with a Type A Street -Alternative section along the eastern and southern perimeter consistent with the proposed changes to the Condition of Approval #5.20 a. addressing the type and timing of construction of said street.

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

While there is no change to the project's overall trip generation resulting from this modification, analysis of the internal circulation provided by the applicant's traffic engineer indicate that the consolidation of blocks 5 and 9 in conjunction with the elimination of the perimeter street abutting the north and west side of block 9 will result in a concentration of internal traffic at the adjacent north/south and east/west intersection at the southeast corner of the new Block 9. Supplemental analysis provided by the applicant's traffic engineer show this intersection operating at acceptable levels with a roundabout design as shown in the informational schematic submitted by the applicant on December 19, 2025, excerpted graphic below.



The above schematic shows that the roundabout design can be accommodated without negatively impacting the bicycle and pedestrian elements of the Type A Street – alternative typical section. To ensure that placement of buildings at the time of site development does not cause a constraint on the ability to accommodate a roundabout design, staff is recommending a revision to the existing Condition of Approval #7, which addresses alternative intersections (i.e. roundabouts) internal to the site, to ensure building placement at the time of site will not constrain the ability for a roundabout to be constructed with all the bicycle and pedestrian elements of the corresponding internal street type.

SITE ACCESS

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

Project Access Connections:

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

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**CURRENTLY
APPROVED**

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

1. The Project shall be permitted to redevelop with any of the following uses:

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

2. The project is located within the ICMU-35 mixed-use land use category that provides for a 2.0 FAR, 35 dwelling units per acre and allows use of FAR in lieu of density for residential projects at the developer's option. The project shall provide a minimum of two uses at all times. Should the development on site meet the following provisions, additional intensity and density is permitted pursuant to Objective 19 and Policies 19.1, 19.2 and 19.3 of the Future Land Use Element (FLUE):

- If the project includes 3 or more land uses or vertically integrates two land uses, the project is entitled to a FAR Bonus of .50 FAR. If the .50 FAR bonus is granted, the entire site shall be regulated by FAR and not density.
- Mixed-use projects of 3 or more land uses, can consider different housing types (multi-family, attached single family or detaches single family) as different uses.

2.1 Parking structures shall not count towards the FAR.

2.2 Both FAR and densities and open space shall be calculated on the basis of the entire land area within the PD, including any land dedicated for right-of-way subject to approval of applicable dedication agreement(s) with the County. A tracking data table showing the existing and proposed uses including the intensity/density ratio calculations and open space shall be included on all preliminary site plan and/or construction plan submittals.

2.3 Open space requirements shall be calculated based on the limits of any portion of the PD submitted as a site plan for development or redevelopment. In order to provide opportunities for common open space and/or pedestrian connections throughout the PD, required open space can be provided either within the limits of that site plan or elsewhere within the PD.

- The project shall provide a minimum often (10) percent open space within the overall PD area.

3. The following setbacks shall apply to the perimeter boundaries of the project unless otherwise noted on the site plan. No internal setbacks shall be required but development shall meet the building separation requirements of the Florida Building Code.

3.1 The setback from Fowler Avenue is 25 feet, 20 feet from all other property lines.

3.2 The project is not subject to the 2 additional feet of building setback per 1 additional foot of building height over 20 feet found in the Land Development Code (LDC) Part 6.01.01 footnote 8.

3.3 Buffer and screening along the perimeter of the project shall be in accordance with the Land Development Code (LDC) Part 6.06.06. Buffer and screening between uses internal to the project shall not be required.

4. The existing development is served by two offsite county drainage ponds and existing onsite development is almost completely impervious. Any additional construction within this site and/or required associated off-site improvements are to meet the criteria set forth within the Stormwater Management Technical Manual in effect at the time of the Construction Plan submittal.

5. To ensure the project develops as a walkable, integrated and connected mixed-use development, the following design principles shall be provided for all new development:

5.1 Location of roadways, street types and blocks shall generally conform to the layout as shown on the Sheet 1 of the PD General Site Plan. At each Preliminary Development Site Plan application for specific projects, the developer shall provide a general site plan depicting the subject site development plan within the context of the entire PD zoning district to demonstrate general conformance with the PD General Site Plan. Any deletion of a roadway, change of street type or reconfiguration of blocks that change the basic form of the blocks will require approval by the Board of County Commissioners in accordance with LDC Section 5.03.07.

5.2 With the exception of Block 6, maximum block perimeters shall be 2,500 linear feet. With the exception of Block 2, blocks shall be bounded on all sides by streets. An alley may be provided between blocks to allow access to an existing parking structure or between a new building and an existing structure.

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 facade 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 facade 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 facade 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 facade requirements above, except that wall openings may be provided in lieu of windows. All parking garages that are open to the public shall provide direct pedestrian access from the parking levels of the structure to each street it faces, except where separated from the street by another building or parking lot.
- 5.18 Tables and/or graphic diagrams demonstrating the facades requirements for the percentages above shall be provided during the site construction permitting for review by Development Services Department staff.
- 5.19 Sidewalk widths shall be a minimum of 5 feet throughout the site, and a minimum of 6 feet on active frontages. Notwithstanding, sidewalk width and design is subject to the Typical Cross Sections noted on Plan Sheet 3 of 5 and condition 5.3.
- 5.20 Gateways shall mark the arrival into the district at key intersections. These are entrance corridors that herald the approach of a new landscape and defines the arrival point as a destination. A minimum of four gateways shall be provided: One (1) to the north, one (1) to the east and two (2) to the south. In order to provide a transition that clearly indicates entrance to the project, each Gateway shall include features or architectural elements such as: change of paving materials, vertical or horizontal signage, arches, obelisks, planters/landscaping, monuments, public art or other similar treatments.

5.21 Notwithstanding any other provision of condition 5 to the contrary, the New Retail Area depicted on PD General Site Plan Sheet 6 of 6 may be developed with the Shopping Center Internal Drive Typical Section (not a Type B Street) and surface parking lot as shown on PD General Site Plan Sheets 2 of 6 and 6 of 6. Notwithstanding the above, at such time as any of the following occurs the developer shall complete the specified action:

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

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

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

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

- a. Construction approvals for the initial development of each Block, whether in phases or as a whole, will require a Traffic Monitoring Report analyzing the specific development level (land use and

scale). The Traffic Monitoring Report will analyze the operations of the major access locations to Uptown during the AM and PM peak-hours, as indicated during observations of the existing access locations. The Traffic Monitoring Report will include existing data (to identify existing traffic conditions), the projection of anticipated project traffic for the proposed Block (as agreed to with Hillsborough County) at its buildout year, and the future planned improvements along Fowler Avenue that are anticipated to be constructed or implemented at the Block's buildout year. Pending the results of the analysis, site access/operational improvements, median modifications or additional signalization may be required based upon review by Hillsborough County and the FDOT.

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

- d. If bus bays are provided, each bay shall meet the minimum design standards within the latest edition of the "Accessing Transit, Design Handbook for Florida Bus Passenger Facilities", published by the Florida Department of Transportation, and shall be approved by HART.
- e. At each of the above required transit facilities the developer shall provide a bus shelter and benches suitable for waiting out of inclement weather. Alternatively, seating may be provided under a building or other architectural feature of the project (which provides equivalent or greater protection from the elements) as long as the seating area is located within 100 feet of the transit stop. Transit accessory pads, trash receptacles and bicycle racks shall be provided at each facility. Location and design of the transit stop and amenities shall be subject to approval of Hillsborough County and the respective transit agencies served by the facility. Prior to approval of the applicable site/construction plan submittal whereby the transit facility within a certain block is required, the developer shall provide written documentation indicating the transit agency or agencies using the facilities have approved their design and location.

10. Upon the re-development of Block 9 or Block 13 (not including reuse of existing buildings or shells) along the western PD boundary, the developer shall provide a stub out within the area located on the site plan as the "Western Cross Access Area" to the N 19th Street right-of-way.

11. Upon complete redevelopment of the Project, the developer shall provide the County with a perpetual easement agreement benefitting the public for the purpose of traversing the Project from the eastern boundary of the Project to the western boundary. The location of the easement area shall be limited to private roadways within the Project (running east to west across the Project but not necessarily in a straight line or linear path) in a location determined solely by the developer and as may be changed by developer from time to time. The easement agreement, among other things, shall provide the following terms and conditions:

- 11.1 Developer reserves the right to eject any individual(s), groups or entities performing any unlawful act(s) within the easement area;
- 11.2 Developer may temporarily suspend use of the easement area for special events, festivals or private events that are hosted on the Project;
- 11.3 Developer may temporarily suspend use of the easement area in order to perform maintenance, repairs or replacements on or to the easement area;
- 11.4 Developer may relocate the easement area provided the new easement area runs from the eastern edge to the western edge of the Project but not necessarily in a straight line or linear path.

For purposes of this condition, "complete redevelopment" shall mean that (i) the easement area selected by developer running from the eastern boundary of the property to the western boundary of the property shall be completely reconstructed as shown on the adopted Planned Development site plan (as may be amended from time to time) and (ii) all blocks adjacent to the easement area (on both the north and the south) shall be fully constructed and shall have received a certificate of occupancy or final inspections, as applicable (including buildings, internal drives and related improvements) within each block.

12. The Vehicular Use Area (VUA) buffer shall be permitted to be reduced or eliminated in those areas marked as VUA Variation Area on sheet 6 of 6 of the GSP. At such time that Type D Phase 1 typical sections are

replaced with the Type D typical sections, the required VUA areas shall be provided in accordance with LDC Sec. 6.06.04.

13. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no on-site development shall occur inconsistent with any recorded public easements within the site.
14. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
15. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
16. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
17. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
18. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
19. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
20. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
21. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the PD General Site Plan, zoning conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

**AGENCY
COMMENTS**

AGENCY REVIEW COMMENT SHEET

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

DATE: 12/31/2025
AGENCY/DEPT: Transportation
PETITION NO: PRS 26-0012

X

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 APPROVAL

Proposed Revised Conditions:

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.
 - a. Where alternative intersection designs are proposed or may be necessary in the future, all buildings and vertical structures shall be set back to accommodate all elements of the intersection including the pedestrian and bicycle elements of the corresponding internal street type.

[In addition to the above staff proposed condition of approval, staff finds the proposed conditions of approval submitted by the applicant supportable.]

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification to Planned Development (PD) 22-1640, most recently amended by Minor Modification (PRS) 24-0634. The Planned Development is approved for a +/-90.35-acre mixed use development. The PD has a total of 12 internal Street typologies accommodating vehicular and pedestrian traffic and includes 15 Development Blocks. The site is generally located at the E Fowler Ave and University Square Mall intersection in the University of South Florida Community Planning Area.

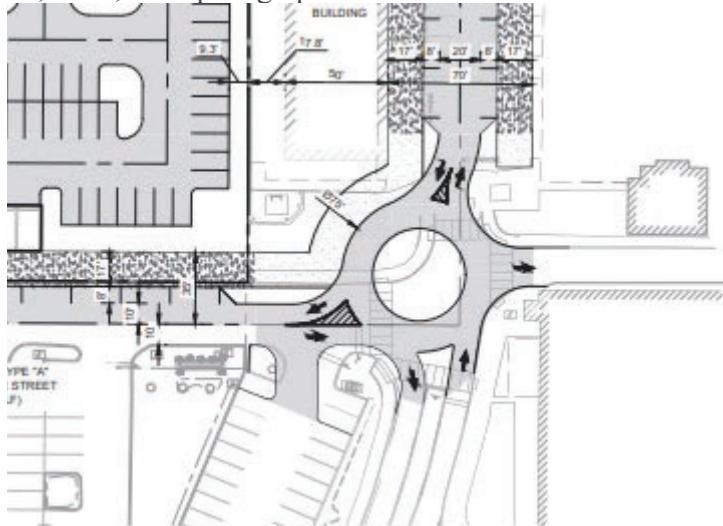
The application narrative states the requested modification proposes to:

- Consolidate Blocks 5 and 9 into new Block 9,
- Eliminate the east west Type B Street between former Blocks 5 and 9,
- Eliminate the western Type B Street between Block 9 and the western PD boundary,
- Relocate the area designated for a major transit stop to a location east of new Block 9 on Block 6,
- Modify PD plan to set location for 19th Street future pedestrian and vehicular cross access,
- Update Land Use Table to reflect Replats and new parcel folio numbers assigned by Property Appraiser,
- Add new sheet 7 of 7 showing Conceptual Pedestrian and Access Plan for new Block, and
- Update all conditions accordingly.

Sheet 7 of 7 includes a conceptual layout for a multi-family development and future outparcels with a Type A Street -Alternative section along the eastern and southern perimeter consistent with the proposed changes to the Condition of Approval #5.20 a. addressing the type and timing of construction of said street.

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

While there is no change to the project's overall trip generation resulting from this modification, analysis of the internal circulation provided by the applicant's traffic engineer indicate that the consolidation of blocks 5 and 9 in conjunction with the elimination of the perimeter street abutting the north and west side of block 9 will result in a concentration of internal traffic at the adjacent north/south and east/west intersection at the southeast corner of the new Block 9. Supplemental analysis provided by the applicant's traffic engineer show this intersection operating at acceptable levels with a roundabout design as shown in the informational schematic submitted by the applicant on December 19, 2025, excerpted graphic below.



The above schematic shows that the roundabout design can be accommodated without negatively impacting the bicycle and pedestrian elements of the Type A Street – alternative typical section. To ensure that placement of buildings at the time of site development does not cause a constraint on the ability to accommodate a roundabout design, staff is recommending a revision to the existing Condition of Approval #7, which addresses alternative intersections (i.e. roundabouts) internal to the site, to ensure building placement at the time of site will not constrain the ability for a roundabout to be constructed with all the bicycle and pedestrian elements of the corresponding internal street type.

SITE ACCESS

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

Project Access Connections:

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

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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: December 9, 2025	COMMENT DATE: November 6, 2025
PETITION NO.: 26-0012	PROPERTY ADDRESS: 2200, 2212 E. Fowler Ave, 12270 University Mall Ct, Tampa
EPC REVIEWER: Abbie Weeks	FOLIO #: 036272.0672, 036272.0702, 036272.0668
CONTACT INFORMATION: (813) 627-2600 x.1101	STR: 07-28S-19E
EMAIL: weeksa@epchc.org	
REQUESTED ZONING: Minor Modification to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	EXPIRED 2/15/2023
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands areas exist in the northeastern and northwestern portions of the project area
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none">Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The	

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Environmental Protection Commission - Roger P. Stewart Center
3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

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 subject property may contain wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

aow/

ec: ebatsel@stearnsweaver.com

AGENCY COMMENT SHEET

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

FROM: **Reviewer: Andria McMaugh** **Date: 11/05/2025**

Agency: Natural Resources **Petition #: 26-0012**

This agency has **no comment**

This agency has **no objections**

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

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

1. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
2. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
3. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



Agency Review Comment Sheet

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

TO: Zoning Review, Development Services **REQUEST DATE:** 10/15/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 10/17/2025

PROPERTY OWNER: University Mall Jcp, LLC **PID:** 26-0012
University Mall Soho Resi LLC/Et.Al
Rb University Mall D, LLC

APPLICANT: RD Investment Properties, LLC

LOCATION: 2200 E. Fowler Ave. Tampa, FL 33612
2212 E. Fowler Ave. Tampa, FL 33612
12270 University Mall Ct. Tampa, FL 33612

FOLIO NO.: 36272.0672, 36272.0702, and 36272.0668

AGENCY REVIEW COMMENTS:

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

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

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

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PRS 26-0012

REVIEWED BY: Clay Walker, E.I.

DATE: 10/10/2025

FOLIO NO.: 36272.0672, 36272.0702 (portion of), 36272.0668 (portion of)

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: _____.

AGENCY REVIEW COMMENT SHEET

TO: **ZONING TECHNICIAN, Planning Growth Management** DATE: 10-06-2025

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

APPLICANT: RD Investment Properties, LLC PETITION NO: 26-0012

LOCATION: 2200 and 2212 E. Fowler Avenue, Tampa, FL

FOLIO NO: 036272.0672, 036272.0702, 036272.0668 SEC: 7 TWN: 28 RNG: 19

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

COMMENTS: _____.