



# REZONING STAFF REPORT REZ-25-0000097

**PROPERTY ADDRESS:** 3105 E. Columbus Drive; 3001, 3003, 3004, 3007 and 3010 E. 15th Avenue

**APPLICANT:** Kareem Brantley

**PROPERTY OWNER:** City of Tampa and Ruth Bolser

**AUTHORIZED AGENT:** Elise S. Batsel, Stearns Weaver Miller

**RELATED APPLICATIONS:** VAC-25-00000015

**PRIOR APPLICATIONS:** None

**FUTURE LAND USE:** CC-35 and CMU-35

**HISTORIC LANDMARKS:** None within 1000' feet of subject site

**CITY COUNCIL DISTRICT & REP. MEMBER:** District #5 – Young

**CITY COUNCIL AT-LARGE (CITY-WIDE) MEMBERS:** Clendenin, Maniscalco, Hurtak

**OVERLAY DISTRICT:** East Tampa

**NEIGHBORHOOD ASSOCIATION:** Jackson Heights Neighborhood Associated & Crime Watch, Tampa Overlook Neighborhood Association

**HEARING DATE:** 12/11/2025

**DATE OF REPORT:** 12/04/2025

**DATE OF SITE PLAN:** 10/07/2025



## CURRENT ZONING:

RM-16 and PD (Planned Development; Z94-67; Ord. 94-258 Warehouse/Wholesale Trade, Light Manufacturing, and Office)

## REQUESTED ZONING:

PD (Planned Development) Residential Multi-Family

## WAIVER(S) REQUESTED:

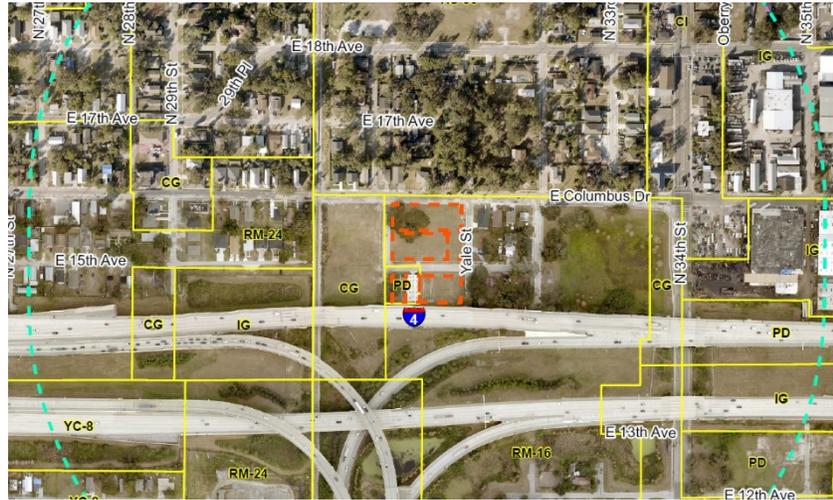
1. Section 27-283.15: To allow a 19' x 41' loading space in lieu of a required 12' x 60' loading space.
2. Section 27-283.7: To reduce the required number of overall parking spaces from 198 required to 120 provided (39% reduction).
3. Section 27-284.4.1: To reduce the percentage of retention-quality trees preserved for a non-wooded site from 50% to 30%.
4. Section 27-284.2.5(F)(1): Request to remove four (4) non-hazardous grand trees (Tree # 7, a 54" Live Oak rated C-5; Tree # 10, a 36" Live Oak rated C-5; Tree # 1, a 36" Live Oak rated C-5; and Tree # 12, a 33" Live Oak rated C-5) as shown on the two reasonable reconfiguration exhibits.
5. Section 27-284.3.3: Request to reduce minimum landscaped area for multi-family with VUA from 350 SF per unit to 194 SF per unit, subject to landscape in lieu fees at the time of permitting.

## FINDINGS:

The Development Review and Compliance staff has reviewed the petition and finds the request **INCONSISTENT** with the applicable City of Tampa Land Development Regulations. See findings from Natural Resources, Development Coordination and Transportation in report below. Should it be the pleasure of City Council to approve the application, further modifications to the site plan must be completed by the applicant in between 1<sup>st</sup> and 2<sup>nd</sup> Reading of Ordinance as stated on the revision sheet. These revisions will not resolve the issues of Transportation's inconsistent finding.

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**LOCATION MAP:**



**PROJECT INFORMATION:**

|                          |  |
|--------------------------|--|
| Maximum Building Height  | 67'  |
| Setbacks                 | North: 25'<br>South: 73'<br>East: 7'<br>West: 5' |
| Existing Use of Property | Vacant parcels and manufacturing facility        |
| Lot Area (SF/Acreage)    | 97,352 SF (2.24 acres)                           |
| Lot Width (Frontage)     | East Columbus Drive: 250'<br>Yale Street: 200'   |
| Parking Spaces Required  | 198 spaces                                       |
| Parking Spaces Provided  | 120 spaces                                       |
| Bicycle Spaces Required  | 12 spaces  |
| Bicycle Spaces Provided  | 37 spaces  |

**SURROUNDING USE INFORMATION\*:**

| LOCATION | ZONING | CURRENT USE                         |
|----------|--------|-------------------------------------|
| North    | RS-50  | Residential, Single-Family Detached |
| South    | RM-16  | Interstate 4                        |
| East     | RM-16  | Residential, Single-Family Detached |
| West     | CG     | Vacant                              |

\*CG- Commercial-General, RM-Residential Multiple-Family, RS-Residential, Single-Family

**SUMMARY OF REQUEST:**

The applicant requests to rezone the property from Residential, Multi-Family -RM-16 and Planned Development (PD; File # Z94-67; Ord. 94-258) to Planned Development for Residential Multi-Family use. The current PD is approved for Warehouse/Wholesale Trade, Light Manufacturing, and Office uses. The subject site is comprised of six (6) parcels

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located south of East Columbus Drive and north of Interstate 4. The subject site is part of a joint public-private partnership to provide affordable housing and job training/vocational education services through a future East Tampa Innovation Center (ETIC). In addition to the proposed rezoning, the applicant has a concurrent vacating request for North 31<sup>st</sup> Street, East 15<sup>th</sup> Avenue and a 10' alley right of way. The subject site has a total land area of 2.24 acres (97,352 SF) and is comprised of vacant parcels and a manufacturing facility.

The applicant is proposing a five-story residential multi-family development comprised of 118 affordable housing units. The site provides ingress/egress on East Columbus Drive and Yale Street. The site is adjacent to an existing 5' sidewalks along East Columbus Drive and a proposed 5' sidewalk along Yale Street. The project site will be developed with one multi-family building providing both surface and under building parking areas. Pedestrian access will be provided by building entrances on East Columbus Drive, and on the east and west sides of the building.

The immediate surrounding properties are zoned RS-50 to the north, RM-16 to the east and south, and CG to the west. Surrounding uses are comprised of single-family detached units to the north and east, Interstate 4 to the south and vacant parcels to the west. The property directly west of the subject site is the proposed future home of the ETIC.

The subject site is located in the East Tampa Overlay District and shall comply with Sec. 27-240 East Tampa Overlay District Design Standards at the time of permitting. The subject site has two future land use designations of Community Mixed Use-35 (CMU-35) and Community Commercial-35 (CC-35). The CMU-35 future land use designation allows medium intensity/density horizontal and vertical mixed-use and single-use commercial and residential development. The CMU-35 designation comprises 1.88 acres of the subject site. The CC-35 future land use designation allows medium intensity/density horizontal and vertical mixed-use and single-use commercial and residential development. The CC-35 designation comprises 0.36 acres of the subject site. The CMU-35 and CC-35 future land use designations allow for development of up to 30 dwelling units per acre or up to 1.0 FAR by right for standard development, or up to 1.5 FAR with vertical mixed use development by right, or up to 35 dwelling units per acre or an FAR up to 2.0 with a Bonus Provision Agreement. The applicant proposes 128,904 SF of development at a 1.32 FAR and has entered into a bonus agreement which requires a minimum of ten percent (10%) of units provided be affordable units. The applicant is providing one hundred percent (100%) of units as affordable.

**GENERAL REQUIREMENTS OF CODE/STAFF FINDINGS:**

|  |                     |
|--|---------------------|
| <p>Development Coordination</p> <p><b>Site Plan Modifications:</b></p> <ul style="list-style-type: none"> <li>• Under the Site Data Table, update the total site area to reflect 97,352 SF (2.24 acres).</li> <li>• Under the Site Data Table, update the total usable greenspace provided to reflect 30,342 SF.</li> <li>• Under the Site Data Table, update the total VUA greenspace provided to reflect 30,342 SF.</li> <li>• Under the Site Data Table, update the total pervious area to reflect 30,342 SF.</li> <li>• Under the Site Data Table, update the total building footprint/lot coverage to reflect 31,133 SF.</li> <li>• Under the Site Data Table, update the proposed FAR to reflect 128,904 GSF/97,352 SF = 1.32.</li> <li>• Add building setbacks to the Site Data Table as listed above.</li> </ul> | <p>Inconsistent</p> |
|--|---------------------|

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|  |                     |
|--|---------------------|
| <ul style="list-style-type: none"> <li>• Update all Solid Waste Notes on Sheet 1, to reflect the following:             <ol style="list-style-type: none"> <li>1. The minimum building interior Mini-M.A.C. compactor room dimensions shall be 15' wide x 35' in depth, with a minimum 26' clearance from finished grade inside the building to the lowest part of the overhead structure in the compactor pick-up area.</li> <li>2. The opening doors shall be solid/opaque and have locking pins to hold them open during service. The opening door width shall match the width of the interior width of the enclosure (min. 15' wide). If door hardware is installed on the interior of the enclosure wall, then the enclosure shall be enlarged to accommodate the difference.</li> <li>3. Safety bollards shall be installed inside, within the rear 2', of the Mini-M.A.C. compactor area in the building allowing for 33' from the face of the bollards to the interior front wall (door in the closed position).</li> <li>4. A grade level concrete slab at a minimum 6" thick/4,000 pounds per square inch shall be placed for the waste truck to drive on (same dimensions as enclosure interior) inside the building. A concrete approach apron in front of the enclosure shall also be installed.</li> <li>5. The Mini-M.A.C. compactors shall be located at grade and 26' vertical clearance shall be provided over the compactor, over the vehicle at the point of collection and at the door opening to allow adequate space for pick and drop off.</li> <li>6. All solid waste vehicle drive aisles and solid waste vehicle maneuvering areas (outside of the collection areas) shall provide a minimum 16' clearance from finished grade level to lowest part of overhead structure/tree canopy/drive-thru canopy. This will be coordinated with the architect and accomplished by lowering parking lot grading beneath these areas of the structure.</li> <li>7. All solid waste vehicle drive aisles and solid waste vehicle maneuvering areas shall be constructed to current State of Florida, department of transportation, standard specifications for road and bridge construction.</li> <li>8. Building facilities are responsible for rolling out and back in recycle bins on service days.</li> </ol> <ul style="list-style-type: none"> <li>• Add the following note: Pursuant to Sec. 27-140 the applicant has entered into a bonus provisions agreement to provide a minimum 10% affordable units in order to achieve a 1.30 FAR.</li> <li>• In the site data table for proposed FAR add “* Developer has entered into a bonus agreement to provide a minimum of 10% of units as affordable.”</li> </ul> </li> </ul> |                     |
| <p>Natural Resources</p> <p><b>Site Plan Modifications:</b></p> <ul style="list-style-type: none"> <li>• Update the total VUA calculation to 34,642 in the site data table and the landscaping table.             <ul style="list-style-type: none"> <li>• Show the site tree requirements and greenspace as follows either in the Site Data Table or in the Landscape Table.</li> <li>• MF trees = <math>(97,352 - (34642 + 31133))/1500</math> sf = 22 trees</li> </ul> </li> </ul>  | <p>Inconsistent</p> |

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|  |  |
|--|--|
| <ul style="list-style-type: none"><li>• 1 tree required per 40 lf of any VUA that fronts the right of way = <math>310/40 = 8</math> trees required</li><li>• 1 tree required per 1500 sf of VUA. <math>34642/1500 = 24</math> trees required</li><li>• Total required trees = 54 trees required</li><li>• VUA greenspace – <math>20\% * 34642 = 6928</math> sf</li><li>• MF greenspace = <math>350 * 118 = 41,300</math></li><li>• Total overall greenspace = <math>41,300 + 6928 = 48228</math> sf required</li><li>• <math>29857-6928 = 22929/118 = 194</math> sf per unit greenspace provided per unit. A waiver is needed to reduce the required multifamily greenspace. Amend waiver #5 to 194 sf per unit. Write the waiver as shown below in the waiver section</li><li>• Add additional trees (Type 2 podocarpus macrophyllus) along the east side between the Type 1 shade trees and the building, and staggered between the Type 1s.</li><li>• Add additional screening of the car park on the ground floor to the landscape plan.</li><li>• Remove the 3<sup>rd</sup> column on the LS-00 table as the trees provided are required trees and not mitigation trees. Only four trees can count towards mitigation trees.</li><li>• Add the following Natural Resources Notes to sheet LS-00:<ul style="list-style-type: none"><li>• “Development plans and activities shall label and protect the tree protective radius for all preserved trees per CoT Tree and Landscape Technical Manual.”</li><li>• “Per City of Tampa Tree and Landscape Technical Manual: the Natural Resource Coordinator may approve alternative protection methods, following industry standards/best management practice specifications, through incremental plans and or site permitting submittals, such as tree wells, retaining walls, bridged foundations, root pruning, on-grade alternative pavements, or similar specifications.”</li><li>• “C.O.T. Tree and Landscape Technical Manual – minimum protective radius for grand trees 32" and over is a 20' minimum protective radius, 24" to below 32" is a minimum 15' protective radius, and protected trees are a minimum 10' protective radius. The radius is measured from the edge of the trunk outward to the correct protective radius. Palm trees have a protective radius of 3' measured from the edge of the trunk of the palm to the edge of the improvement.”</li><li>• “Per 27-284.2.3: All root and canopy pruning is to be performed by an ISA-certified arborist and to follow ANSI A300 standards. Only canopy pruning, which is necessary to obtain building and/or vehicle clearance and remove/reduce hazardous limbs while maintaining the integrity of the tree canopies, shall occur.</li><li>• “No artificial turf can be placed within the protective radius of any protected tree per C.o.T. Tree and Landscape Technical Manual and Chapter 27.”</li><li>• "At the time of permitting, the applicant will work with Natural Resources staff to ensure accurate placement of plants/trees."</li><li>• “New Tree Standards: New and replacement trees are required to be Florida Grade #1 tree(s), 30 gallon container, and have a minimum of 2.5" caliper. New and replacement palms are required to be 6' of clear trunk, per 27-284.4.1-A footnote {[5] &amp; Technical Manual D.2”</li></ul></li><li>• Amend waiver #5: request to reduce the required multifamily greenspace from 350 sq feet per unit to 194 sq feet per unit, subject to landscape in lieu fees at the time of permitting.</li></ul> |  |
|--|--|

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|   |              |
|---|--------------|
| <p><i>Given that this site is over two acres and there are multiple Natural Resources waivers requested, Natural Resources finds the proposal inconsistent. The project requests a waiver to the multifamily greenspace from the required 350 sq feet per unit to 194 square feet per unit. The project proposes removing four non-hazardous grand trees in the Northwestern corner of the site. The project requests a waiver to reduce the required tree retention from 50% to 30% for a non-wooded lot over 1 acre. The site has 21 jurisdictional trees, of which 12 count towards tree retention; of these, 11 are live oak trees. Of those 11, five are preservation-quality grand trees, of which four are seeking waivers for removal. With an alternate site design, the grouping of grand trees could have been preserved, and a courtyard could have been placed in the NW corner of the site. The geological deformity could have had a minimal VUA placed over it, as it currently depicts. The applicant is attempting to replace Type 1 tree canopy with Type 1 tree canopy. Of the 58 new trees proposed to meet their tree requirements for the site, 33 are Type 1 shade trees, which Natural Resources supports. However, given the waivers requested, Natural Resources finds the project inconsistent.</i></p> |              |
| <p>Transportation</p> <ul style="list-style-type: none"> <li>• Transportation finds the site plan inconsistent with Ch. 27-283.7. There are 198 parking spaces required and only 120 provided (39% reduction).</li> <li>• Transportation finds the site plan inconsistent with Ch. 27-283.15: The code requires a 12'x60' space loading space, but the plan shows a 19'x41'.</li> </ul>   | Inconsistent |
| <p>LDC ROW</p>  | Consistent   |
| <p>Hillsborough County City/County Planning</p> <p><b>Site Plan Modifications:</b></p> <ul style="list-style-type: none"> <li>• Incorporate further pedestrian features between first and second readings, including a marked crosswalk along the eastern drive aisle and a sidewalk connection extending to the southeast portion of the site, to improve internal pedestrian movement.</li> <li>• Add a visual screening or architectural element along the open-air parking podium facing East Columbus Drive.</li> </ul>  | Consistent   |
| <p>Urban Design</p>   | Consistent   |
| <p>Solid Waste</p>  | Consistent   |
| <p>Stormwater</p>   | Consistent   |
| <p>Wastewater</p>   | Consistent   |
| <p>Tampa Fire Rescue</p>  | Consistent   |
| <p>Water</p>  | Consistent   |

**APPLICATION CRITERIA/ANALYSIS:** City Council must consider the purpose for a site plan-controlled rezoning when deciding the outcome of a rezoning case:

**Sec. 27-136. Purpose**

The purpose of this article is to provide for zoning districts that recognize unique conditions, allow design flexibility, and promote planned diversification and integration of uses and structures, which other zoning districts cannot accommodate. Through this process City Council retains authority to establish such limitations and regulations as it deems necessary to

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protect the public health, safety, and general welfare, with the exception of standard technical requirements, as described in this section. The intent of these site plan zoning districts is to provide standards and requirements which:

- (1) Promote the efficient and sustainable use of land and infrastructure, with careful consideration of potential adverse impacts to onsite natural elements, surrounding impacted neighborhood(s), and cultural resources. ***The site is currently developed with a manufacturing facility and also includes vacant parcels. The applicant proposes to construct a five-story multi-family affordable housing development comprised of one building. The applicant proposes multiple waivers to the Natural Resources code requirements. The applicant proposes a waiver to reduce multifamily greenspace from the required 350 sq feet per unit to 194 square feet per unit, a waiver for the removal of four non-hazardous grand trees in the Northwestern corner of the site, and a waiver to reduce the required tree retention from 50% to 30% for a non-wooded lot over 1 acre. Additionally, the site has 21 jurisdictional trees, of which 12 count towards tree retention; of these, 11 are live oak trees. Of those 11, five are preservation-quality grand trees, of which four are seeking waivers for removal. With an alternate site design, the grouping of grand trees could have been preserved, and a courtyard could have been placed in the NW corner of the site.***
- (2) Allow the integration of different land uses and densities in one (1) development that would not otherwise be provided for or allowed under general zoning districts established in this chapter, which encourage compatibility in overall site design and scale, both internal and external to the project site. ***Not applicable.***
- (3) Provide a procedure which can relate the type, design and layout of residential and nonresidential development to the particular site. ***Not applicable.***
- (4) Acknowledge changing needs, technologies, economics and consumer preferences and allows for ingenuity and imagination in the planning and development of relatively large tracts under unified control as well as allowing flexibility in the redevelopment of older areas of the city. ***Not applicable.***
- (5) Encourage flexible land development which reduces transportation needs, conserves energy, and will maximize the preservation of natural resources, such as streams, lakes, floodplains, groundwater, wooded areas, uplands, and areas of unusual beauty or importance to the natural ecosystem; open space; greenspace; and, historical and archaeological sites. ***Not applicable.***
- (6) Promote and encourage development where appropriate in location, character, and compatibility with the surrounding impacted neighborhood(s), built environment, and existing geography. ***The proposed development will provide appropriate use of the subject site through the development of a multi-family affordable housing development. The applicant proposes to build 118 residential units with 100% of these units being affordable. The site is part of a joint public-private partnership providing affordable housing and job training/vocational training through the East Tampa Innovation Center. The site is surrounded by single-family detached units to the north and east, Interstate 4 to the south and vacant parcels to the west. The site is in the East Tampa Overlay District and shall comply with Section 27-240 at the time of permitting. The proposed use is compatible with the surrounding uses in the immediate area.***
- (7) Promote more desirable living and working environments than would be possible through the strict application of minimum requirements of other zoning districts. ***The subject site is currently zoned RM-16 and PD (File # Z94-67; Ord. 94-258) with the PD zoning approved for Warehouse/Wholesale Trade, Light Manufacturing, and Office Uses. The applicant is requesting a change in use for residential multi-family development, which is not a permitted use in the portion of the site with PD zoning. Additionally, the applicant requires five waivers and a bonus provision agreement based on the proposed 1.32 FAR and 118 affordable housing units, necessitating the request for a PD rezoning.***

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(8) Promote architectural features and elements, which complement the surrounding community and enhance the overall quality of the development. ***The proposed elevations are complimentary to the surrounding community and compliant with the East Tampa Overlay District Design Standards.***

(9) Promote the retention and reuse of existing building stock. **The existing manufacturing facility will be demolished.**

Submitted & Completed by:

Christopher DeManche  
Urban Planner II  
Development Coordination

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## Revision Sheet

### Development Coordination

#### Site Plan Modifications:

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- Under the Site Data Table, update the proposed FAR to reflect 128,504 GSF/97,352 SF = 1.32.
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  1. The minimum building interior Mini-M.A.C. compactor room dimensions shall be 15' wide x 35' in depth, with a minimum 26' clearance from finished grade inside the building to the lowest part of the overhead structure in the compactor pick-up area.
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7. All solid waste vehicle drive aisles and solid waste vehicle maneuvering areas shall be constructed to current State of Florida, department of transportation, standard specifications for road and bridge construction.

8. Building facilities are responsible for rolling out and back in recycle bins on service days.

- Add the following note: Pursuant to Sec. 27-140 the applicant has entered into a bonus provisions agreement to provide a minimum 10% affordable units in order to achieve a 1.30 FAR.
- In the site data table for proposed FAR add “\* Developer has entered into a bonus agreement to provide a minimum of 10% of units as affordable.”

## Natural Resources

### Site Plan Modifications:

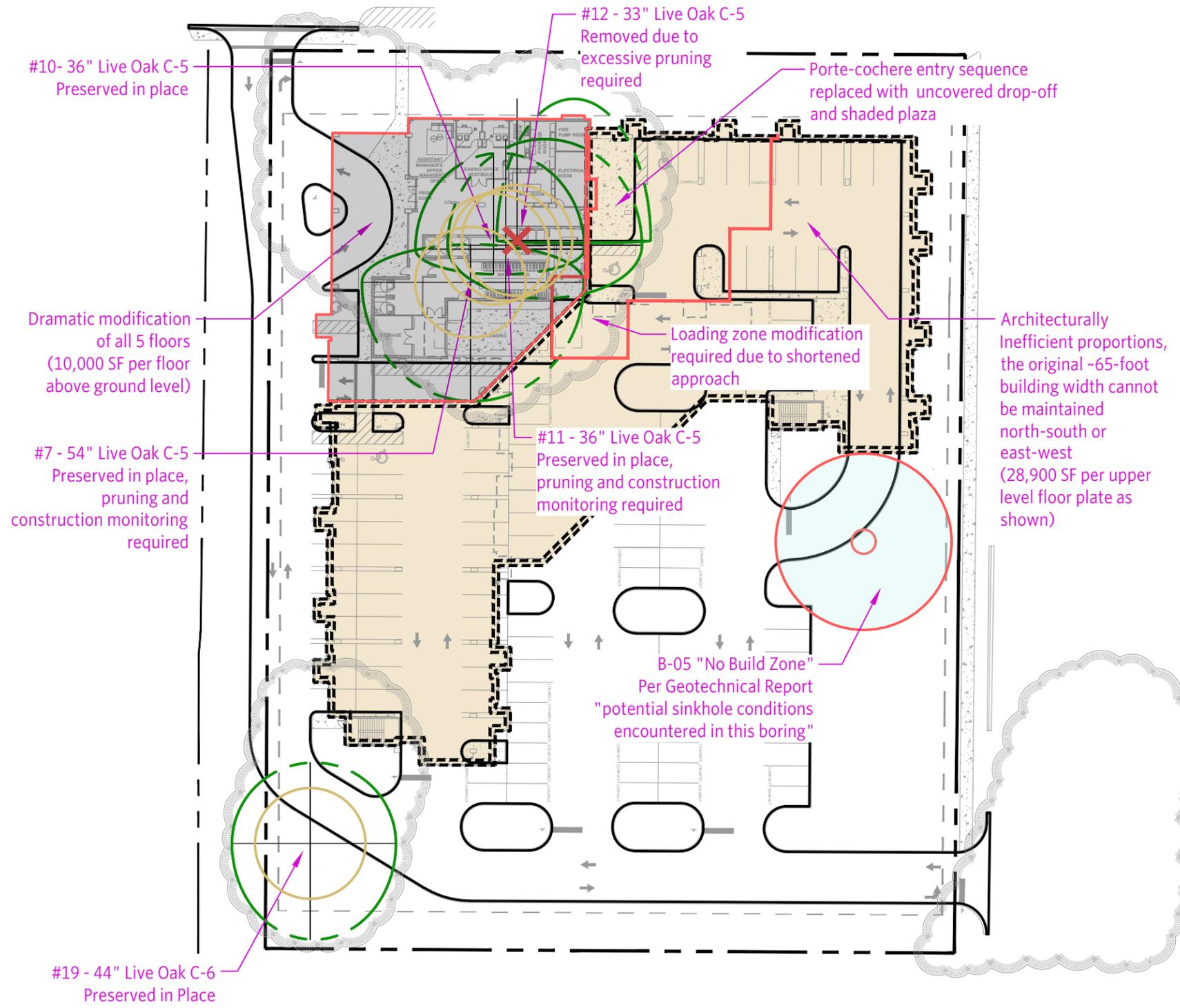
- Update the total VUA calculation to 34,642 in the site data table and the landscaping table.
  - Show the site tree requirements and greenspace as follows either in the Site Data Table or in the Landscape Table.
  - MF trees =  $(97,352 - (34642 + 31133))/1500$  sf = 22 trees
  - 1 tree required per 40 lf of any VUA that fronts the right of way =  $310/40 = 8$  trees required
  - 1 tree required per 1500 sf of VUA.  $34642/1500 = 24$  trees required
  - Total required trees = 54 trees required
  - VUA greenspace – 20% \* 34642 = 6928 sf
  - MF greenspace =  $350 * 118 = 41,300$
  - Total overall greenspace =  $41,300 + 6928 = 48228$  sf required
  - $29857 - 6928 = 22929/118 = 194$  sf per unit greenspace provided per unit. A waiver is needed to reduce the required multifamily greenspace. Amend waiver #5 to 194 sf per unit. Write the waiver as shown below in the waiver section
- Add additional trees (Type 2 podocarpus macrophyllus) along the east side between the Type 1 shade trees and the building, and staggered between the Type 1s.
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- “No artificial turf can be placed within the protective radius of any protected tree per C.o.T. Tree and Landscape Technical Manual and Chapter 27.”
- "At the time of permitting, the applicant will work with Natural Resources staff to ensure accurate placement of plants/trees."
- “New Tree Standards: New and replacement trees are required to be Florida Grade #1 tree(s), 30 gallon container, and have a minimum of 2.5" caliper. New and replacement palms are required to be 6’ of clear trunk, per 27-284.4.1-A footnote {[5] & Technical Manual D.2”
- Amend waiver #5: request to reduce the required multifamily greenspace from 350 sq feet per unit to 194 sq feet per unit, subject to landscape in lieu fees at the time of permitting.

### Hillsborough County City/County Planning

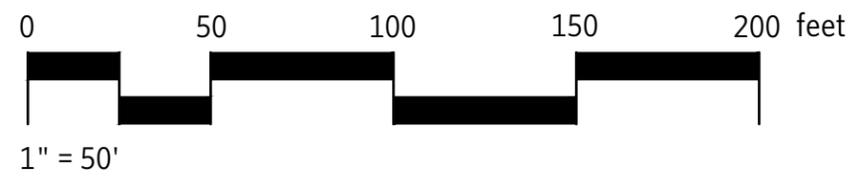
- Incorporate further pedestrian features between first and second readings, including a marked crosswalk along the eastern drive aisle and a sidewalk connection extending to the southeast portion of the site, to improve internal pedestrian movement.
- Add a visual screening or architectural element along the open-air parking podium facing East Columbus Drive.



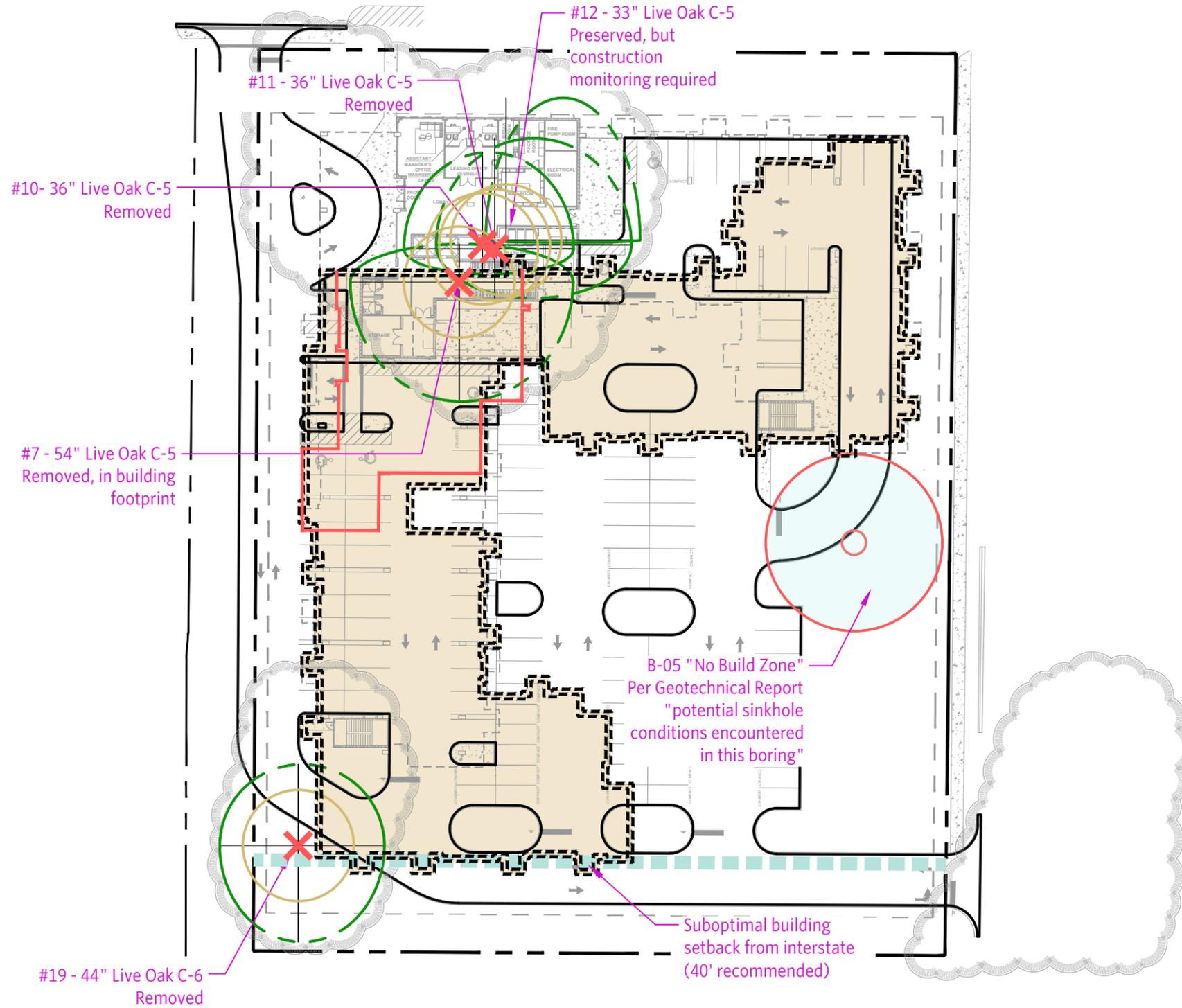
|                                       | Original Proposal | As Configured | Impact              |
|---------------------------------------|-------------------|---------------|---------------------|
| Gross Floor Plate Area, Floors 2-5    | 124,812           | 115,596       | <b>7% reduction</b> |
| Tree #7                               | Removed           | Preserved     | none                |
| Tree #10                              | Removed           | Preserved     | n/a                 |
| Tree #11                              | Removed           | Preserved     | n/a                 |
| Tree #12                              | Removed           | Removed       | n/a                 |
| Tree #19                              | Preserved         | Preserved     | n/a                 |
| Special Design Techniques Required?   | No                | No            | n/a                 |
| Setback Relief Needed?                | No                | No            | n/a                 |
| Height Increase Needed?               | No                | No            | n/a                 |
| Change in Stories Proposed?           | No                | No            | n/a                 |
| Flow or function negatively impacted? | No                | <b>Yes</b>    | See Note 1          |

**Notes**

1. The inefficiency of the reconfigured northeast building massing is difficult to illustrate. The massing is effectively two building widths touching each other, similar to dumbbell tenements in New York City in the late 19th century. This type of architectural form was outlawed in 1901 due fire and sanitation issues. As depicted, interior units would have limited access to air and light.
2. This analysis assumes that encroachment into the B-5 "No Build Zone" is patently unreasonable.



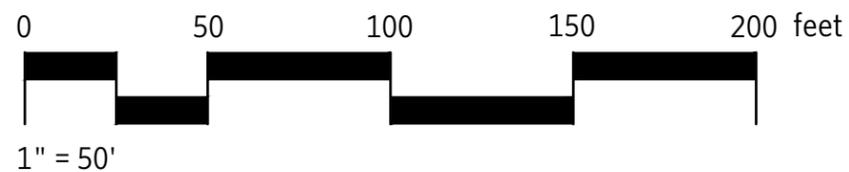
**Ashley East  
Reasonable Reconfiguration Option 1**



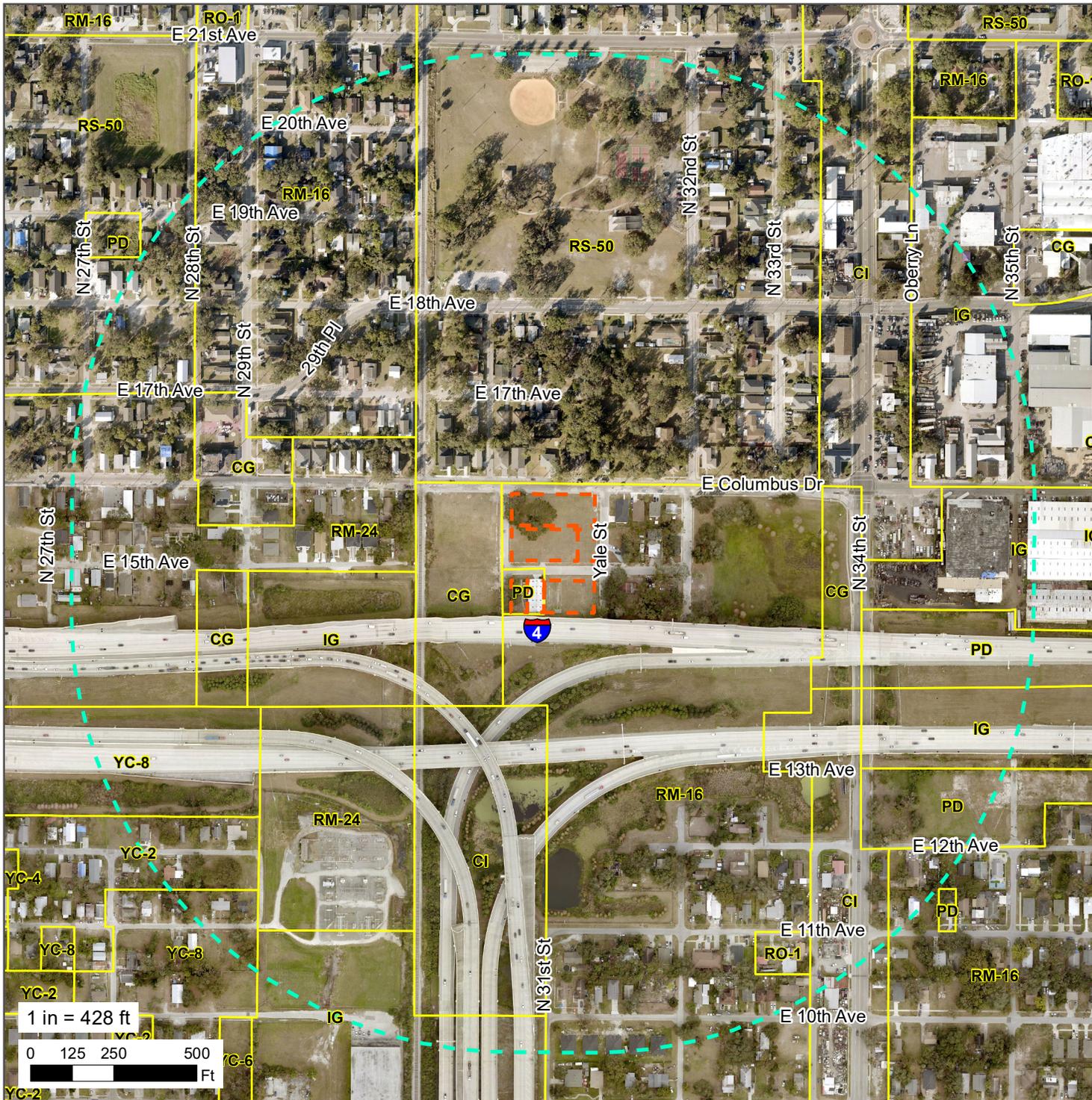
|                                       |           |           |            |
|---------------------------------------|-----------|-----------|------------|
| Gross Floor Plate Area, Floors 2-5    | 124,812   | 124,812   | none       |
| Tree #7                               | Removed   | Removed   | n/a        |
| Tree #10                              | Removed   | Removed   | n/a        |
| Tree #11                              | Removed   | Removed   | n/a        |
| Tree #12                              | Removed   | Preserved | n/a        |
| Tree #19                              | Preserved | Removed   | n/a        |
| Special Design Techniques Required?   | No        | No        | n/a        |
| Setback Relief Needed?                | No        | No        | n/a        |
| Height Increase Needed?               | No        | No        | n/a        |
| Change in Stories Proposed?           | No        | No        | n/a        |
| Flow or function negatively impacted? | No        | Yes       | See Note 1 |

### Notes

1. The jagged shape of this arrangement may not be consistent with the East Tampa Overlay Front Orientation provision. This orientation is not compatible with the pattern of immediately adjacent blocks.
2. This analysis assumes that encroachment into the B-5 "No Build Zone" is patently unreasonable.



## Ashley East Reasonable Reconfiguration Option 2



# Request to Rezone

REZ-25-0000097  
3105 E Columbus Dr

RM-16 & PD to PD

-  Subject Property
-  Zoning
-  1,320' Buffer

-  Historic Landmark Local  
None
-  Historic Landmark National  
None



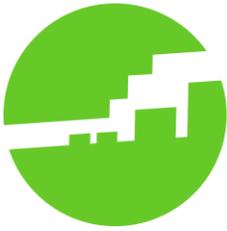
DISCLAIMER: information represented on this map is for reference only. Every effort has been made to verify the information. However, the data is dynamic and accuracy is not guaranteed. Users are urged to report inconsistencies so updates can be made accordingly.

Prepared by Development & Growth Management  
Right of Way & Mapping Section

November 21, 2025



Jane Castor, Mayor



**Hillsborough County  
City-County  
Planning Commission**

| <b>City of Tampa Rezoning</b>  |  |
|--|--|
| <b>Hearing Date:</b><br>December 12, 2024<br><br><b>Report Prepared:</b><br>December 4, 2025 | <b>Petition: REZ 25-97</b><br><br><b>3001, 3003, 3004, 3007, and 3010 East 15th Avenue; and 3105 East Columbus Drive</b><br><br><i>Located along East Columbus Drive, between North 31<sup>st</sup> Street and Yale Street</i> |
| <b>Summary Data:</b>   |  |
| <b>Comprehensive Plan Finding:</b>   | <b>CONSISTENT</b>  |
| <b>Adopted Future Land Use:</b>  | <b>Community Commercial-35 (35 du/ga; 2.0 FAR)<br/>Community Mixed Use-35 (35 du/ga; 2.0 FAR)</b>  |
| <b>Planning Area:</b>  | Central Tampa Planning District  |
| <b>Urban Village:</b>  | East Tampa   |
| <b>Zoning:</b>   | Residential, Multi-family-16 (RM-16) and Planned Development (PD) to PD for 128,904± square feet of Residential Multifamily uses   |
| <b>Parcel Size (Approx.):</b>  | 97,352± sq. ft. (2.24± acres)  |
| <b>Street Functional Classification:</b>   | East Columbus Drive – <b>Arterial</b><br>Yale Street – <b>Local</b>  |



**Context:**

The applicant is proposing to rezone 2.24± acres from the Residential, Multi-family-16 (RM-16) and Planned Development (PD) zoning districts to PD for 128,904± square feet of Residential Multifamily uses. The site currently contains a commercial structure and vacant parcels.

- The subject site is in the Central Tampa Planning District and the Jackson Heights Neighborhood.
- The subject site has two adopted Future Land Use designations: Community Commercial-35 (CC-35) and Community Mixed Use-35 (CMU-35). Approximately 0.36± acres (15,647 sq. ft.) are designated **Community Commercial-35 (35 du/ga; 2.0 FAR)**, and 1.88± acres (81,705 sq. ft.) are designated **Community Mixed Use-35 (35 du/ga; 2.0 FAR)**. These designations are intended for medium intensity/density horizontal and vertical mixed-use and single-use development, including general commercial, service, office, and residential uses. Commercial intensive uses may also be considered under the CC-35 designation only. Projects may be determined either by density or floor area ratio (FAR).
- Under the CMU-35 and CC-35 Future Land Use designations, the subject site can be considered for a maximum of 78 dwelling units (35 du/ga) or 194,704 square feet of residential or non-residential uses (2.0 FAR). Any development exceeding 67 dwelling units (30 du/ga) or 97,352 square feet (1.0 FAR) of residential or non-residential uses may require a Bonus Provision Agreement (BPA).
- The subject site is within the East Tampa Village, a Mixed Use Center and Corridor, and a Transit Empasis Corridor. Specific policy guidance for development in Urban Villages (*see LU Policies 5.1.1 through 5.1.9*) and Mixed Use Centers and Corridors (*see LU Policies 6.1.1 through 6.1.13*) are provided in the Comprehensive Plan.
- A mix of uses characterizes the surrounding area. Along East Columbus Drive is a mixture of public/quasi-public, multi-family, single-family detached, and single-family attached uses. Immediately east are single-family detached homes, and immediately west will be the future East Tampa Innovation Center. To the south of the site is Interstate-4. There is a concentration of light industrial and commercial uses three blocks east as well.
- Alfred “Al” Barnes Jr Park is the closest public recreational facility, located approximately 600 feet north of the site.
- The closest transit stop is located approximately 65 feet east of the subject site in front of the future East Tampa Innovation Center. This stop is served by HART’s Route 15, connecting the subject site to Westshore and the Netpark Transit Center.
- The subject site is within the Coastal Planning Area, specifically, Evacuation Zone E. Rezoning in the Coastal Planning Area that increase the number of residential units shall mitigate the impact on shelter space demands based on the shelter space LOS. (*CM Policy 1.2.2*)

### **Compliance with the Comprehensive Plan:**

The following Objectives and Policies apply to this rezoning request and are used as a basis for consistency finding.

### **Goals, Objectives, and Policies of the Tampa Comprehensive Plan:**

#### ***Livable City - Goals, Objectives, and Policies***

*LU Objective 1.1: Recognize that the City is comprised of five unique districts: University, Central Tampa, Westshore, New Tampa, and South Tampa.*

*LU Policy 1.1.6: Encourage transit oriented, pedestrian-friendly mixed-use development with attractive and multi-functional corridors through Community Planning efforts in the Westshore, Central Tampa and University planning districts.*

#### ***City Design - Goals, Objectives, and Policies***

*LU Objective 1.2: Create inspired urban design while respecting Tampa's human scale, unique history, aesthetics, natural environment, and sense of community identity as the City changes and evolves.*

*LU Policy 1.2.23: Continue to require that the scale and massing of new development in mixed-use centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights.*

*LU Policy 1.2.24: Promote design of neighborhoods, centers, streets, and public spaces that enhance public safety and discourage crime by providing street-fronting uses "eyes on the street", adequate lighting and sight lines, and features that cultivate a sense of community 'ownership'.*

*LU Policy 1.2.27: Parking garages, as well as surface parking areas, should be architecturally compatible and appropriately screened.*

#### ***City Planning Strategy***

*LU Objective 2.1: Regulate the levels of building intensity according to the standards and land use designations, in order to accommodate the projected population increase of 150,000 people and 157,000 employees by 2040.*

*LU Policy 2.1.1: Encourage compact, higher-density development that is compatible with its surrounding character.*

*LU Policy 2.1.2: Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites.*

#### ***Urban Villages***

*LU Objective 5.1: Support the Urban Village designations that produce a distinctive, high-quality built environment whose forms and character respect Tampa's unique historic, environmental, and architectural context, and create memorable places that enrich community life.*

*LU Policy 5.1.1: Urban villages contain most of the following uses which typically make up what is considered a traditional and livable community: single and multi-family residential, neighborhood- serving commercial, schools, parks, a central gathering place, mass transit and safe, walkable pathways that connect people to all areas of the village. Work towards creating a mix and placement of these uses that works for the character of the village and creates a vibrant community setting.*

*LU Policy 5.1.3: Ensure that redevelopment projects in urban villages are designed for pedestrian traffic and connect and support a citywide transit system.*

*LU Policy 5.1.4: Development projects in urban villages must be oriented, integrated and in scale with the surrounding community.*

### **Mixed-Use Centers and Corridors - Goals, Objectives, and Policies**

*LU Objective 6.1: The transformation of major corridors to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium and higher density housing, while also addressing local and citywide demand for retail and services.*

*LU Policy 6.1.1: Promote redevelopment of existing automobile-oriented corridors and the up-grading of existing commercial development to create vibrant, mixed- use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists.*

*LU Policy 6.1.2: Encourage through the redevelopment process, residential, mixed-use, retail, service commercial, and other pedestrian-oriented uses along mixed- use corridors to be oriented to the street by placing them toward the front of properties with entries and stoops fronting the street.*

*LU Policy 6.1.4: Require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping.*

*LU Policy 6.1.6: Ensure that the introduction of higher density mixed-use development along major arterial corridors and collector roads is compatible with adjacent land uses, particularly residential uses, by requiring such features as:*

- Buildings setback from rear or side yard property lines adjoining single-family residential uses;*
- Building heights stepped back from sensitive adjoining uses (including historic districts) to maintain appropriate transitions in scale, massing and height and to protect privacy and solar access;*
- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas, to the degree feasible; and*
- Lighting shielded and directed downward to minimize impacts on adjacent residential uses.*

*LU Policy 6.1.9: Promote redevelopment patterns and streetscape improvements that transform the visual and physical character of these corridors by the following methods:*

- *Put buildings close to the sidewalk. This will create a consistent “street wall,” will allow through traffic to see shops, and will make it interesting for people to walk through the corridor;*
- *Introduce taller buildings consistent with the underlying plan category;*
- *Consider placing parking in the rear of the building;*
- *Direct traffic back to the major roads;*
- *Create an attractive front and rear facade and entry for pedestrians;*
- *Create pedestrian pathways between the uses in the corridor and the neighborhoods behind;*
- *Reduce visual clutter of signs through a consistent sign program;*
- *Remove utility poles and put utilities underground;*
- *Plant street trees and provide street furniture; and*
- *Always try to diversify the types of uses.*

*LU Policy 6.1.10: Promote densities, mixes of uses, and transportation improvements that support walking and use of public transportation.*

*LU Policy 6.1.13: Mixed-use Corridor Centers are defined as those segments of a mixed-use corridor represented by adopted mixed-use plan categories on the future land use map. That include:*

- *Suburban Mixed-use-3*
- *Suburban Mixed-use-6*
- *Neighborhood Mixed-use-16*
- *Neighborhood Mixed-use-24*
- *Neighborhood Mixed-use-35*
- *Community Mixed-use-35*
- *Community Commercial-35*
- *Urban Mixed-use -60*
- *Regional Mixed-use-100*

### **Land Development Regulations – Goals, Objectives, and Policies**

*LU Objective 8.15: All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes.*

*LU Policy 8.15.1: Development shall not exceed the densities and intensities as defined by the land use plan categories, and incorporated herein as reference.*

*LU Policy 8.15.2: Each land use plan category shall have a unique set of zoning districts that may be permitted within the land use plan category, as adopted in the Zoning Code. Zoning districts which are not included in the table/ matrix shall neither be applied for, nor approved.*

### **Neighborhoods and Land Use – Goals, Objectives, and Policies** **Urban Neighborhoods**

*LU Objective 9.1: Locate higher density housing in or near the downtown core and medium density housing near employment, shopping and transit facilities to support and encourage pedestrian, bicycle and transit trips.*

*LU Policy 9.1.1: Require that buildings in urban neighborhoods maintain a consistent, overall setback from the public right-of-way in order to create a pleasing definition to the public sidewalk and street.*

### **Overall Residential Development and Redevelopment**

*LU Objective 9.2: Ensure that there is an adequate amount of land planned for residential purposes to accommodate the projected population.*

*LU Policy 9.2.6: Encourage single family attached and multi-family developments to be designed to include orientation of the front door to a neighborhood sidewalk and street.*

*LU Objective 9.3: Compatible development and redevelopment to sustain stable, neighborhoods and ensure the social and economic health of the City.*

*LU Policy 9.3.1: Areas adjacent to, or within, neighborhoods that are planned for non-residential uses shall be developed in a manner which is sensitive and compatible to the affected neighborhood(s).*

*LU Policy 9.3.8: It is the intent of the City that new residential redevelopment projects shall be minimally disruptive to adjacent areas. To achieve this, the City shall assess the potential positive and negative impacts of residential development projects on the physical development pattern and the character of the surrounding area, and require mitigation of negative off-site impacts.*

*LU Policy 9.3.9: Ensure high quality urban design in neighborhoods by enhancing their distinctive natural, historic and cultural characteristics; strengthen neighborhood connections and reinforce Tampa's unifying design features such as shade trees in the tree lawns, parkways and the grid system of streets.*

*LU Objective 9.4: Accommodate the greatest concentration of housing in desirable, pedestrian-oriented urban areas having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.*

*LU Policy 9.4.1: Encourage higher-density multifamily development in pedestrian-oriented urban areas with access to transit, a broad range of services and amenities and access to employment to:*

- *Encourage housing development of a medium to large scale with heights greater than those in low rise areas;*
- *Accommodate larger scale structures while maintaining the livability of these communities, including measures which minimize the appearance of bulk; or*
- *Promote high-density residential development in Business Centers and Urban Villages.*

### **Multifamily Residential Areas**

*LU Objective 9.6: Increase the diversity and improve the sustainability of multi-family residential areas.*

*LU Policy 9.6.1: Encourage the development and retention of a diversity of multifamily housing types to meet the needs of Tampa's present and future populations.*

*LU Policy 9.6.2: Promote a residential development pattern consistent with the compact city form strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.*

*LU Policy 9.6.3: Designate as multifamily residential areas, existing areas predominantly occupied by multifamily development, as well as areas where greater residential development is desired to increase housing opportunities and promote development intensities consistent with the city form strategy.*

*LU Policy 9.6.4: Balance the objective to increase opportunities for new housing development to ensure adequate housing for Tampa's residents with the equally important objective of ensuring that new development is compatible with neighborhood character.*

### **Low Medium Density Multifamily Areas**

*LU Objective 9.7: Provide opportunities for infill development in areas already characterized by low to low medium density multifamily development and create transitions in development intensity between single-family zones and more intensive multi-family or commercial areas.*

*LU Policy 9.7.3: Use low-density multifamily areas to provide for transitional densities between single-family neighborhoods and more intense commercial and residential uses.*

### **Moderate Density Multifamily Areas**

*LU Objective 9.8: Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible for pedestrians.*

*LU Policy 9.8.3: Promote denser, residentially-scaled multifamily neighborhoods by permitting building types that allow for multifamily walk-up apartments. These buildings should be designed with height limits and development standards that promote a strong relationship between individual dwellings and the ground level.*

*LU Policy 9.8.4: Accommodate housing at densities sufficient to promote pedestrian activity and frequent transit service, as well as support local businesses providing neighborhood services.*

### **Provide Multimodal Options**

*MBY Objective 1.1: Invest in safe, convenient, and comfortable mobility options.*

*MBY Policy 1.1.3: Provide a safe, accessible, and continuous pedestrian and bicyclist network to facilitate walking and bicycling trips within and between neighborhoods, employment centers, and other destinations.*

*MBY Objective 1.5: Preserve, strengthen, and explore opportunities to reconnect the grid and provide connections for all modes to alleviate pressure on existing roadways and build a network of complete streets.*

*MBY Policy 1.5.5: Direct connections between destinations, especially for adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers. Potential conflicts between pedestrians and motor vehicles should be minimized.*

## **Adequate Sites to Accommodate Housing Needs**

*HSG Objective 1.3: Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Tampa's households now and in the future in all neighborhoods.*

*HSG Policy 1.3.4: Encourage new housing on vacant, infill, or underutilized land.*

## **Infrastructure – Goals, Objectives, and Policies**

*INF Objective 1.1: Continue to coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City through the continued implementation of the Concurrency Management System.*

*INF Policy 1.1.16: Promote development within environmentally appropriate areas such as previously developed land, infill lots, and/or remediated brownfields.*

*INF Policy 1.1.17: Permit limited amounts of development consistent with the desire to maintain the general intensity of development that presently characterizes the multifamily, commercial, and industrial areas outside of urban centers and villages and direct the greatest share of growth to the urban centers and villages.*

*INF Policy 1.1.18: Promote a residential development pattern consistent with the compact city form strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.*

## **Hurricane Evacuation and Shelters**

*CM Objective 1.2: Maintain and reduce hurricane clearance times within the City as a component of maintaining and reducing evacuation times for Hillsborough County and the Region.*

*CM Policy 1.2.2: Rezoning in the Coastal Planning Area that increase the number of residential units shall mitigate the impact on shelter space demands based on the shelter space LOS.*

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

**The applicant is proposing to rezone 2.24± acres from the Residential, Multi-family-16 (RM-16) and Planned Development (PD) zoning districts to PD for 128,904± square feet of Residential Multifamily uses (*LU Policy 8.15.2*). The site currently contains a commercial structure and vacant parcels.**

**The surrounding area is a mixture of uses. Along East Columbus Drive, which is a Transit Emphasis Corridor, is a mixture of public/quasi-public, multi-family, single-family detached, and single-family attached uses. Immediately east are single-family detached homes, and immediately west will be the future East Tampa Innovation Center. Planning Commission staff finds the request consistent with the density and intensity anticipated under the Community Mixed Use-35 (CMU-35) and Community Commercial (CC-35) Future Land Use designations. To achieve the proposed 128,904± square foot structure (1.30 FAR), the applicant has entered into a BPA with the city (*LU Policy 8.15.1*). The rezoning will provide compatible infill development in an area planned for 35 dwelling units per acre (*LU Policies 2.1.2, 9.6.3*).**

Planning Commission staff reviewed the surrounding area and found the request to be comparable and compatible with the surrounding neighborhood. The CMU-35 designation along this portion of East Columbus Drive anticipates a mixture of residential and non-residential development at a higher intensity, with the adjoining R-20 and R-35 designations supporting low- to medium-density residential and neighborhood-serving commercial uses to the north. The request aligns with policy direction that encourages transitional densities between single-family neighborhoods and more intense commercial or residential uses while maintaining a scale and character compatible with surrounding uses (*LU Policies 1.2.23, 9.6.4, 9.3.1, 9.7.3*). Based on this context, Planning Commission staff find the request compatible with the planned development pattern and consistent with the Comprehensive Plan (*LU Policy 9.3.8*).

As described in LU Policy 6.1.13, lands recognized under the CMU-35 and CC-35 designations are considered to be within a Mixed Use Center and Corridor. These Corridors are identified as those areas with the greatest opportunity to support the gradual transformation of road corridors where intensification is possible and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, and transit service for community residents. Therefore, the development should address the Mixed Use Corridor policies.

The Comprehensive Plan promotes pedestrian safety and encourages development that enhances Tampa's character and ambiance, particularly along mixed-use corridors (*LU Policy 6.1.13*). Multifamily development is encouraged to orient building entrances to public rights-of-way and provide sidewalks in practical and feasible areas to support pedestrian activity (*LU Policies 1.1.6, 5.1.3, 6.1.2, 6.1.4, 9.1.1, 9.2.6*). The PD proposes 5-foot sidewalks with shade trees along East Columbus Drive and Yale Street, including an entryway along East Columbus Drive that helps activate the streetscape (*LU Policies 6.1.1, 6.1.9, 9.3.9; MBY Policy 1.5.5*). In addition, the applicant has agreed to incorporate further pedestrian features between the first and second readings, including a marked crosswalk along the eastern drive aisle and a sidewalk connection extending to the southeast portion of the site, to improve internal pedestrian movement (*MBY Policy 1.1.3*). While these enhancements improve circulation within the site, staff notes that opportunities remain to further strengthen connectivity along the southern edge and within the central portion of the parking area, where vehicle and service movements are concentrated. Staff also notes that the Comprehensive Plan encourages walk-up multifamily units to promote a strong relationship between individual dwellings and the ground level, which are not included in the proposed design (*LU Policies 1.2.24, 9.8.3*). With the applicant's commitment to the proposed improvements, staff finds the request overall consistent with the Mixed Use Centers and Corridors policies in the Comprehensive Plan.

The applicant has also agreed to add a visual screening or architectural element along the open-air parking podium facing East Columbus Drive. This commitment supports LU Policy 1.2.27, which encourages parking garages and surface parking areas to be architecturally compatible and appropriately screened. Given the site's location along a major arterial roadway, this addition will help strengthen the project's relationship to the public realm. With these revisions incorporated between the first and second readings, staff find the request consistent with the design and compatibility policies outlined in the Comprehensive Plan (*LU Policy 6.1.6*).

The proposed rezoning supports many Comprehensive Plan policies related to housing the City's population. The Tampa Comprehensive Plan encourages new housing on vacant and underutilized land to ensure an adequate housing supply is available to meet the

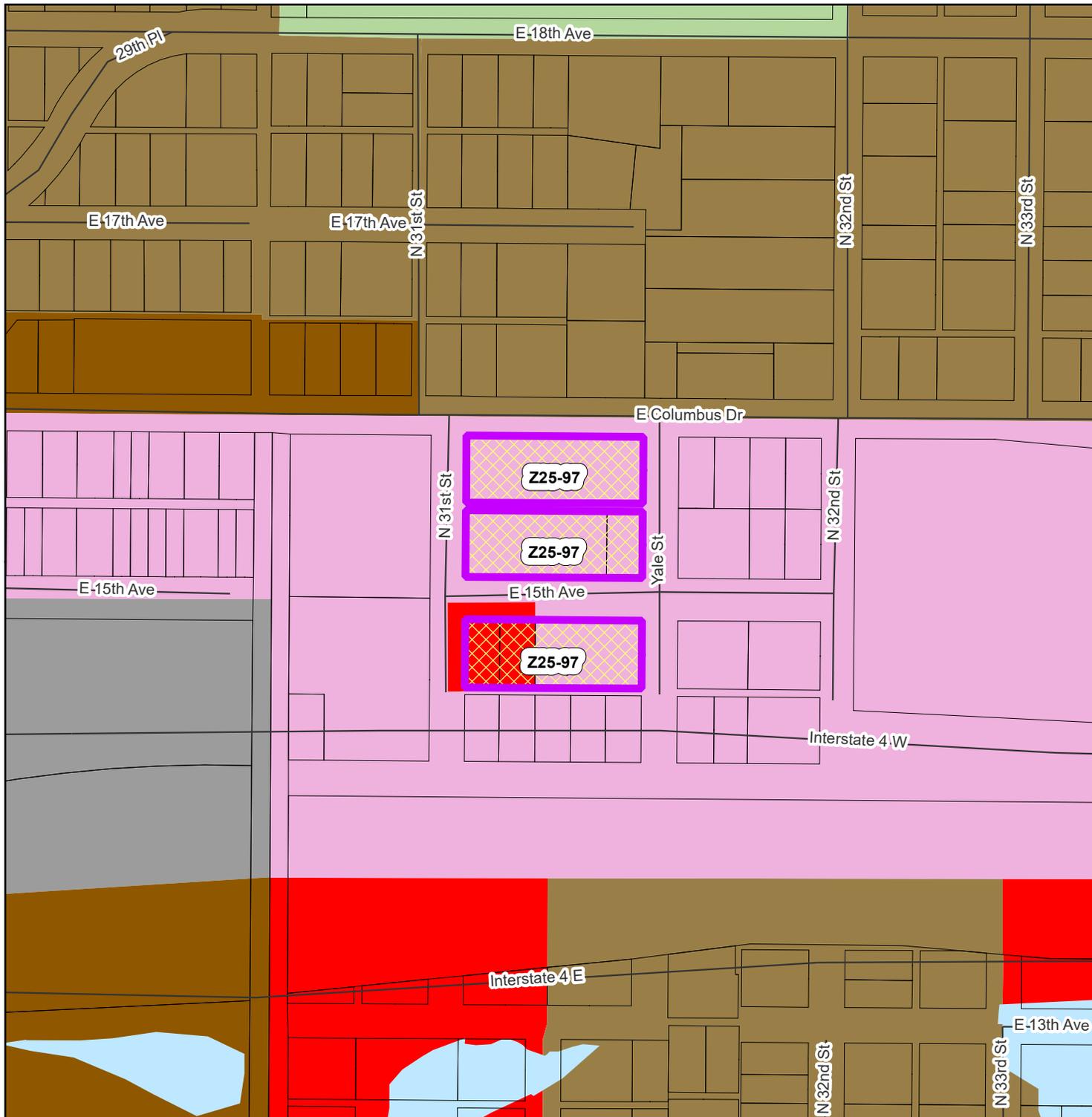
needs of Tampa's present and future populations (*LU Policies 2.1.1, 6.1.10, 9.6.1; HSG Policy 1.3.4; INF Policy 1.1.16*). Additionally, the request will provide additional housing and pedestrian infrastructure to the East Tampa Urban Village as the Comprehensive Plan directs the "greatest share of growth" to Urban Villages (*LU Policies 5.1.1, 5.1.4; INF Policies 1.1.17, 1.1.18*). The proposed rezoning supports these policies while encouraging new housing on vacant and underutilized land and in proximity to employment and transit options (*LU Policies 9.4.1, 9.6.2, 9.8.4*).

The subject site is within the Coastal Planning Area, specifically Evacuation Zone E. Rezoning in the Coastal Planning Area that increase the number of residential units shall mitigate the impact on shelter space demands based on the shelter space Level of Service (*CM Policy 1.2.2*).

In conclusion, the PD zoning would allow for development that is comparable and compatible with the anticipated development pattern under the CC-35 and CMU-35 Future Land Use designations.

**Recommendation:**

Based on the above considerations, the Planning Commission staff finds the Planned Development **CONSISTENT** with the provisions of the *Tampa Comprehensive Plan*.



# CITY OF TAMPA

Future Land Use  
Z25-97

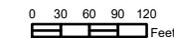
3105 E. Columbus Dr.;  
3001, 3003, 3004, 3007 & 3010 E. 15th Ave.  
From: RM-16, PD(Residential Multiple-Family,  
Planned Development)  
To: PD (Planned Development)

- Legend**
- Rezoning**
- all other values
- STATUS**
- APPROVED
  - CONTINUED
  - DENIED
  - WITHDRAWN
  - PENDING
- Map Features**
- Tampa Service Area
  - Urban Service Area
  - Shoreline
  - County Boundary
  - Jurisdiction Boundary
  - Roads
  - Parcels
  - WATER
  - wam.WATER.MajorRivers\_Line
  - wam.NATURAL.Bay\_Poly
  - wam.NATURAL.LULC\_Wet\_Poly
  - RURAL ESTATE-10 (25 FAR)
  - RESIDENTIAL-3 (.35 FAR)
  - RESIDENTIAL-6
  - RESIDENTIAL-10 (.35 FAR)
  - RESIDENTIAL-20 (.50 FAR)
  - RESIDENTIAL-35 (.60 FAR)
  - RESIDENTIAL-50 (1.0 FAR)
  - RESIDENTIAL-83 (.65 FAR)
  - SUBURBAN MIXED USE-3 (.25 FAR)
  - SUBURBAN MIXED USE-6 (.50 FAR)
  - NEIGHBORHOOD MIXED USE-16 (.50 FAR NONRESIDENTIAL USES, .75 FAR VERTICAL MIXED-USE OR RESIDENTIAL ONLY)
  - NEIGHBORHOOD MIXED USE-24 (1.75 FAR NONRESIDENTIAL USES, 1.0 FAR VERTICAL MIXED-USE OR RESIDENTIAL ONLY)
  - NEIGHBORHOOD MIXED USE-35 (1.0 FAR NONRESIDENTIAL USES, 1.5 FAR VERTICAL MIXED-USE OR RESIDENTIAL ONLY)
  - GENERAL MIXED USE-24 (1.5 FAR)
  - URBAN MIXED USE-60 (3.25 FAR)
  - COMMUNITY MIXED USE-35 (2.0 FAR)
  - TRANSITIONAL USE-24 (1.5 FAR)
  - REGIONAL MIXED USE-100 (3.5 FAR)
  - MUNICIPAL AIRPORT COMPATIBILITY
  - COMMUNITY COMMERCIAL-35 (2.0 FAR)
  - LIGHT INDUSTRIAL (1.5 FAR)
  - HEAVY INDUSTRIAL (1.5 FAR)
  - RECREATIONAL/OPEN SPACE
  - PUBLIC/SEMI-PUBLIC
  - MAJOR ENVIRONMENTALLY SENSITIVE AREAS
  - CENTRAL BUSINESS DISTRICT
  - MAC DILL AIR FORCE BASE
  - WATER
  - RIGHT OF WAY
  - TRANSITIONAL AREA (DUE TO)

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.

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ACCURACY: It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate source.



Map Printed from Rezoning System: 11/4/2025

Author: Jerid McAdoo

File: C:\Users\mcaadoo\Desktop\Rezoning.mxd

