

Tonia Wilcox

From: astrid samachson <jasamachson@gmail.com>
Sent: Friday, February 6, 2026 4:24 PM
To: TampaCityCouncil
Subject: [EXTERNAL] Deny Land Use ta/cpa 24-11 and rezoning rez 25-48 requests

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Dear Tampa City Council,

Please just say no to this madness.

My house is on the corner of Boulevard and Swann ave. Traffic is heavier and noisier than ever, without the hotel.

I often have trouble getting out of my driveway on Swann.

Last year's hurricanes flooded houses in the area where this hotel is proposed, if they take measures, the rest of the neighborhood is in even more trouble.

Proposed deliveries by way of Bay street, a cobble stone, narrow street are not believable, neither are the assurances that the parking issues will not get worse.

There is the transient nature of hotel guests near schools. I could go on but I won't.

Thank you for your attention in this matter.

Astrid Samachson, resident since 1993

Tonia Wilcox

From: Matthew Danahy <matt@danddlaw.com>
Sent: Friday, February 6, 2026 6:34 PM
To: TampaCityCouncil
Cc: Alan Clendenin; Guido Maniscalco; Lynn Hurtak; Bill Carlson; Naya Young; Charlie Miranda; Luis Viera
Subject: [EXTERNAL] Request to Deny CPA and Rezoning in Historic Hyde Park -TA/CPA 24-11 and ARC-24-273

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Dear City Council Members,

I am a local homeowner (705. S. Boulevard) and a commercial property/ business owner (901 W. Swann Ave.). I am writing to voice my objection, and that of my wife, Lori, to the proposed development on the block between Swann Ave and Bay Street, as bordered by Magnolia and Brevard Avenues. I object to both the requests to change the land use for the property from R-35 to CMU-35 and to rezone the property to PD.

I was born in Tampa General Hospital and have lived in South Tampa my entire life. I bought my home and office in Hyde Park nearly 20 years ago, and both are located approximately 1 block from this proposed development. As I am sure you are aware, the proposed development is inconsistent with the neighborhood. If approved, the project will have an adverse effect on the public health, safety, and welfare in the area. It will significantly increase traffic and congestion. It will increase noise, trash, and pollution. It will overburden the neighborhood infrastructure. And it will no doubt be used to support future inappropriate development requests.

I am not against growth and development, but I am against this proposal. If approved, this project will forever alter the quality of life in, and the character of, our historic neighborhood.

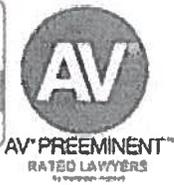
Please vote against these proposals.

Thank you for your consideration.

**DANAHY
&
DUNNAVANT**
INSURANCE CLAIM LAWYERS

Matt Danahy, Partner
Phone 813-906-1841
Fax 813-579-1912
Web www.DandDLaw.com
Email Matt@DandDLaw.com
901 W Swann Ave, Tampa, FL 33606





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Then delete the e-mail and any attachments from your system. Thank You.

Tonia Wilcox

From: Pamela Cannella <pamcannella36@gmail.com>
Sent: Friday, February 6, 2026 7:16 PM
To: TampaCityCouncil
Subject: [EXTERNAL] OpposeTA/CPA24-11 REZ25-48 VAC 25-08

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This proposal for a massive, hotel, restaurant, townhomes etc. building is an example of irresponsible development. It is located in our coastal, high hazard flood zone, does not fit the criteria for historic preservation, it is inconsistent with the Tampa comprehensive plan. It was denied by the planning commission and the staff of the planning commission and ARC as being INCONSISTENT. there should be no reason as to your vote to oppose this, finding it inconsistent.

Thank you, Pam Cannella
Sent from my iPhone

Tonia Wilcox

From: Eric Hensgen <ehensgen@hotmail.com>
Sent: Saturday, February 7, 2026 9:06 AM
To: TampaCityCouncil
Subject: [EXTERNAL] DENY LAND USE REQUEST TA/CPA 24-11 and REZONING REZ 25-48

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Dear City Council, this project needs to be stopped. The scale of this project too large and not in keeping with the Hyde Park neighborhood.

I also have strong concerns on storm water management. Having flooded in hurricane Milton myself in Palma Ceia Pines, I think we need to question additional building without providing ample place for storm water runoff. Too many new townhouses and other projects are being built and adding way too many impervious surfaces to the South Tampa area. This creates another flooding event very likely.

Please vote NO,

Sincerely,

Eric Hensgen

Tonia Wilcox

From: danajasper14@gmail.com
Sent: Saturday, February 7, 2026 11:47 AM
To: TampaCityCouncil
Subject: [EXTERNAL] Deny TA/CPA 24-11 & REZ-25-48 -- Incomplete AutoTurn Exhibit Prevents Informed Decision on REZ-25-48 waivers 1A & 1B
Attachments: REZ 25-48 - AutoTurn Exhibits.pdf; ARC 25-226 - Vehicle Tracking Exhibit.pdf

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Dear Council Members,

First, I respectfully urge you to deny TA/CPA 24-11. If it is approved, I then request that you deny REZ-25-48.

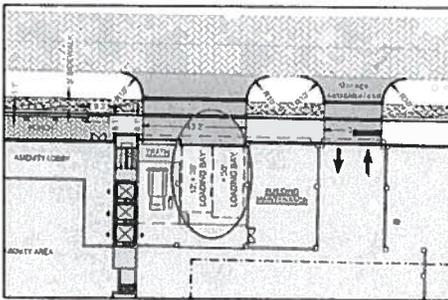
In particular, waivers 1A and 1B raise significant concerns due to **critical omissions on the AutoTurn Exhibit uploaded to Accela 12/17/2025 for REZ-25-48**, which I've attached for your reference. **The exhibit does not include semi-trailer truck size and corresponding vehicle-tracking data.** Without this information, Council cannot make a fully informed decision regarding the requested waivers.

Council should, accordingly, ask the applicant to explain why semi-trailer truck size and vehicle-tracking data have been omitted from the AutoTurn Exhibit.

— WAIVERS

THE FOLLOWING WAIVERS ARE REQUESTED:

1. SECTION 21-238.10
 - A. REQUEST TO ALLOW LOADING SPACES TO BE 12' X 28' AND 12' X 30'.
 - B. REQUEST TO ALLOW LOADING TO OCCUR IN MORE THAN ONE CONTINUOUS MANEUVER AND TO ALLOW MANEUVERING IN THE RIGHT-OF-WAY.



The applicant claims all deliveries will be fully contained within two loading bays (12' x 28' and 12' x 30'). However, the applicant has no authority to restrict delivery truck sizes serving the property, regardless of their claims suggesting otherwise.

This issue was raised during the ARC-25-226 review when the applicant included a zoning note on the April 30, 2025, site plan stating, "semi-trailer trucks, WB-50 class and larger, cannot be used to service the property." **Zoning staff required removal of this note because it is not enforceable.**

MEMORANDUM
 DATE: April 13, 2025
 TO: Matt Wills, Assistant Professional
 FROM: Jeremy Galt, Urban Planning & Development & Growth Management
 RE: ARC 25-000726 - 8113 Magnolia Ave

(2)(d) To complete a comprehensive review of the Site Plan and zoning code for the proposed project located at 8113 Magnolia Ave along with the proposed project, the applicant shall provide a copy of all applicable city codes and ordinances, including all applicable codes of the City of Tampa, and the proposed project INDEPENDENTLY with OBJECTIVE.

April 30, 2025 (ARC-25-226)
Applicant states on Site Plan:
 "Semi-trailer trucks (WB 50 class) and larger cannot be used to service the property."

Zoning staff instructed the applicant
 "Remove - not enforceable."

ZONING NOTES

1. THE FOOTPRINT OF THE PROPOSED BUILDING IS CONCEPTUAL IN NATURE AND MAY BE ADJUSTED AS IT COMPLETES WITH THE SERVICES ESTABLISHED BY THE SITE PLAN.
2. THE PROPOSED BUILDING SHALL COMPLY WITH THE PROVISIONS OF THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT. THE PROPOSED PROJECT SHALL BE SUBJECT TO THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT.
3. THE PROPOSED BUILDING SHALL COMPLY WITH THE PROVISIONS OF THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT. THE PROPOSED PROJECT SHALL BE SUBJECT TO THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT.
4. A NETWORK WITHIN THE PROPOSED SITE SHALL BE PROVIDED TO SUPPORT THE PROPOSED PROJECT. THE NETWORK SHALL BE PROVIDED TO SUPPORT THE PROPOSED PROJECT.
5. THE PROPOSED BUILDING SHALL COMPLY WITH THE PROVISIONS OF THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT. THE PROPOSED PROJECT SHALL BE SUBJECT TO THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT.
6. AT ALL TIMES THE PROPOSED PROJECT SHALL COMPLY WITH THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT. THE PROPOSED PROJECT SHALL BE SUBJECT TO THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT.
7. EXISTING UTILITIES SHALL NOT BE MOVED OR ADJUSTED WITHOUT THE APPROVAL OF THE CITY OF TAMPA.
8. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT. THE PROPOSED PROJECT SHALL BE SUBJECT TO THE CITY OF TAMPA ZONING ORDINANCE, CHAPTER 25.05, AS APPLICABLE TO THE PROPOSED PROJECT.

Remove - not enforceable

Source: Accela, "Zoning Review Comments – ARC-25-226 – 5-30-25.pdf"

Despite being informed of this limitation, the applicant continued to represent to the Architectural Review Commission on September 17, 2025, that only box trucks would be used and that all deliveries would be fully contained within the loading bays. The applicant continues to make this claim today. While it may reflect the applicant's preference, it does not reflect operational reality as the applicant has no authority or ability to restrict delivery truck size.

September 17, 2025 (ARC-25-226)

Applicant continued to maintain that only
 "box trucks will serve the site and will be completely contained..."

Waivers

	x2	2 12'x30' spaces and to maneuver in right-of-way	Box trucks will serve site and will be completely contained in providing loading bays in garage.
	x2	Removal of C-B Tree and reduction in tree retention	Planting bigger and better-quality trees than exists today. Exceeding greenspace requirement. Multiple 10" trees to frame building and restore canopy along streetscape.
	x1	Allow commercial access to a local roadway (Bay Street and Magnolia Avenue)	Existing commercial to Bay Street and Magnolia Avenue present.
	x1	Reduce greenspace area between Magnolia Avenue and porte cochere from 8' to 5'	To provide cover large, shaded area either end of

Architectural Review Commission - 09/17/25

City Of Tampa Meetings     

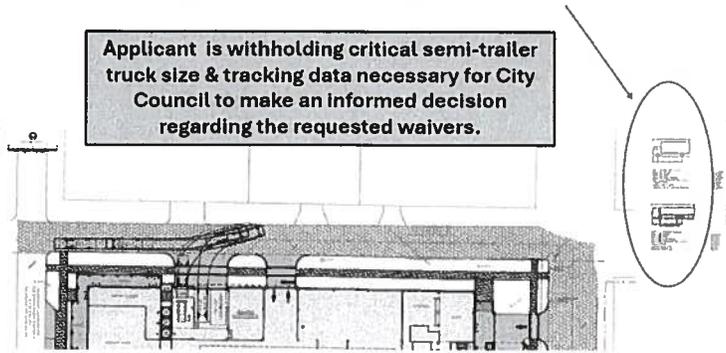
Source:
https://www.youtube.com/watch?v=4j65M95y28I&list=PLCkxHCjtLwLEBH6O4UUhGIHJ0z03_fV4x&index=3

Council has not been presented with true operational impacts when larger delivery semi-trailer trucks arrive to the loading bays—and they will. The current AutoTurn Exhibit for your consideration only includes a compactor flatbed and a single-unit truck and excludes any semi-trailer truck analysis necessary for Council to evaluate compliance with City code and public safety standards.

Auto Turn Exhibit uploaded to Accela on December 17, 2025 for REZ-25-48
is missing semi-trailer tracking and truck size data

Only shows Compactor Flatbed & Single Unit Truck

Applicant is withholding critical semi-trailer truck size & tracking data necessary for City Council to make an informed decision regarding the requested waivers.

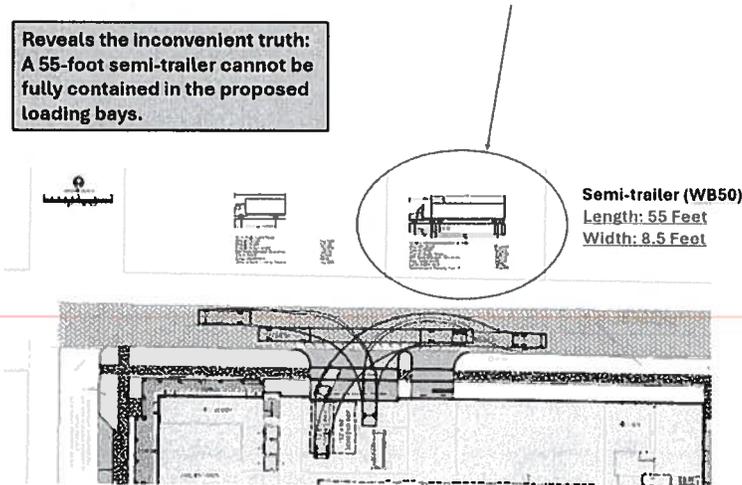


Source: Accela, "REZ 25-48 – AutoTurn Exhibits.pdf," 12/17/2025

The only AutoTurn Exhibit that included semitrailer tracking data appeared on the August 20, 2025, ARC-25-226 submittal (attached for your reference), which **reveals a critical fact: A 55-foot semi-trailer cannot be fully contained within the proposed loading bays.** This fact contradicts what the applicant wishes you to believe: that delivery trucks will be fully contained within the loading bays.

Auto Turn Exhibit uploaded to Accela on August 20, 2025, for ARC-25-226
is the only analysis that includes the semi-trailer (WB-50) truck

Reveals the inconvenient truth:
A 55-foot semi-trailer cannot be fully contained in the proposed loading bays.



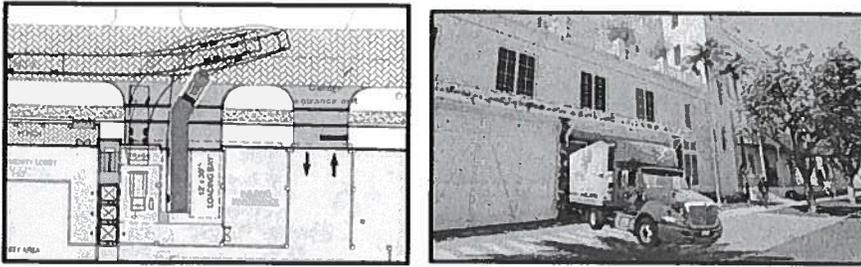
Source: Accela, "ARC 25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025

If the waivers are granted, the following scenarios are realistic and unavoidable.

Scenario 1: A 55-foot semi-trailer backing into the 28-foot loading bay extends 27 feet beyond the bay, blocking the sidewalks and obstructing visibility at the garage exit. This violates Section 27-283.15, which prohibits loading spaces that intrude upon sidewalks and requires a minimum 60-foot loading space for tractor trailers.

Scenario 1: 55-foot semi-trailer backs into 28-foot loading bay

- Semi-trailer extends 27-feet beyond the loading bay
- Blocks the sidewalk
- Obstructs driver visibility at the garage exit



Sec. 27-283.15

- (4) No loading space shall be located so that a vehicle using such space intrudes on or hinders the use of travel lanes, walkways, public or private streets or adjacent properties.
- (5) Each required off-street loading space shall have a minimum width of twelve (12) feet and a minimum vertical clearance of sixteen (16) feet above finished grade of the space. The length shall be a minimum of thirty (30) feet for local delivery and sixty (60) feet for tractor trailers. A minimum of two-thirds of the required loading spaces shall be used for local deliveries.

Sources:

1. Accela, "ARC-25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025

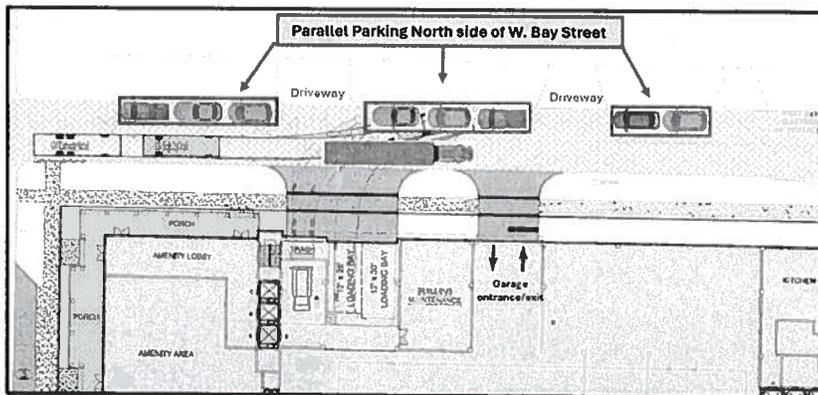
2. Tampa Municode,

https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH27ZOLADE_ARTVISUR_E_DIV3ACPALO_S27-283.15SATA

Scenario 2: Parallel parking on Bay Street's north side prevents semi-trailer access to the loading bays. Drivers will park on the roadway to unload, violating Section 27-283.15's requirement that off-street loading spaces shall be located and arranged so that a semitrailer truck shall be able to gain access to and use such spaces by means of one continuous parking maneuver.

Scenario 2: Parallel parking on North side of W. Bay Street prevents 55-foot semi-trailer from backing into the loading bay

- Semi-trailer parks in roadway to unload
- Blocks traffic lane
- Obstructs line of sight for exiting garage traffic



Sec. 27-283.15

- (1) Off-street loading spaces shall be located and arranged so that a semitrailer truck (WB50 class) shall be able to gain access to and use such spaces by means of one (1) continuous parking maneuver.

Sources:

1. Accela, "ARC-25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025

2. Tampa Municode,

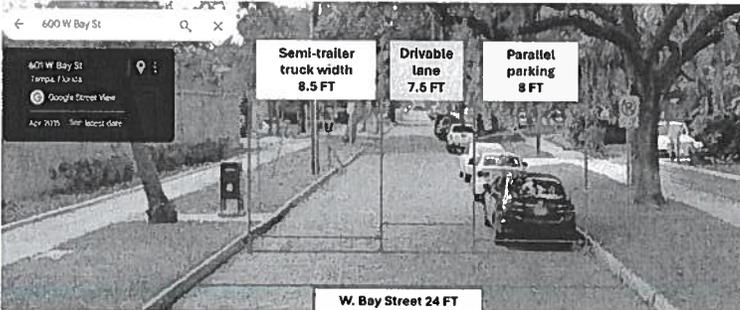
https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH27ZOLADE_ARTVISUR_E_DIV3ACPALO_S27-283.15SATA

Scenario 2 creates additional safety hazards and is further problematic. Bay Street is only 24 feet wide, per survey data. The parallel parking spaces are 8 feet wide, per City Code, and the semitrailer width is 8-1/2 feet,

per the AutoTurn Exhibit dated 8/20/2025. This leaves only 7-1/2 feet for moving traffic. This is well below the 10-foot minimum required by Ordinance No 2025-43, Section 15-44.

**Semi-trailer trucks on W. Bay Street
reduce roadway for traffic to 7.5 feet.**

W. Bay Street width	24 feet	Per survey
Semi-trailer truck width	8.5 feet	Per AutoTurn Exhibit
Parallel parking width	8 feet	Per City Code Sec 27-211.12(b)(3)



Sources:

1. Accela, REZ-25-48, "Magnolia Court Hotel-Survey.pdf," 2/17/2025
2. Accela, "ARC-25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025
3. Tampa Municode, Sec 27-211.12(b)(3)

https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH27ZOLADE_ARTI_IIESZODIDIRE_DIV2SPDI_SD5SEHESDI_S27-211.12PADEACMA

ORDINANCE NO. 2025- 43

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, DELETING, IN ITS ENTIRETY, THE CITY OF TAMPA CODE OF ORDINANCES, CHAPTER 15, PARKING; ADOPTING A REVISED CHAPTER 15, PARKING; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

Sec. 15-44. Ten feet of roadway to remain open for vehicular traffic.

It is unlawful for any operator to stop, stand or park any vehicle upon a street, in a traffic lane, in any alley or on other city owned or operated property in such a manner or under such conditions as to leave available less than ten (10) feet of the width of the traffic lane or roadway for free movement of vehicular traffic, except that an operator may stop only during the actual loading or unloading of passengers or when necessary in obedience to traffic regulations or traffic signs or signals or a police officer.

Sources:

1. Tampa Code of Ordinances, Ordinance No. 2025-43,
https://library.municode.com/fl/tampa/ordinances/code_of_ordinances?nodeId=1358097
2. Tampa Municode,
https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH15PA_ARTIIREP_EPE_DIV1GEPARE_S15-44TEFEROREOPVETR

The proposed site plan contains undersized loading bays that cannot accommodate 55-foot semi-trailers, resulting in unavoidable obstructions to sidewalks, traffic lanes, and sightlines at the garage exit. These conditions are inconsistent with the City's zoning and safety requirements.

For these reasons, I respectfully ask City Council to deny REZ-25-48 and waivers 1A and 1B.

Thank you for your consideration,

Dana Jasper
Tampa Resident
Danajasper14@gmail.com

© 13' PLM

PORTE
COCHERE

ENTRY
PORCH

ENTRY
PORCH

CAFE

HOTEL
LOBBY

CONDO
LOBBY

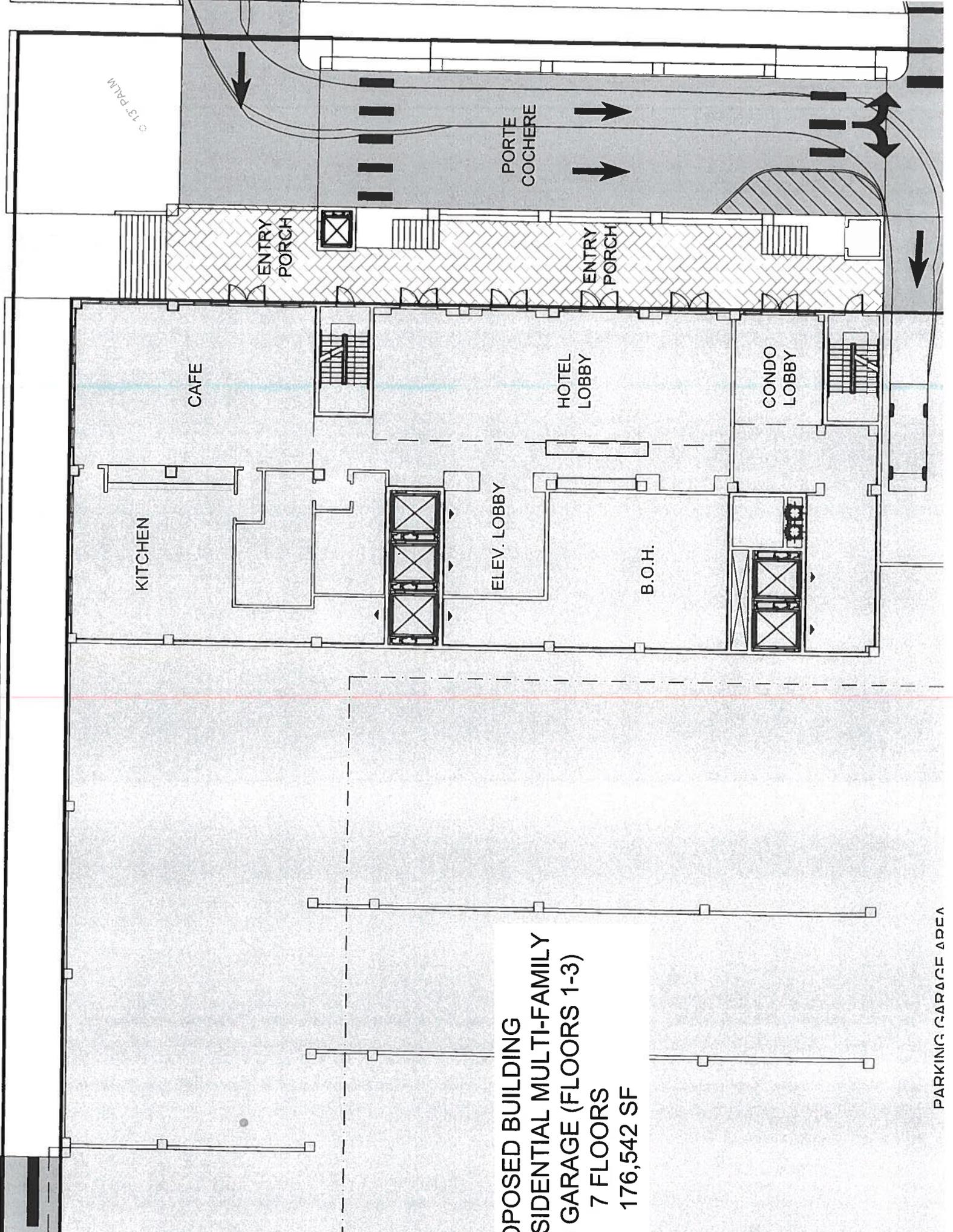
KITCHEN

ELEV. LOBBY

B.O.H.

PROPOSED BUILDING
RESIDENTIAL MULTI-FAMILY
GARAGE (FLOORS 1-3)
7 FLOORS
176,542 SF

PARKING GARAGE AREA



13' PALM

KITCHEN

CAFE

ELEV. LOBBY

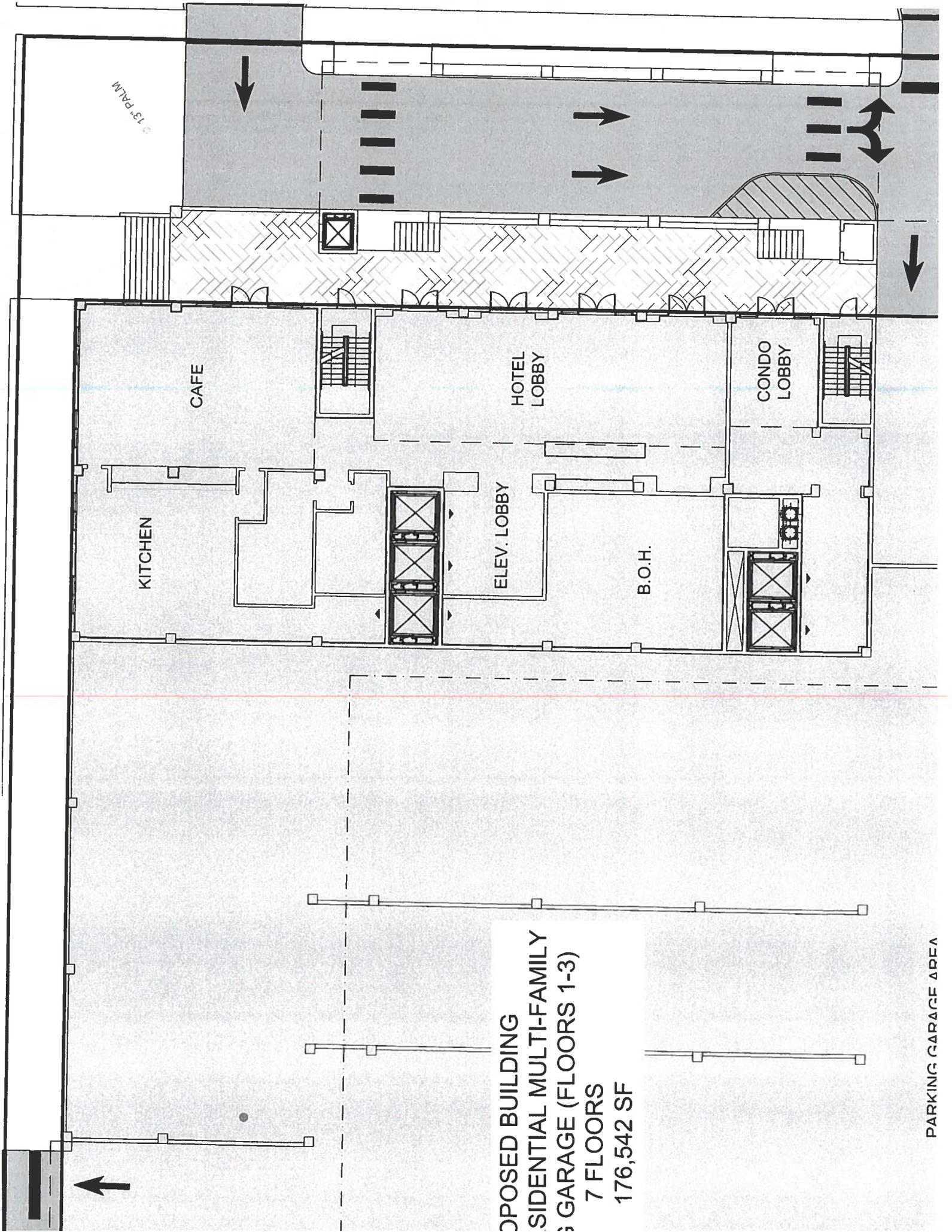
HOTEL LOBBY

B.O.H.

CONDO LOBBY

PROPOSED BUILDING
RESIDENTIAL MULTI-FAMILY
& GARAGE (FLOORS 1-3)
7 FLOORS
176,542 SF

PARKING GARAGE AREA



013 PALM

KITCHEN

CAFE

ELEV. LOBBY

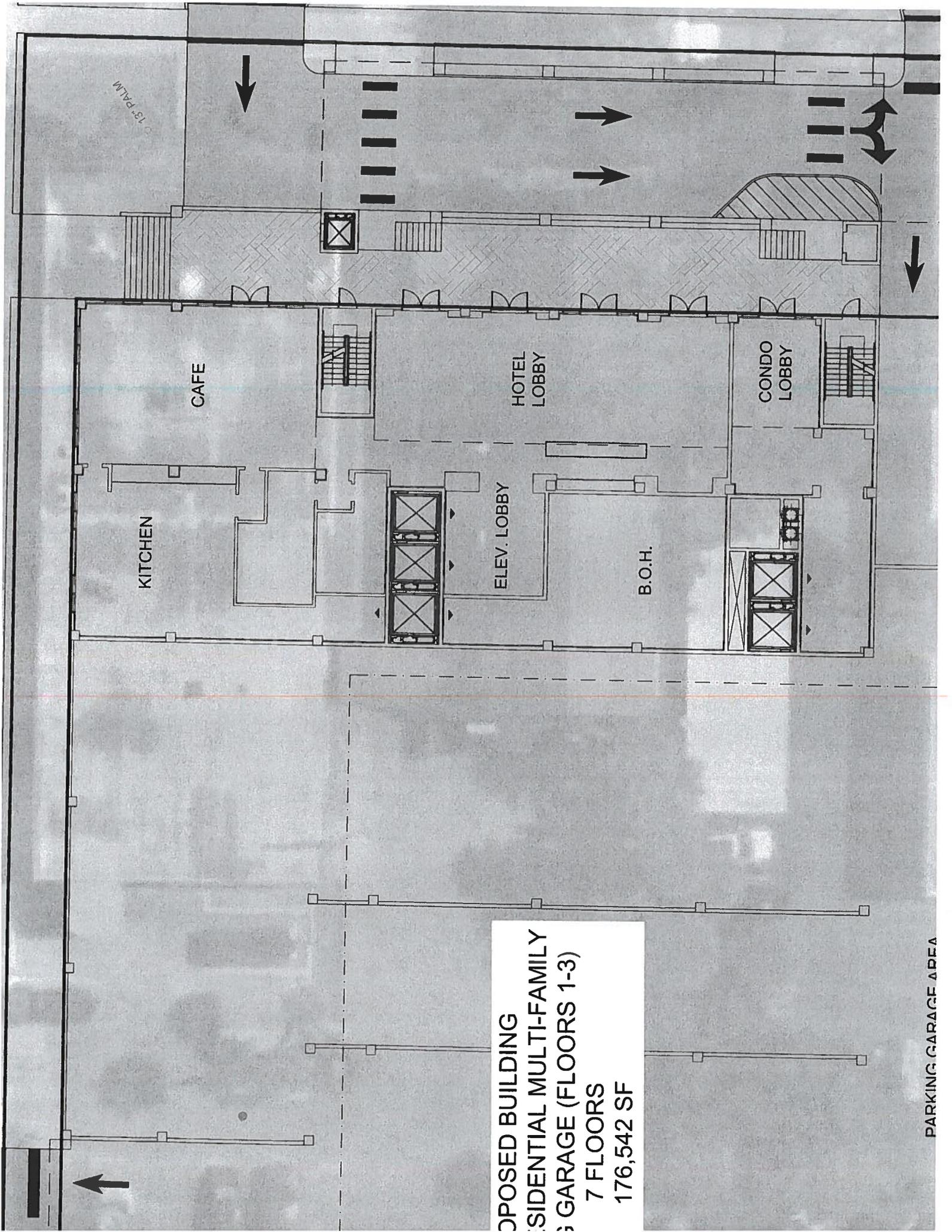
HOTEL LOBBY

B.O.H.

CONDO LOBBY

PROPOSED BUILDING
RESIDENTIAL MULTI-FAMILY
& GARAGE (FLOORS 1-3)
7 FLOORS
176,542 SF

PARKING GARAGE AREA



Tonia Wilcox

From: lkipphut@icloud.com
Sent: Sunday, February 8, 2026 7:44 AM
To: TampaCityCouncil
Subject: [EXTERNAL] Deny the proposed plans on Swann Ave and Bayshore Boulevard

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My name is Laura Kipphut, and I live at 850 S. Willow Avenue in the Hyde Park Historic District. I have been a resident of this neighborhood for 31 years and have witnessed South Tampa's tremendous growth over the decades.

I have also been actively involved in our community for many years, serving on the Hyde Park Preservation, Inc. (HPPI) board as treasurer and later as president from 2000–2001. My primary goal in volunteering for HPPI has always been to help protect and preserve the character, safety, and livability of our neighborhood.

In recent years, residents on South Willow Avenue have been working closely with the City to address the increasing traffic volume on our street. Throughout the day—and especially during the morning and evening rush hours—South Willow has effectively become a major cut-through route between the Selmon Expressway and Bayshore Boulevard. The City recently installed a four-way stop directly in front of our home, creating traffic jams that make it often difficult and unsafe to even exit our driveway.

This brings me to my concern regarding the proposed 7-story mixed use complex development on Swann Avenue, located just blocks from my home. For many reasons, I strongly oppose this project, including the following:

The development will significantly increase traffic intensity, creating serious safety and congestion concerns for surrounding residential streets.

The parcel lies within the Hyde Park Historic District, and this project should have to abide by all city codes and district guidelines because homeowners in the district are required to comply with these strict guidelines for even minor property changes. For example, our own request to widen our driveway by even one foot was denied, despite the driveway's outdated design and limited safety. Another example of the strict compliance required of homeowners in this district is that we were recently granted a permit to build a pool, but only after being required to remove a substantial portion of our driveway, along with all existing pathways and patios, in order to meet the City's mandated 50% pervious/impervious surface ratio.

The proposal is inconsistent with Hyde Park's historic district standards related to height, scale, massing, and density.

The project will inevitably bring additional negative impacts, including increased street parking, noise, drainage concerns, disrupted traffic flow, and frequent delivery and construction truck activity.

For these reasons, I respectfully urge you to deny the requested Comprehensive Plan Amendment to change the land use designation from R-35 to CMU-35, and to also deny the rezoning request from Residential to Planned Development.

Thank you for your consideration and for your commitment to protecting the integrity of Hyde Park.

Laura Kipphut

Sent from my iPad

Tonia Wilcox

From: Kathy Durdin <kathydurdin@gmail.com>
Sent: Sunday, February 8, 2026 9:34 AM
To: TampaCityCouncil
Subject: [EXTERNAL] Proposed Comprehensive Plan Amendment TA/CPA 24-11 And REZ-25-0000048 & VAC 25-08- 601 & 011 W Swann Ave. 611&613 S. Magnolia Ave., 612 & 614 West Bay Street -- Public Comment
Attachments: Feb 8 2026Letter to city council re 611 S. Magnolia kdd .docx

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Kathy Durdin
kathydurdin@gmail.com
www.kathydurdin.com
813.220.5800

Kathleen Durdin

Tampa City Council
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, Florida 33602

Ladies and Gentlemen:

Re Proposed Comprehensive Plan Amendment TA/CPA 24-11 And REZ-25-0000048 & VAC 25-08– 601 & 011 W Swann Ave. 611&613 S. Magnolia Ave., 612 & 614 West Bay Street -- Public Comment

I am President of Tampa Realistic Artists. Tampa Realistic Artists, Inc. (TRA) owns and operates the Old Hyde Park Art Center at 705 W. Swann Ave. This building is located between Brevard and Boulevard, one block west of the subject property. The 1100 square foot Old Hyde Park Art Center was originally a one-room schoolhouse and is a contributing structure to the Hyde Park Historic District.

I have lived at 1820 W. Richardson Place, in the Hyde Park Historic District, for 37 years. I have also been president of the Historic Hyde Park Neighborhood Association and of the Historic Hyde Park Garden Club.

Proposed Comprehensive Plan Amendment TA/CPA 24-11

The Comprehensive Plan Amendment would represent a permanent change to the property. It would encompass all the potential changes to the property in perpetuity. A change to the Comprehensive Plan for the property would open up a wide variety of uses for the property that are completely inconsistent with the Historic District or the neighborhood. Those uses include development that is far more intense that is allowed within this part of the Historic District. This is not a commercial area – this is a residential neighborhood. The current plan provides for residential multi-family, which is entirely consistent with the surrounding neighborhood.

These proposed commercial uses would require infrastructure that is inconsistent with the surrounding neighborhood and incompatible with this part of the Historic District. For example, the streets surrounding the subject property are narrow and do not support more intense development. The available parking in area is already inadequate and will not support more intense development. The more intense development would result in traffic in excess of what the surrounding streets would support and would result in a danger to pedestrians and the students of nearby Wilson Middle and Gorrie Elementary Schools. These more intense uses would result in buildings with a mass and scale that is inappropriate for this part of the Historic District.

The applicant's strategy has been to present the application for the Comprehensive Plan Amendment and the request to vacate and the rezoning request to the ARC separately and then to present all of these to the City Council at the same meeting. This has the effect of muddying the waters regarding the application for the Comprehensive Plan Amendment.

This requested change needs to be considered separate and apart from the applicant's current specific proposal for the property. Council should evaluate the requested Comprehensive Plan Amendment changes on its own merits and in accordance with the City's established criteria for such changes. City Council must consider the full potential of the property under a land use change—what **any** developer could build, not what this developer plans to build. It is why Council should not simultaneously be presented with what the applicant claims they intend to build. A comprehensive plan amendment is a **major legislative policy decision**, not a project pitch. Allowing the applicant to present the comprehensive plan amendment with the proposed development would be inappropriate.

REZ-25-0000048 and VAC 25-08

Our building is typical in size of the buildings in the neighborhood. The proposed building is inconsistent with the mass and scale of the buildings in the neighborhood and of the Hyde Park Historic District.

TRA operates a full schedule of classes and workshops, with operations generally from 9 in the morning to 9 at night through the week. We only have three dedicated parking spaces, so we are highly dependent on on-street parking on both Swann and neighboring streets. As our attendees are parking in neighboring streets, they are also walking from their parked vehicles to our building, resulting in pedestrian traffic.

TRA has been very active working with the city in preserving the walkability of the neighborhood and in advocating for traffic calming on Swann. TRA's objective was to slow down the traffic coming from Bayshore at Magnolia onto Swann. The organization's discussions with the City Mobility department resulted in the preservation of both parking and bicycle lanes on Swann and narrowing the traffic lanes.

My concern regarding the proposed design is that the addition of a large facility at Magnolia and Swann will increase traffic on Swann, significantly impacting the safety of TRA's attendees who are walking from neighboring streets to TRA's classes. The surrounding streets are relatively narrow and not designed to handle the amount of traffic this development would bring. The intensity of this proposed development would significantly increase traffic in the area, negatively impacting public safety to pedestrians and bicycle traffic, as well as infringe on the already limited parking in the area.

We urge you to consider how a large facility as would be allowed under a change to the Comprehensive Plan as well as the specifics of the proposed development would impact all the activities and fabric of this historic neighborhood.

Sincerely,
Kathleen Durdin
President, Tampa Regional Artists

Tonia Wilcox

From: Jenna Melancon <jennaredq76@gmail.com>
Sent: Sunday, February 8, 2026 12:54 PM
To: TampaCityCouncil
Subject: [EXTERNAL] Proposed amendment

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Jenna Melancon

Tampa City Council

315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, Florida 33602

Ladies and Gentlemen:

Re Proposed Comprehensive Plan Amendment TA/CPA 24-11 And REZ-25-0000048 & VAC 25-08- 601 & 011 W Swann Ave. 611&613 S. Magnolia Ave., 612 & 614 West Bay Street -- Public Comment

I am a student at Tampa Realistic Artists. Tampa Realistic Artists, Inc. (TRA) owns and operates the Old Hyde Park Art Center at 705 W. Swann Ave. This building is located between Brevard and Boulevard, one block west of the subject property. The 1100 square foot Old Hyde Park Art Center was originally a one-room schoolhouse and is a contributing structure to the Hyde Park Historic District.

Proposed Comprehensive Plan Amendment TA/CPA 24-11

The Comprehensive Plan Amendment would represent a permanent change to the property. It would encompass all the potential changes to the property in perpetuity. A change to the Comprehensive Plan for

the property would open up a wide variety of uses for the property that are completely inconsistent with the Historic District or the neighborhood. Those uses include development that is far more intense that is allowed within this part of the Historic District. This is not a commercial area – this is a residential neighborhood. The current plan provides for residential multi-family, which is entirely consistent with the surrounding neighborhood.

These proposed commercial uses would require infrastructure that is inconsistent with the surrounding neighborhood and incompatible with this part of the Historic District. For example, the streets surrounding the subject property are narrow and do not support more intense development. The available parking in area is already inadequate and will not support more intense development. The more intense development would result in traffic in excess of what the surrounding streets would support and would result in a danger to pedestrians and the students of nearby Wilson Middle and Gorrie Elementary Schools. These more intense uses would result in buildings with a mass and scale that is inappropriate for this part of the Historic District.

The applicant's strategy has been to present the application for the Comprehensive Plan Amendment and the request to vacate and the rezoning request to the ARC separately and then to present all of these to the City Council at the same meeting. This has the effect of muddying the waters regarding the application for the Comprehensive Plan Amendment.

This requested change needs to be considered separate and apart from the applicant's current specific proposal for the property. Council should evaluate the requested Comprehensive Plan Amendment changes on its own merits and in accordance with the City's established criteria for such changes. City Council must consider the full potential of the property under a land use change—what ***any*** developer could build, not what this developer plans to build. It is why Council should not simultaneously be presented with what the applicant claims they intend to build. A comprehensive plan amendment is a **major legislative policy decision**, not a project pitch. Allowing the applicant to present the comprehensive plan amendment with the proposed development would be inappropriate.

REZ-25-0000048 and VAC 25-08

Our building is typical in size of the buildings in the neighborhood. The proposed building is inconsistent with the mass and scale of the buildings in the neighborhood and of the Hyde Park Historic District.

TRA operates a full schedule of classes and workshops, with operations generally from 9 in the morning to 9 at night through the week. We only have three dedicated parking spaces, so we are highly dependent on on-

street parking on both Swann and neighboring streets. As our attendees are parking in neighboring streets, they are also walking from their parked vehicles to our building, resulting in pedestrian traffic.

TRA has been very active working with the city in preserving the walkability of the neighborhood and in advocating for traffic calming on Swann. TRA's objective was to slow down the traffic coming from Bayshore at Magnolia onto Swann. The organization's discussions with the City Mobility department resulted in the preservation of both parking and bicycle lanes on Swann and narrowing the traffic lanes.

My concern regarding the proposed design is that the addition of a large facility at Magnolia and Swann will increase traffic on Swann, significantly impacting the safety of TRA's attendees who are walking from neighboring streets to TRA's classes. The surrounding streets are relatively narrow and not designed to handle the amount of traffic this development would bring. The intensity of this proposed development would significantly increase traffic in the area, negatively impacting public safety to pedestrians and bicycle traffic, as well as infringe on the already limited parking in the area.

We urge you to consider how a large facility as would be allowed under a change to the Comprehensive Plan as well as the specifics of the proposed development would impact all the activities and fabric of this historic neighborhood.

Sincerely,

Jenna Melancon

Student

Tonia Wilcox

From: Arleen Schatz <arleen.schatz2@gmail.com>
Sent: Sunday, February 8, 2026 3:34 PM
To: TampaCityCouncil
Subject: [EXTERNAL] Re Proposed Comprehensive Plan Amendment TA/CPA 24-11 And REZ-25-0000048 & VAC 25-08- 601 & 011 W Swann Ave. 611&613 S. Magnolia Ave., 612 & 614 West Bay Street -- Public Comment

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Tampa City Council
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, Florida 33602

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Proposed Comprehensive Plan Amendment TA/CPA 24-11

The Comprehensive Plan Amendment would represent a permanent change to the property. It would encompass all the potential changes to the property in perpetuity. A change to the Comprehensive Plan for the property would open up a wide variety of uses for the property that are completely inconsistent with the Historic District or the neighborhood. Those uses include development that is far more intense that is allowed within this part of the Historic District. This is not a commercial area – this is a residential neighborhood. The current plan provides for residential multi-family, which is entirely consistent with the surrounding neighborhood.

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REZ-25-0000048 and VAC 25-08

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We urge you to consider how a large facility would be allowed under a change to the Comprehensive Plan as well as the specifics of the proposed development would impact all the activities and fabric of this historic neighborhood.

Sincerely,

Arleen Schatz
Concerned Resident

Tonia Wilcox

From: Lisa Mazarik <lmazarik@gmail.com>
Sent: Sunday, February 8, 2026 4:51 PM
To: TampaCityCouncil
Subject: [EXTERNAL] TA/CPA 24-11, REZ-25-0000048 & VAC 25-08

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Formal Objection Letter

To: Tampa City Council
Subject: Formal Objection to TA/CPA 24-11, REZ 25-0000048, and VAC 25-08
February 8, 2026

Honorable City Council Members,

I am writing as a concerned resident of Hyde Park Historic District to formally register my opposition to the following items: TA/CPA 24-11 (Comprehensive Plan Amendment), REZ 25-0000048 (Rezoning), and VAC 25-08 (Vacation of Right-of-Way).

I request that Council deny these applications based on the following concerns regarding neighborhood character and public safety:

- **Incompatibility with the Comprehensive Plan: The proposed amendment in TA/CPA 24-11 seeks a density that is inconsistent with the established residential fabric of this area. The scale of this project exceeds the original intent of the city's long-range planning for this specific corridor.**
- **Infrastructure & Traffic Strains: Our existing infrastructure cannot support the increased intensity requested in REZ 25-0000048.**
- **Loss of Public Assets (VAC 25-08): I oppose the vacation of public right-of-way. These spaces serve as essential buffers or potential future paths for utilities and public access. Surrendering public land for private development in this instance provides no clear benefit to the surrounding community.**
- **Environmental & Drainage Impact: Increasing the building footprint and reducing permeable surfaces will likely worsen existing localized flooding issues during heavy rain events.**

I urge the Council to protect the integrity of our Historic Hyde Park neighborhood and the quality of life for current taxpayers by voting NO on these requests.

Thank you for your time and for your service to our city.

Sincerely,

Lisa Mazarik
1414 S. De Soto Ave
LMazarik@gmail.com
Cell 813-758-6415

Tonia Wilcox

From: Pat Cimino <pcimino@gmail.com>
Sent: Monday, February 9, 2026 7:23 AM
To: TampaCityCouncil; Martin Shelby
Subject: [EXTERNAL] TA/CPA 24-11 ARC 25-48 2/12/26
Attachments: CC Letter to not rec TA CPA 24-11 ARC 25-48 021226 signed.pdf; Letter Cimino to ARC ARC-25-0000226_REZ 25-48 091725.pdf

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Please deny this inconsistent land use amendment and rezoning. 2/12/26 letter are some comments. ARC Letter is for reference.

604 South Oregon Avenue
Tampa, Florida 33606

Architectural Review & Historic Preservation
2555 E. Hanna Avenue
Tampa, Florida 33610
Attn: Dennis W. Fernandez, Manager
HistoricPreservation@Tampagov.net
Dennis.Fernandez@tampagov.net

Re: ARC-25-0000226/REZ-25-48 Rezoning from RO-1 to PD

Dear Architectural Review Commissioners:

I am speaking on my own behalf. I have lived in Hyde Park for over 30 years and have been involved in Tampa historic advocacy for decades. Tampa has convinced me how hopeless this seems, so I have begged away from any organizational role.

The Architectural Review Commission is a bit cavalier. You need to focus on the historic guidelines. This proposal is totally inconsistent in height, mass, scale and density. It is not your purview to comment on other things like amenities, services, affordable housing, etc.

You have already overstepped recommending the ridiculous associated Plan Amendment, after the Planning Commission and their staff and the ARC staff recommended against it. Your recommendation is clearly stated in the staff letter to City Council as you try to imply you just relegated the decision to City Council. You are right, it is their decision! But you should not have recommended it as inconsistent.

The ARC staff recommends against this rezoning. This should be a no brainer. Do NOT recommend this rezoning as inconsistent with the historic guidelines.

If you cannot see to reason on this, then it appears you are either incompetent or corrupt or some combination.

Sincerely,


Patrick Cimino

February 6, 2026

604 S. Oregon Avenue
Tampa, Florida 33606

Tampa City Council
315 East Kennedy Blvd
City Hall, 3rd Floor
Tampa, Florida 33602
tampacitycouncil@tampagov.net
Martin.Shelby@tampagov.net

Re: TA/CPA 24-11 REZ 25-48: Multiple folios located at the northwest corner of West Swann Avenue and South Magnolia Avenue Plan Amendment to change from R-35 to CMU-35 and rezoning to PD

Dear City Councilors:

I am speaking on my own behalf. I have lived in Hyde Park for over 35 years and have been involved in Tampa historic advocacy for decades. Out of frustration I have stepped away from historic preservation advocacy. I still live in Hyde Park and am a member of my neighborhood organization. This proposal is an extreme increase in intensity for the historic district, and I cannot sit on the sidelines.

There are two issues I want to address in this letter.

The first is the Architectural Review Commission and their lack of understanding of their role. See my letter to them before their 9/17/25 meeting on rezoning. The logic to deny the rezoning 9/17/25 should have applied even more to the land use change recommendation 3/3/25 which is more damning to the Historic District. In the video they appeared to misunderstand their role in making a recommendation for land use change. Whether they recommend it or not, City Council is the decision maker. They implied that if they didn't recommend it, City Council wouldn't have to consider it. Other bodies already found the land use inconsistent, Planning Commission Staff (excellent report in its entirety), Planning Commission, ARC Staff.

In fairness, the ARC is volunteer. The night of 3/3/25 only five members were present, one absent and one unfilled position. In my opinion, the city land use attorneys present at these hearings do not provide proper legal oversight which I have raised more than once with my former neighborhood association attorney.

This leads me to my second issue which I have shared with Mr. Shelby. The hearings are overwhelmingly biased for developers, e.g. time allotted and rebuttal, which is denied the public. One thing particularly disturbs me. In-hearing substantive changes, the City's version of "Let's Make a Deal." This essentially denies the public due process as there is no prior notice nor public comment. It is common in the ARC with rezoning. This proposal also includes bogus ARC preconceived motions circumventing the public.

The City has forced the community to do six alarm fire drills for absurd land use or we get rolled over.

I plan to attend the hearing. Thank you in advance for denying this extreme land use amendment and rezoning.

Sincerely,

Patrick Cimino

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 9:41 AM
To: lkipphut@icloud.com
Cc: CouncilQuasiBox
Subject: Re: [EXTERNAL] Deny the proposed plans on Swann Ave and Bayshore Boulevard

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: lkipphut@icloud.com <lkipphut@icloud.com>
Sent: Sunday, February 8, 2026 7:44 AM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>
Subject: [EXTERNAL] Deny the proposed plans on Swann Ave and Bayshore Boulevard

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My name is Laura Kipphut, and I live at 850 S. Willow Avenue in the Hyde Park Historic District. I have been a resident of this neighborhood for 31 years and have witnessed South Tampa's tremendous growth over the decades.

I have also been actively involved in our community for many years, serving on the Hyde Park Preservation, Inc. (HPPI) board as treasurer and later as president from 2000–2001. My primary goal

in volunteering for HPPI has always been to help protect and preserve the character, safety, and livability of our neighborhood.

In recent years, residents on South Willow Avenue have been working closely with the City to address the increasing traffic volume on our street. Throughout the day—and especially during the morning and evening rush hours—South Willow has effectively become a major cut-through route between the Selmon Expressway and Bayshore Boulevard. The City recently installed a four-way stop directly in front of our home, creating traffic jams that make it often difficult and unsafe to even exit our driveway.

This brings me to my concern regarding the proposed 7-story mixed use complex development on Swann Avenue, located just blocks from my home. For many reasons, I strongly oppose this project, including the following:

The development will significantly increase traffic intensity, creating serious safety and congestion concerns for surrounding residential streets.

The parcel lies within the Hyde Park Historic District, and this project should have to abide by all city codes and district guidelines because homeowners in the district are required to comply with these strict guidelines for even minor property changes. For example, our own request to widen our driveway by even one foot was denied, despite the driveway's outdated design and limited safety. Another example of the strict compliance required of homeowners in this district is that we were recently granted a permit to build a pool, but only after being required to remove a substantial portion of our driveway, along with all existing pathways and patios, in order to meet the City's mandated 50% pervious/impervious surface ratio.

The proposal is inconsistent with Hyde Park's historic district standards related to height, scale, massing, and density.

The project will inevitably bring additional negative impacts, including increased street parking, noise, drainage concerns, disrupted traffic flow, and frequent delivery and construction truck activity.

For these reasons, I respectfully urge you to deny the requested Comprehensive Plan Amendment to change the land use designation from R-35 to CMU-35, and to also deny the rezoning request from Residential to Planned Development.

Thank you for your consideration and for your commitment to protecting the integrity of Hyde Park.

Laura Kipphut

Sent from my iPad

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 9:44 AM
To: astrid samachson
Cc: CouncilQuasiBox
Subject: Re: [EXTERNAL] Deny Land Use ta/cpa 24-11 and rezoning rez 25-48 requests

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

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From: astrid samachson <jasamachson@gmail.com>
Sent: Friday, February 6, 2026 4:23 PM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>
Subject: [EXTERNAL] Deny Land Use ta/cpa 24-11 and rezoning rez 25-48 requests

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Dear Tampa City Council,

Please just say no to this madness.

My house is on the corner of Boulevard and Swann ave. Traffic is heavier and noisier than ever, without the hotel.

I often have trouble getting out of my driveway on Swann.

Last year's hurricanes flooded houses in the area where this hotel is proposed, if they take measures, the rest of the neighborhood is in even more trouble.

Proposed deliveries by way of Bay street, a cobble stone, narrow street are not believable, neither are the assurances that the parking issues will not get worse.

There is the transient nature of hotel guests near schools. I could go on but I won't.

Thank you for your attention in this matter.

Astrid Samachson, resident since 1993

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 10:12 AM
To: Steve Parker
Cc: CouncilQuasiBox
Subject: Re: Please do not approve the HUGE 7 story project at Swann near Bayshore!!!

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: Steve Parker <sdp@harmonparkerlaw.com>
Sent: Friday, February 6, 2026 1:51 PM
To: Bill Carlson <Bill.Carlson@tampagov.net>
Subject: [EXTERNAL] Please do not approve the HUGE 7 story project at Swann near Bayshore!!!

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Dear Mr. Carlson,

By way of introduction, my name is Steve Parker and I have lived in Hyde Park for over 20 years at 831 S. Delaware Ave. Please, please, please do not approve the huge 7 story project on Swann near Bayshore. This proposed project does not comply with any of the Historic District building guidelines. It is huge and will cause a very large influx of people, cars, and traffic. Our density has already increased too much and traffic

in that area is terrible. The last thing we need is more people and more cars. We recently lost half of our parking on my street and other streets in Hyde Park because our streets are too narrow to park on both sides and still allow emergency vehicles. With losing so much parking in Hyde Park we do not need more cars that need a place to park!

The planning staff and commission did not recommend the project be approved so please do not approve it.

The ARC did not recommend the project be approved so please do not approve it.

HPPI decided to not take a position on it so please do not approve it.

You may recall that I recently wanted to get aluminum clad windows approved for the front of my house instead of all wood windows. ARC did not approve the windows because they do not meet Hyde Park guidelines. I appealed their decision and came before City Council asking City Council to approve aluminum clad windows that last 3 times longer and have a 30 year warranty. City Council heard my arguments and did not approve the aluminum clad windows. If ARC and City Council will not approve windows that do not meet Hyde Park guidelines then City Council should not approve this Huge 7 story project that does not meet any of the Hyde Park guidelines.

The developer and landowners are just trying to make a lot of \$. They are not proposing this project for the good of the community. There is no exception in the Hyde Park guidelines or the ARC rules to approve a project just so developers can make a lot of money.

Please reject this project! If you want to discuss it please feel free to call me on my mobile at (813) 294-0269.

Thanks,
Steve.

Steve D. Parker, Esquire
Harmon Parker, P.A.
110 N. 11th Street, 2nd Floor
Tampa, FL 33602

813-222-3607 Office
813-222-3616 Fax
www.harmonparkerlaw.com
sdp@harmonparkerlaw.com

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STEVE D. PARKER, ESQ.
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Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 10:17 AM
To: James Baker
Cc: CouncilQuasiBox
Subject: Re: [EXTERNAL] Vote to approve the Magnolia Hotel - CPA 24-11, REZ 25-48, and VAC 25-08

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: James Baker <jamesgbaker813@gmail.com>
Sent: Friday, February 6, 2026 11:13 AM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>; CityCouncilStaff <CityCouncilStaff@tampagov.net>; CouncilQuasiBox <CouncilQuasiBox@tampagov.net>; sdee@playbookpublicrelations.com <sdee@playbookpublicrelations.com>
Subject: [EXTERNAL] Vote to approve the Magnolia Hotel - CPA 24-11, REZ 25-48, and VAC 25-08

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Dear Council Members, I am writing to express my strong support for the proposed Magnolia Hotel project. I respectfully urge you to vote YES on the related proposals, CPA 24-11, REZ 25-48, and VAC 25-08. This project is thoughtfully designed to enhance the character of the neighborhood by respected

local architect Stephen Smith. The development team has listened to the community and the ARC, reducing the project size by 10% and widening sidewalks to improve walkability and the pedestrian experience. At the end of the day, the alternative is preserving an outdated Winters & Yonkers building and surface parking lots that detract from the neighborhood. Magnolia represents a meaningful improvement for Hyde Park and Bayshore. Thank you,

James G. Baker

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 10:23 AM
To: Susan C Turner
Cc: CouncilQuasiBox
Subject: Re: February 12 City Council Meeting Agenda Item

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: Susan C Turner <scturner1231@gmail.com>
Sent: Friday, February 6, 2026 10:46 AM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>
Subject: [EXTERNAL] February 12 City Council Meeting Agenda Item

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February 12, 2026

Dear City Council Members,

We are writing to express our views regarding the proposed hotel/condominium/restaurant project at Swann and Magnolia Avenues. Since 1979, we have lived on the corner of Swann and Fielding Avenues.

Over the years, we have witnessed major changes in Hyde Park, most of them positive and productive and true to the historic nature of the neighborhood. Quality projects deserve appropriate spaces consistent with existing communities. These are our concerns related to the project as presently proposed.

Density: As stated, the project calls for a seven-story building housing 122 hotel guest rooms, gym, spa, two pools, a 4000 sq ft event space, a restaurant with capacity for 230, a market, 8 townhouses, 21 condominium units, a parking garage (for 271 cars), and maintenance facilities for deliveries, trash removal, etc. At capacity, the population of this one block will approach 1000 persons. Undoubtedly, vehicles and guests will spill onto narrow streets including Bay, Brevard, DeLeon, Fielding, and Boulevard. These are residential spaces. As Hyde Park Village has rightfully become a destination for locals and tourists, residents have experienced noise, trash, odors, traffic congestion and parking woes. It is logical to assume the same issues and negative impacts will occur at this much smaller location. Residents in close proximity to the project will endure significant daily impact. Please NOTE: Restaurants, hotels and event spaces (meetings, spa, receptions) employ dozens of permanent and temporary staff. The proposed project includes far too few designated parking spaces to accommodate staff, event space guests, condo and townhome residents, hotel guests, and restaurant guests.

Scale: The proposed elevation of the hotel structure drastically differs from the surrounding residences. The building height and mass—considering light, shadow, and visual impact—warrant revision. Aside from Wilson Middle School (three floors) and the Hyde Park Presbyterian church steeple, there are no buildings on either side of Swann Avenue that come close to this altitude. An elevation closer to three floors maintains the historic Hyde Park character. As a comparable project, Hyde Park Village includes its own boutique hotel, multiple restaurants and bars, condominiums, parking garages, and event space. Its long-term success proves that a multi-use development can be aesthetically appealing, historically appropriate, and profitable without the proposed project's elevation. Several years ago, a proposed eight-story building within Hyde Park Village was successfully opposed by residents due to its height, density and lack of historic integrity. Preserving what makes our communities authentic is critical to a great city.

Public Safety: In planning for Tampa's continued growth and prosperous development, public safety is increasingly disregarded. Residents exercise, walk their animals, bicycle and scooter on our streets. Two historic schools (Gorrie Elementary School, 1889, and Wilson Middle School, 1915)—their students, teachers, staff members, parents—already are subjected to daily crowds and traffic. Children walk, bike, and scooter to and from these schools. It is critical that roads, driveways, and sidewalks are safe for their transit. The project, as proposed, invites increased numbers of automobiles and delivery trucks which will add congestion and accident potential.

Historic Integrity: Many Hyde Park buildings have historic architectural significance. The neighborhood itself is unique in our state. The project, as proposed, compromises these rare qualities. We wish to assure the architectural and cultural features of the historic district are preserved and maintained. Once that integrity is gone, the neighborhood is forever changed.

Issues such as flooding (that particular corner is the well-known visual for storm damage in the Tampa area), water runoff (older homes on the periphery of this huge block of concrete will have to absorb rain waters), mass tree removal (many mature trees are slated for cutting), and street damage (narrow brick streets cannot handle large semi delivery trucks and construction equipment) must also be considered, and we assume these will be thoroughly addressed by City Council staff members.

In conclusion, we urge the City Council **not** to change the land use designation nor allow the project in its present form. Growth brings challenges. We are not opposed to development of this site. Density, scale, public safety, and historic integrity are our major concerns. A more appropriate use/design is, of course, possible. The existing Comprehensive Plan designation (R-35) allows light commercial and professional offices and single and small multi-family residences.

We are happy to discuss these issues. Thank you for your consideration of our position.

Sincerely,

John M. Belohlavek and Susan C. Turner

702 South Fielding Avenue

813-254-2150

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 11:03 AM
To: Lori Taplow
Cc: CouncilQuasiBox
Subject: Re: [EXTERNAL] Oppose land use change Swann & Bay Street

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: Lori Taplow <loritaplow@gmail.com>
Sent: Thursday, February 5, 2026 8:24 AM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>
Subject: [EXTERNAL] Oppose land use change Swann & Bay Street

This Message Is From an Untrusted Sender
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Report Suspicious

Dear City Council Members:

I am not in the habit of writing to politicians but enough is enough. Traffic in South Tampa, particularly along Swann Avenue and Bayshore Boulevard areas, has become an issue. I love Tampa and have lived here since 1975 but recently have considered leaving Tampa completely due to the recent increase in density. I love this city but it has become increasingly difficult to navigate. Trips that

previously took 4 or 5 minutes now take 15+ minutes. And, the recent installation of 4-way stops has only exacerbated the situation. I am wholeheartedly against this project.

I see the rezoning in this area to be a continuation of a cascade of mid rise and high rise projects in South Tampa. This project would loom over and crowd out the lovely, historic neighborhood and homes in Hyde Park. I see no upside to this rezoning. Please don't participate in the school over crowding, traffic congestion, and loss of charm this would bring to South Tampa.

Kind regards,
Lori Taplow

Sent from my iPad

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 11:17 AM
To: Kathy Durdin
Cc: CouncilQuasiBox
Subject: Re: [EXTERNAL] Proposed Comprehensive Plan Amendment TA/CPA 24-11 And REZ-25-0000048 & VAC 25-08- 601 & 011 W Swann Ave. 611&613 S. Magnolia Ave., 612 & 614 West Bay Street -- Public Comment

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: Kathy Durdin <kathydurdin@gmail.com>
Sent: Sunday, February 8, 2026 9:33 AM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>
Subject: [EXTERNAL] Proposed Comprehensive Plan Amendment TA/CPA 24-11 And REZ-25-0000048 & VAC 25-08- 601 & 011 W Swann Ave. 611&613 S. Magnolia Ave., 612 & 614 West Bay Street -- Public Comment

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Kathy Durdin
kathydurdin@gmail.com
www.kathydurdin.com

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 11:18 AM
To: L Carpenter
Cc: CouncilQuasiBox
Subject: Re: [EXTERNAL] Strongly Opposed to TA/TPA 24-11 land use change in Historic Hyde Park/Spainishtown Creek

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: L Carpenter <liv.carpenter@gmail.com>
Sent: Tuesday, February 3, 2026 12:31 AM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>
Subject: [EXTERNAL] Strongly Opposed to TA/TPA 24-11 land use change in Historic Hyde Park/Spainishtown Creek

This Message Is From an Untrusted Sender

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Report Suspicious

Dear Tampa City Council,

I am a Historic Hyde Park/Spainishtown Creek property owner and **I am STRONGLY OPPOSED** to the requested land use change for project TA/TPA 24-11. The proposed hotel complex is out of scale with our neighborhood in mass, height, and density. We are not a neighborhood of modern, high density, 7 story,

commercial businesses. We are a historic *residential* low density neighborhood and want to keep it that way.

There are many locations throughout Tampa where a project like this one would be appropriate. Historic Hyde Park is NOT one of those areas. We are already struggling with the challenges of modernization. Our narrow streets are not suited to high volume traffic and emergency vehicles and trash/recycling trucks already struggle to navigate our streets. We have limited parking and even at current densities often struggle to park near our homes. We have serious flooding and drainage issues. We value walkability and many children walk to school only blocks from the proposed development. Adding a massive hotel/entertainment complex would worsen already stressed parking parking, increase traffic, create new drainage issues, and increase safety risks to the middle school and elementary school children walking to and from school who would have to cross what will become congested, high volume streets.

Even with safety, traffic, parking, drainage, and density issues aside, this project will destroy the very neighborhood atmosphere and personality that makes the location desirable in the first place. People want to come to Hyde Park to admire our beautiful historic houses, our oak trees, and our neighborhood charm. This project will destroy the very fabric that makes us us.

This proposed land use change is certainly not in the best interest of the neighborhood, nor is it in scale with current standards. I urge you to hear the voices of the residents of Hyde Park/Spanshtown Creek. Preserve what makes us the historic, unique, desirable neighborhood we are. Protect us from exploitative overdevelopment that will break our already stressed infrastructure. **VOTE NO ON TA/TPA 24-11 LAND USE CHANGE!**

Thank you for your time.

Elizabeth

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 11:18 AM
To: Tony Kriseman
Cc: CouncilQuasiBox
Subject: Re: Please deny Land Use change requested in case number (TA/TPA 24-11).

Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: Tony Kriseman <tkrisema@usf.edu>
Sent: Wednesday, January 28, 2026 9:49 AM
To: TampaCityCouncil <TampaCityCouncil@tampagov.net>
Subject: [EXTERNAL] Please deny Land Use change requested in case number (TA/TPA 24-11).

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This message came from outside your organization.

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The proposed land use designation change would:

- Be incompatible with accommodating additional traffic loads in the immediate area
- Promote further diversion of traffic into the narrow streets of the surrounding neighborhood
- Compromise emergency vehicle access
- Severely compromise flood water management

Thank you

Tony Kriseman
811 S Edison Ave
Tampa 33606

Tonia Wilcox

From: Bill Carlson
Sent: Sunday, February 8, 2026 9:29 PM
To: CouncilQuasiBox
Subject: Fw: Please deny Land Use change requested in case number (TA/TPA 24-11).

Bill Carlson
Tampa City Council Member,
District 4
City of Tampa / 315 E. Jackson / Tampa, Florida
m: (813) 210-0616
e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: Tony Kriseman <tkrisema@usf.edu>
Sent: Sunday, February 8, 2026 2:28:28 PM
To: Bill Carlson <Bill.Carlson@tampagov.net>
Subject: [EXTERNAL] Re: Please deny Land Use change requested in case number (TA/TPA 24-11).

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Thank you. As I will be unable to attend the hearing, I hope the public record will mentioned as a tally of the number of voices in opposition

ZA

On Feb 8, 2026, at 11:18 AM, Bill Carlson <Bill.Carlson@tampagov.net> wrote:

You don't often get email from bill.carlson@tampagov.net. [Learn why this is important](#)
Thank you for your email. We (city council members) aren't allowed to discuss land use issues outside the public hearings. But I wanted to let you know that I read your email and filed it in the public record.

All the best,

Bill Carlson

Tampa City Council Member, District 4

City of Tampa / 315 E. Jackson / Tampa, Florida

m: (813) 210-0616

e: bill.carlson@tampa.gov

Please note that all emails are subject to public records laws.

From: Tony Kriseman <tkrisema@usf.edu>

Sent: Wednesday, January 28, 2026 9:49 AM

To: TampaCityCouncil <TampaCityCouncil@tampagov.net>

Subject: [EXTERNAL] Please deny Land Use change requested in case number (TA/TPA 24-11).

The proposed land use designation change would:

- Be incompatible with accommodating additional traffic loads in the immediate area
- Promote further diversion of traffic into the narrow streets of the surrounding neighborhood

- Compromise emergency vehicle access
- Severely compromise flood water management

Thank you

Tony Kriseman
811 S Edison Ave
Tampa 33606

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Tonia Wilcox

From: C. Douglas McDonald <dmcdo111@gmail.com>
Sent: Friday, February 6, 2026 3:43 PM
To: TampaCityCouncil
Subject: [EXTERNAL] Proposed rezoning of REZ 24-48

Categories: 2-12-2026

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That area of Hyde Park, and especially Swann Ave between Bayshore and Boulevard cannot handle either the proposed construction of the traffic that would result from the development. It is totally inappropriate to that neighborhood, so that the proposed rezoning should be DENIED.

Douglas McDonald
Resident and homeowner.

From: danajasper14@gmail.com
To: [TampaCityCouncil](#)
Subject: [EXTERNAL] Deny TA/CPA 24-11 & REZ-25-48 -- Incomplete AutoTurn Exhibit Prevents Informed Decision on REZ-25-48 waivers 1A & 1B
Date: Saturday, February 7, 2026 11:49:59 AM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)
[REZ 25-48 - AutoTurn Exhibits.pdf](#)
[ARC 25-226 - Vehicle Tracking Exhibit.pdf](#)

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Dear Council Members,

First, I respectfully urge you to **deny TA/CPA 24-11**. If it is approved, I then request that you **deny REZ-25-48**.

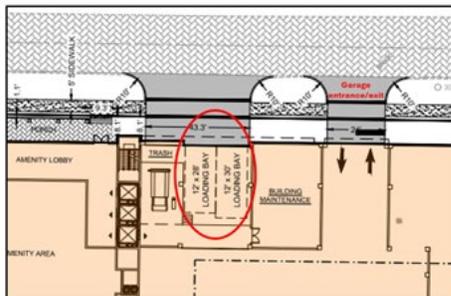
In particular, waivers 1A and 1B raise significant concerns due to **critical omissions on the AutoTurn Exhibit uploaded to Accela 12/17/2025 for REZ-25-48**, which I've attached for your reference. **The exhibit does not include semi-trailer truck size and corresponding vehicle-tracking data**. Without this information, Council cannot make a fully informed decision regarding the requested waivers.

Council should, accordingly, ask the applicant to explain why semi-trailer truck size and vehicle-tracking data have been omitted from the AutoTurn Exhibit.

— WAIVERS —

THE FOLLOWING WAIVERS ARE REQUESTED:

1. **SECTION 27-238.15**
 - A. REQUEST TO ALLOW LOADING SPACES TO BE 12' X 28' AND 12' X 30'.
 - B. REQUEST TO ALLOW LOADING TO OCCUR IN MORE THAN ONE CONTINUOUS MANEUVER AND TO ALLOW MANEUVERING IN THE RIGHT-OF-WAY.



The applicant claims all deliveries will be fully contained within two loading bays (12' x 28' and 12' x 30'). However, the applicant has no authority to restrict delivery truck sizes

servicing the property, regardless of their claims suggesting otherwise.

This issue was raised during the ARC-25-226 review when the applicant included a zoning note on the April 30, 2025, site plan stating, “semi-trailer trucks, WB-50 class and larger, cannot be used to service the property.” **Zoning staff required removal of this note because it is not enforceable.**

April 30, 2025 (ARC-25-226)
Applicant states on Site Plan:
“Semi-trailer trucks (WB 50 class) and larger cannot be used to service the property.”

Zoning staff instructed the applicant
“Remove – not enforceable”.



MEMORANDUM

DATE: April 30, 2025
TO: Ron Villa, Historic Preservation
FROM: Jason Gals, Urban Planner I, Development & Growth Management
RE: ARC-25-000226 – 613 S Magnolia Ave

Zoning has completed a comprehensive review of the Site Plan and photographs for the proposed project located at 613 S Magnolia Ave, dated 05/15/2025 for compliance with Sec. 27-156 – Official schedule of district regulations and finds the proposed project **non-compliant** with OBJECTIONS.

ZONING NOTES

1. THE FOOTPRINT OF THE PROPOSED BUILDING IS CONCEPTUAL IN NATURE AND MAY BE MODIFIED AS LONG AS IT COMPLES WITH THE SETBACKS ESTABLISHED IN THE SITE DATA TABLE.
2. DEVELOPMENT SHALL COMPLY WITH THE PROVISIONS SET FORTH IN SECTION 20-44 REGARDING SINGLE DENSITY-FAR, REFER TO THE ZONING PROVISION AGREEMENT THAT DEMONSTRATES COMPLIANCE WITH SECTION 20-44, APPROVED/ADOPTED AT SECOND READING CONCURRENT WITH THIS SITE PLAN REZONING.
3. ROOF STRUCTURES FOR HOUSING, ELEVATORS, STAIRWAYS, RAMPS, VENTILATED PANE AND OTHER ARCHITECTURAL FEATURES AS DEFINED IN SECTION 27-08 AND MEANS TO BE SETBACK TYPICAL ARE EXCLUDED FROM HEIGHT AND SETBACK LIMITATIONS AND SHALL NOT COVER MORE THAN 20% OF ROOF AREA.
4. A NONSUBSTANTIAL CHANGE DETERMINATION APPLICATION IS NOT PERMITTED TO AUTHORIZE A CONVERSION OF APPROVED HOTEL SQUARE FOOTAGE OR ROOMS TO MULTIFAMILY SQUARE FOOTAGE (OR DWELLING UNITS).
5. EXISTING BUSINESS, PROFESSIONAL, OFFICE LOCATED ON-SITE (BOLD (BEMARKS)) SHALL BE PERMITTED TO REMAIN IN OPERATION FOLLOWED APPROVAL OF REZ 20-48 WITH A NONCONFORMING COMPLIANCE IN ACCORDANCE WITH SECTION 27-08 AND SECTION 27-09 OF THE LAND DEVELOPMENT CODE.
6. AT ALL TIMES THE PROPERTY SHALL COMPLY WITH THE CITY OF TAMPA NOISE REGULATIONS. SOUND ATTENUATION AND GENERATION WILL BE PROVIDED TO ELIMINATE ANY OFF-SITE IMPACT OF SOUND GENERATED FROM THE PROPERTY THAT WOULD EXCEED LEGALLY APPLICABLE LIMITS.
7. OUTDOOR AMENITY AREAS SHALL NOT BE OPEN AFTER 10:00 PM.
8. SEMI-TRAILER TRUCKS (WB 50 CLASS) AND LARGER CANNOT BE USED TO SERVICE THE PROPERTY.
9. BUILDING SHALL BE PERMITTED TO INCLUDE ACTIVATED ROOFTOP AMENITIES, INCLUDING SWIMMING POOLS. THE NATURE OF THESE AMENITIES WILL BE PROVIDED DURING THE SITE PLAN REVIEW AND/OR BUILDING PERMITTING PROCESS.

Source: *Accela, “Zoning Review Comments – ARC-25-226 – 5-30-25.pdf”*

Despite being informed of this limitation, the applicant continued to represent to the Architectural Review Commission on September 17, 2025, that only box trucks would be used and that all deliveries would be fully contained within the loading bays. The applicant continues to make this claim today. While it may reflect the applicant’s preference, it does not reflect operational reality as the applicant has no authority or ability to restrict delivery truck size.

September 17, 2025 (ARC-25-226)

Applicant continued to maintain that only
“box trucks will serve the site and will be completely contained ...”

Icon	Quantity	Description	Notes
	x2	2 12'x30' spaces and to maneuver in right-of-way	Box trucks will serve site and will be completely contained in providing loading bays in garage.
	x2	Removal of C-8 Tree and reduction in tree retention	Planting bigger and better-quality trees than exists today. Exceeding greenspace requirement. Multiple 10" trees to frame building and restore canopy along streetscape.
	x1	Allow commercial access to a local roadway (Bay Street and Magnolia Avenue)	Existing commercial to Bay Street and Magnolia Avenue present.
	x1	Reduce greenspace area between Magnolia Avenue and porte cochere from 8' to 3'	To provide cover... Large, shady trees at either end of...

Architectural Review Commission - 09/17/25

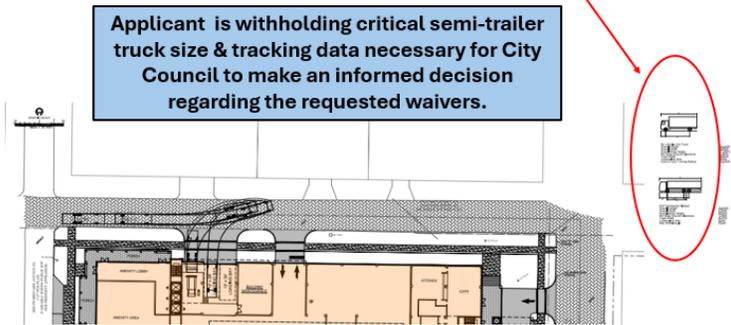
City Of Tampa Meetings
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Source: https://www.youtube.com/watch?v=4j65M95y28I&list=PLCkxHCjtLwLEBH6O4UUuGIHJ0z03_fv4x&index=3

Council has not been presented with true operational impacts when larger delivery semi-trailer trucks arrive to the loading bays—and they will. The current AutoTurn Exhibit for your consideration only includes a compactor flatbed and a single-unit truck and excludes any semi-trailer truck analysis necessary for Council to evaluate compliance with City code and public safety standards.

Auto Turn Exhibit uploaded to Accela on **December 17, 2025** for **REZ-25-48** **is missing semi-trailer tracking and truck size data**

Only shows Compactor Flatbed & Single Unit Truck

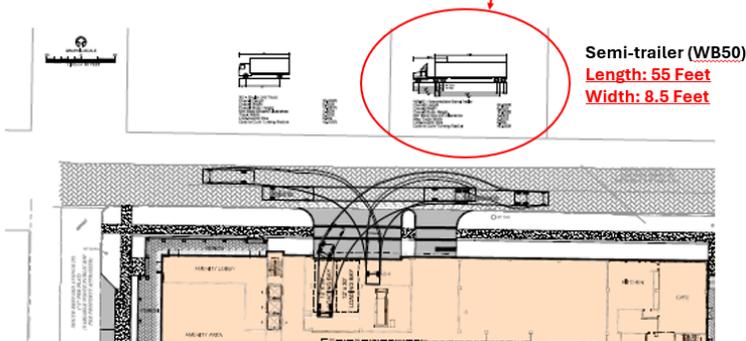


Source: Accela, "REZ 25-48 – AutoTurn Exhibits.pdf," 12/17/2025

The only AutoTurn Exhibit that included semitrailer tracking data appeared on the August 20, 2025, ARC-25-226 submittal (attached for your reference), which **reveals a critical fact: A 55-foot semi-trailer cannot be fully contained within the proposed loading bays.** This fact contradicts what the applicant wishes you to believe: that delivery trucks will be fully contained within the loading bays.

Auto Turn Exhibit uploaded to Accela on **August 20, 2025**, for **ARC-25-226** is the only analysis that **includes the semi-trailer (WB-50) truck**

Reveals the inconvenient truth:
A 55-foot semi-trailer cannot be fully contained in the proposed loading bays.



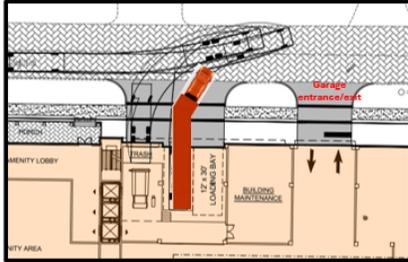
Source: Accela, "ARC 25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025

If the waivers are granted, the following scenarios are realistic and unavoidable.

Scenario 1: A 55-foot semi-trailer backing into the 28-foot loading bay extends 27 feet beyond the bay, blocking the sidewalks and obstructing visibility at the garage exit. This violates Section 27-283.15, which prohibits loading spaces that intrude upon sidewalks and requires a minimum 60-foot loading space for tractor trailers.

Scenario 1: 55-foot semi-trailer backs into 28-foot loading bay

- Semi-trailer extends 27-feet beyond the loading bay
- Blocks the sidewalk
- Obstructs driver visibility at the garage exit



Sec. 27-283.15

- (4) No loading space shall be located so that a vehicle using such space intrudes on or hinders the use of travel lanes, walkways, public or private streets or adjacent properties.
- (5) Each required off-street loading space shall have a minimum width of twelve (12) feet and a minimum vertical clearance of sixteen (16) feet above finished grade of the space. The length shall be a minimum of thirty (30) feet for local delivery and sixty (60) feet for tractor trailers. A minimum of two-thirds of the required loading spaces shall be used for local deliveries.

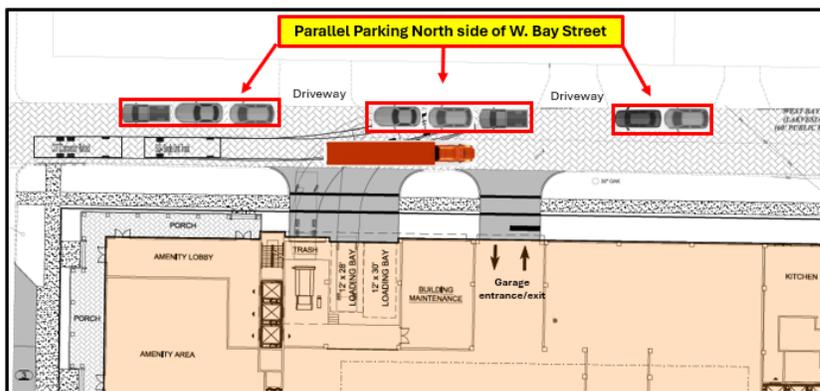
Sources:

1. Accela, "ARC-25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025
2. Tampa Municode, https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH27ZOLADE_ARTVISURE_DIV3ACPALO_S27-283.15SATA

Scenario 2: Parallel parking on Bay Street's north side prevents semi-trailer access to the loading bays. Drivers will park on the roadway to unload, violating Section 27-283.15's requirement that off-street loading spaces shall be located and arranged so that a semitrailer truck shall be able to gain access to and use such spaces by means of one continuous parking maneuver.

Scenario 2: Parallel parking on North side of W. Bay Street prevents 55-foot semi-trailer from backing into the loading bay

- Semi-trailer parks in roadway to unload
- Blocks traffic lane
- Obstructs line of sight for exiting garage traffic



Sec. 27-283.15

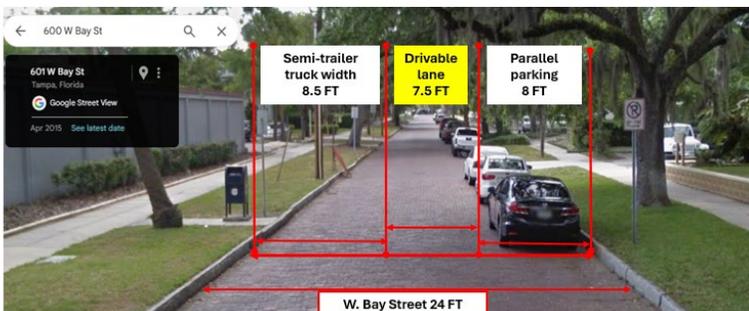
- (1) Off-street loading spaces shall be located and arranged so that a semitrailer truck (WB50 class) shall be able to gain access to and use such spaces by means of one (1) continuous parking maneuver.

Sources:

1. Accela, "ARC-25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025
2. Tampa Municode, https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH27ZOLADE_ARTVISURE_DIV3ACPALO_S27-283.15SATA

Scenario 2 creates additional safety hazards and is further problematic. Bay Street is only 24 feet wide, per survey data. The parallel parking spaces are 8 feet wide, per City Code, and the semitrailer width is 8-1/2 feet, per the AutoTurn Exhibit dated 8/20/2025. **This leaves only 7-1/2 feet for moving traffic. This is well below the 10-foot minimum required by Ordinance No 2025-43, Section 15-44.**

Semi-trailer trucks on W. Bay Street reduce roadway for traffic to 7.5 feet.		
W. Bay Street width	24 feet	Per survey
Semi-trailer truck width	8.5 feet	Per AutoTurn Exhibit
Parallel parking width	8 feet	Per City Code Sec 27-211.12(b)(3)



Sources:

1. Accela, REZ-25-48, "Magnolia Court Hotel-Survey.pdf," 2/17/2025
2. Accela, "ARC-25-226- Vehicle Tracking Exhibit.pdf," 8/20/2025
3. Tampa Municode, Sec 27-211.12(b)(3)

https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH27ZOLADE_ARTIIIESZODIDIRE_DIV2SPDI_SD5SEHESHDI_S27-211.12PADEACMA

ORDINANCE NO. 2025- 43

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, DELETING, IN ITS ENTIRETY, THE CITY OF TAMPA CODE OF ORDINANCES, CHAPTER 15, PARKING; ADOPTING A REVISED CHAPTER 15, PARKING; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

Sec. 15-44. Ten feet of roadway to remain open for vehicular traffic.

It is unlawful for any operator to stop, stand or park any vehicle upon a street, in a traffic lane, in any alley or on other city owned or operated property in such a manner or under such conditions as to leave available less than ten (10) feet of the width of the traffic lane or roadway for free movement of vehicular traffic, except that an operator may stop only during the actual loading or unloading of passengers or when necessary in obedience to traffic regulations or traffic signs or signals or a police officer.

Sources:

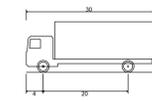
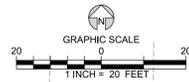
1. Tampa Code of Ordinances, Ordinance No. 2025-43, https://library.municode.com/fl/tampa/ordinances/code_of_ordinances?nodeId=1358097
2. Tampa Municode, https://library.municode.com/fl/tampa/codes/code_of_ordinances?nodeId=COOR_CH15PA_ARTIIREPEPE_DIV1GEPARE_S15-44TEFEROREOPVETR

The proposed site plan contains undersized loading bays that cannot accommodate 55-foot semi-trailers, resulting in unavoidable obstructions to sidewalks, traffic lanes, and sightlines at the garage exit. These conditions are inconsistent with the City's zoning and safety requirements.

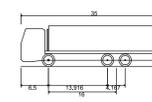
For these reasons, I respectfully ask City Council to deny REZ-25-48 and waivers 1A and 1B.

Thank you for your consideration,

Dana Jasper
Tampa Resident
Danajasper14@gmail.com



SU - Single Unit Truck
 Overall Length 30.000ft
 Overall Width 8.500ft
 Overall Body Height 11.85ft
 Min Body Ground Clearance 1.367ft
 Track Width 8.500ft
 Lock-to-lock time 5.705
 Curb to Curb Turning Radius 42.000ft



COT Compactor Flatbed
 Overall Length 35.000ft
 Overall Width 8.500ft
 Overall Body Height 11.65ft
 Min Body Ground Clearance 1.367ft
 Track Width 8.500ft
 Lock-to-lock time 6.005
 Max Wheel Angle 27.50°

REVISIONS:

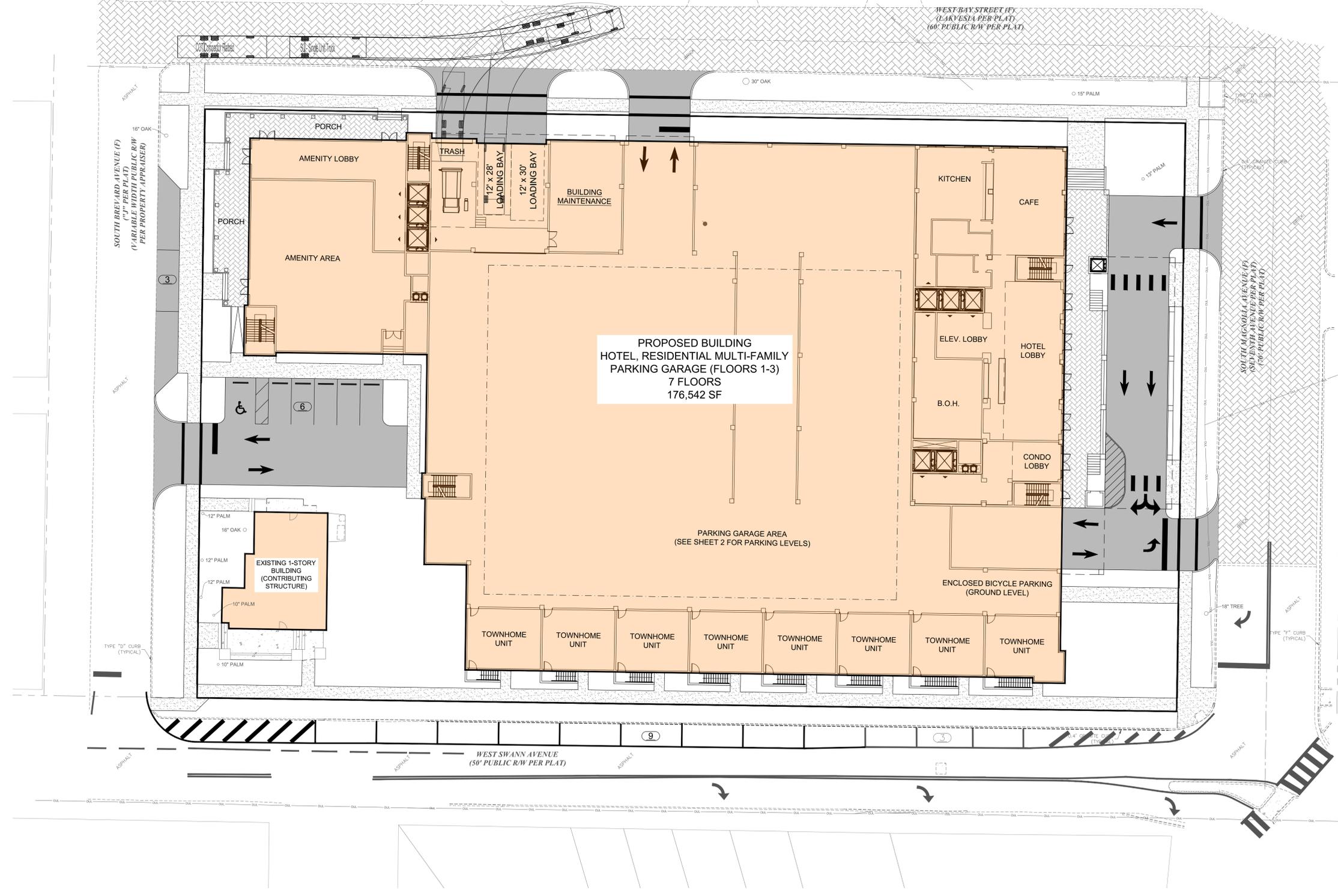
DATE	DESCRIPTION	BY	CHECKED BY	JOB NO.
2025-02-17		KNR	DWB	2240042

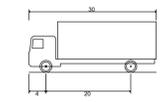
MAGNOLIA COURT HOTEL	
CITY OF TAMPA, FLORIDA	
VEHICLE TURNING EXHIBIT	

COPPERLINE PARTNERS, LLC	1801 S. AUSTRALIAN AVENUE WEST PALM BEACH, FLORIDA 33409
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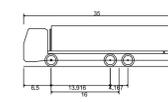
LANDMARK
 Engineering & Surveying Corporation
 8515 Palm River Road | Tampa, Florida 33619
 (813) 621-7841 | (813) 621-6761 (fax)
 www.lmesc.com | C.A. # 28014

EX 1

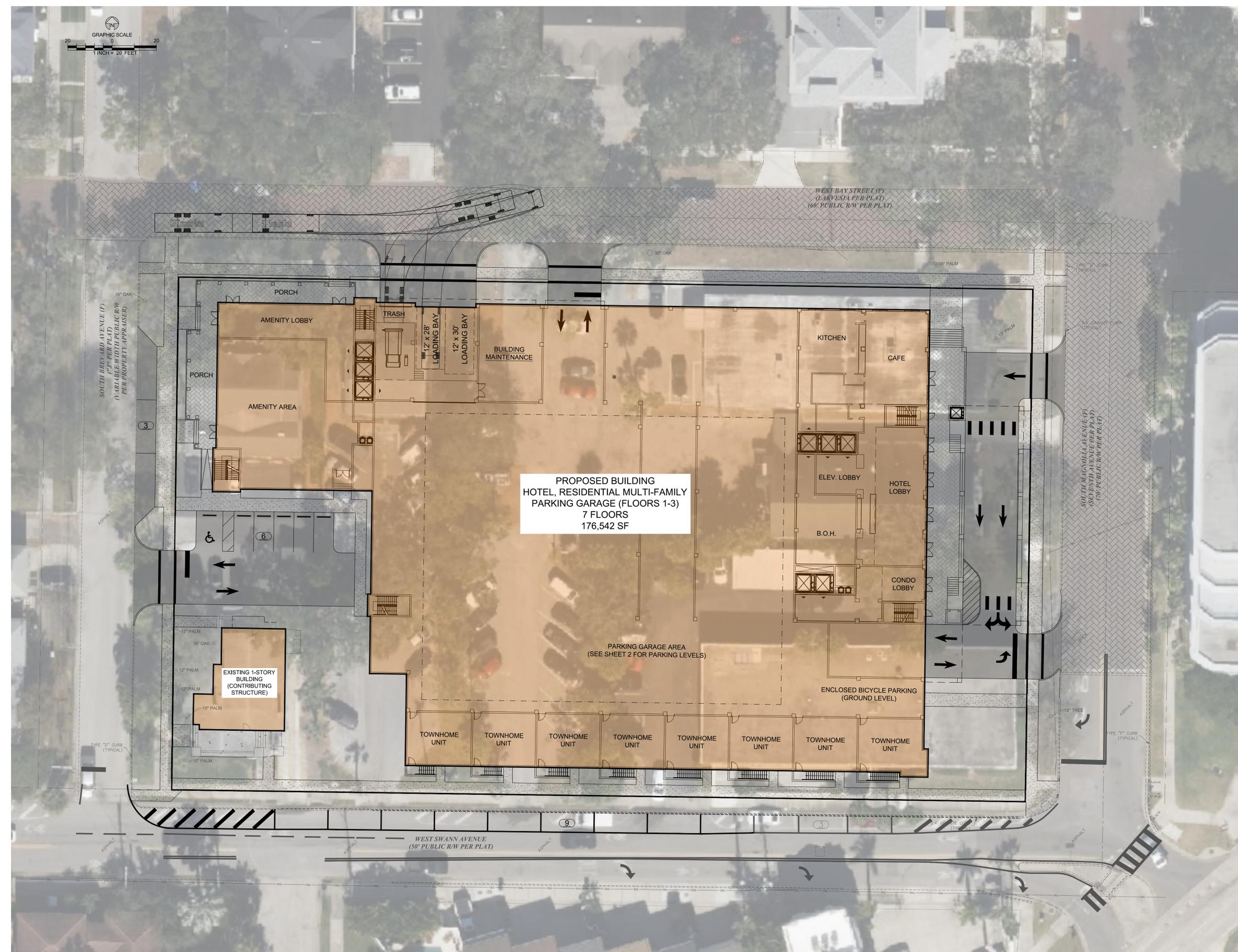




SU - Single Unit Truck
 Overall Length
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 Min Body Ground Clearance
 Track Width
 Lock-to-lock time
 Curb to Curb Turning Radius



COT Compactor Flatbed
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock-to-lock time
 Max Wheel Angle



REVISIONS:

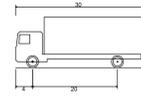
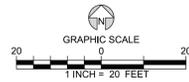
DATE	DESCRIPTION	DRAWN BY	CHECKED BY	JOB NO.
2025-02-17		KNR	DWB	2240042

MAGNOLIA COURT HOTEL
CITY OF TAMPA, FLORIDA
VEHICLE TURNING EXHIBIT AERIAL

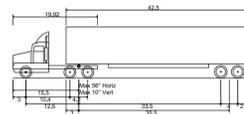
COPPERLINE PARTNERS, LLC
1801 S. AUSTRALIAN AVENUE WEST PALM BEACH, FLORIDA 33409

LANDMARK
 Engineering & Surveying Corporation
 8515 Palm River Road | Tampa, Florida 33619
 (813) 621-7841 | (813) 621-6761 (fax)
 www.llesc.com | C.A. # 28014

EX 2



SU - Single Unit Truck
 Overall Length 30.000ft
 Overall Width 8.500ft
 Overall Body Height 11.85ft
 Min Body Ground Clearance 8.000ft
 Track Width 5.50ft
 Lock-to-lock time 42.000ft
 Curb to Curb Turning Radius 42.000ft



WB-50 - Intermediate Semi-Trailer
 Overall Length 55.000ft
 Overall Width 8.500ft
 Overall Body Height 12.052ft
 Min Body Ground Clearance 1.334ft
 Max Track Width 8.500ft
 Lock-to-lock time 6.00ft
 Curb to Curb Turning Radius 45.000ft



Chevrolet Suburban 3/4 Ton LS
 Overall Length 18.53ft
 Overall Width 7.53ft
 Overall Body Height 7.0ft
 Min Body Ground Clearance 6.5ft
 Track Width 6.0ft
 Lock-to-lock time 6.0ft
 Curb to Curb Turning Radius 6.0ft

PROPOSED BUILDING
 HOTEL, RESIDENTIAL MULTI-FAMILY
 PARKING GARAGE (FLOORS 1-3)
 7 FLOORS
 176,542 SF

PARKING GARAGE AREA
 (SEE SHEET 2 FOR PARKING LEVELS)

ENCLOSED BICYCLE PARKING
 (GROUND LEVEL)

EXISTING 1-STORY BUILDING
 (CONTRIBUTING STRUCTURE)

AMENITY LOBBY

AMENITY AREA

12' x 30' LOADING BAY

12' x 30' LOADING BAY

TRASH

KITCHEN

CAFE

ELEV. LOBBY

HOTEL LOBBY

B.O.H.

CONDO LOBBY

TOWNHOME UNIT

12' PALM

16' OAK G

12' PALM

10' PALM

10' PALM

9

3

WEST SWANN AVENUE
 (50' PUBLIC R/W PER PLAT)

WEST BAY STREET (V)
 (44' & 51' A PER PLAT)
 (60' PUBLIC R/W PER PLAT)

SOUTH MAGNOLIA AVENUE (V)
 (50' & 51' A PER PLAT)
 (60' PUBLIC R/W PER PLAT)

SOUTH BREVARD AVENUE (V)
 (7' PER PLAT)
 (VARIABLE WIDTH PUBLIC R/W
 PER PROPERTY APPRAISER)

ASPHALT

TYPE 1" CURB (TYPICAL)

ASPHALT

ASPHALT

ASPHALT

ASPHALT

TYPE 1" CURB (TYPICAL)

ASPHALT

REVISIONS:

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MAGNOLIA COURT HOTEL

CITY OF TAMPA, FLORIDA

VEHICLE TURNING EXHIBIT

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DAVID W. BELL No. 57966
 PROFESSIONAL ENGINEER

EX 1