



REZONING STAFF REPORT REZ-26-0000032

PROPERTY ADDRESS: 110 South Boulevard
APPLICANT: Thomas Lafferty
PROPERTY OWNER: 110 South Blvd LLC
AUTHORIZED AGENT: Tyler Hudson, Gardner Brewer Hudson
RELATED APPLICATIONS: None
PRIOR APPLICATIONS: None
FUTURE LAND USE: RMU-100
HISTORIC LANDMARKS: Local: Peter O. Knight Cottage, Souders Building
National: None

CITY COUNCIL DISTRICT & REP. MEMBER: District #4 – Carlson
CITY COUNCIL AT-LARGE (CITY-WIDE) MEMBERS: Clendenin, Hurtak, Maniscalco

OVERLAY DISTRICT: None
NEIGHBORHOOD ASSOCIATION: Hyde Park Spanishtown Creek Civic Association, Spanishtown Creek Civic Association, Bayshore Gardens Neighborhood Association Inc., Parkland Estates Civic Club, Inc., SoHo Neighborhood Association, Inc., Historic Hyde Park Neighborhood Association, Inc.

HEARING DATE: 03/12/2026
DATE OF REPORT: 03/05/2026
DATE OF SITE PLAN: 01/27/2026



CURRENT ZONING:
PD (Planned Development; REZ-22-40;
Ord. 2022-148) Residential Multiple-Family & Strip Shopping
Center Retail (Including Bank, Drive-in) uses

REQUESTED ZONING:
PD (Planned Development)
Residential Multiple-Family & Parking Off
Street Commercial

PREVIOUSLY APPROVED WAIVERS (REZ-22-40):

1. Section 27-284.2.5(F)(1): Request to remove one non-hazardous grand, tree #49, a 38" Live Oak rated C-5; in arborist report.
2. Section 27-284.3.3.(D): Request to reduce the required 8 feet vehicular use area buffer to 5 feet to the south along Cleveland Street.
3. Section 27-283.10: Request to reduce the required number of overall parking spaces from 416 required parking spaces to 225 parking spaces (45% reduction).
4. Section 27-283.14: Request to reduce the required number of loading berths from 3 to 1.
5. Section 27-283.15:
 - o Request to allow loading to occur in more than one continuous maneuver and to allow maneuvering in the right-of-way.
 - o Request to allow a 12' x 30' loading space in lieu of a 12' x 60' space.
6. Section 27-160: Request to allow a reduction in special street setback from 42 feet to 36 feet for any building or structure on the property.

NEW WAIVER(S) REQUESTED:

1. Section 27-284.2.5(F)(1): To remove one non-hazardous grand, tree #49, a 40" Live Oak rated C-5; in arborist report.
2. Section 27-283.15: To allow one 12' x 39' loading space in lieu of two 12' x 60' spaces.

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3. Section 27-284.3.3: Request to reduce the required use landscape buffer from 15' and 6' masonry wall to 0' and 6' masonry wall to the east and south abutting folio #194092.0000.
4. Section 27-284.3.3.(A): Request to reduce the required 30% Multi-family greenspace area to 0%, subject to landscape in lieu fees at the time of permitting.
5. Section 27-283.7: To reduce the required parking from 418 to 41 provided (90%).
6. Section 27-283.14: To reduce the required number of loading berths from 2 to 1.
7. Section 27-284.3.3.(D):
 - A) Request to reduce the required 20% VUA greenspace (2,887 sf) to 14% VUA greenspace (2,147 sf) subject to landscape in lieu fees at the time of permitting.
 - B) Request to reduce the minimum parking island width from 13' to 0'.
 - C) Request to reduce the required 8' VUA landscape buffer abutting Fielding Ave to 5' and 6' abutting Cleveland Street.

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 Development Coordination, Natural Resources 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 1st and 2nd Reading of Ordinance as stated on the revision sheet. These revisions will not resolve the issues of Transportation's inconsistent finding.

LOCATION MAP:



PROJECT INFORMATION:

Commercial Development	Not Applicable
Residential Unit Count (Maximum)	238 Units (1 bedroom: 49 units, 2 bedroom: 189 units)
Maximum Building Height	162' (11 stories)
Setbacks (Perimeter)	0' For all property lines
Lot Area (SF/Acreage)	41,548 SF (0.95 acres)

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Lot Width (Frontage)	West: 22' (South Boulevard), South: 118' (West Cleveland Street), East: 132' (South Fielding Avenue)
Existing Use of Property	Business Professional Office
Parking Spaces Required	418
Parking Spaces Provided	41
Bicycle Parking Spaces Required	24
Bicycle Parking Spaces Provided	54

SURROUNDING USE INFORMATION*:

LOCATION	ZONING	CURRENT USE
North	OP; PD (File #Z03-114; Ord. 2003-287)	Multiple-family residential and undeveloped property
South	OP	Roadways (Selmon Expressway and West Cleveland Street); business-professional office
East	OP; PD (File #Z03-114; Ord. 2003-287); PD (File #REZ-19-65; Ord. 2019-143)	Undeveloped property, parking garage
West	OP	Business-professional office; residential multiple-family uses.

*OP-Office Professional, PD-Planned Development

SUMMARY OF REQUEST:

The applicant requests to rezone the property from Planned Development (PD; File # REZ-22-40; Ord. 2022-148) to PD (Planned Development) to allow for Residential Multiple-Family & Parking Off Street Commercial uses. The subject property is located at the northeast corner of the intersection of South Boulevard and West Cleveland Street, and has additional street frontage along South Fielding Avenue. The subject property is improved with a vacant one-story structure previously used for business-professional office uses. Through the requested Planned Development rezoning, the applicant is proposing redevelopment of the site with an eleven-story residential multiple-family structure with 239 units. The site is proposed with ingress/egress points along West Cleveland Street and South Fielding Avenue. A total of 41 surface parking spaces and 54 indoor bike spaces are provided on site and 418 spaces are required. See waiver requested on page 1 of this staff report.

The subject property is surrounded to the north by a residential multiple-family structure and vacant land, to the south by roadways (West Cleveland Street and Selmon Expressway), to the east by undeveloped land and a nine-story parking garage and to the west by business-professional office and residential multiple-family uses.

The site has a Future Land Use Designation of Regional Mixed Use-100 (RMU-100). The RMU-100 future land use designation allows for a maximum of 100 dwellings per acre or a maximum FAR of 3.5 (without bonus or performance provisions). The RMU-100 future land use designation is characterized by intensive and general commercial, service, office, and residential uses. The subject site is approximately 41,548 square feet (0.95 acres) in area. The development is proposed with a 5.2 FAR, with the applicant utilizing the Central Business District (CBD) Periphery Bonus and has entered into a bonus agreement totaling \$1,903,452.03 with LEED Silver Certification. The associated bonus agreement is being processed concurrently with this application.

GENERAL REQUIREMENTS OF CODE/STAFF FINDINGS:

Development Coordination	Inconsistent
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<p>Site Plan Modifications:</p> <ul style="list-style-type: none"> • On Sheet C-100, correct PD title with the following proposed uses: Residential Multiple-Family & Parking Off Street Commercial. • On Sheet C-100, under Site Data Table, update proposed uses to reflect Residential Multiple-Family & Parking Off Street Commercial. • Update Waiver #3 to reflect what is shown on page 1 of this staff report. • Correct Waiver #5 to reflect Sec. 27-283.7. • Update Waiver #6 to reflect what is shown on page 1 of this staff report. • Update Site Plan with Waiver #7 to reflect what is shown on page 1 of this staff report. 	
<p>Hillsborough County City/County Planning</p>	<p style="text-align: center;">Consistent</p>
<p>Natural Resources</p> <p>SITE PLAN MODIFICATIONS:</p> <ul style="list-style-type: none"> • Mark the trees that are offsite that are being removed with X's on the PD site plan so that they match the Tree Disposition Plan by Dark Moss. • There is a 27" offsite oak tree to the north and the tree is shown to remain; A notarized neighbor affidavit is required to remove this tree and must be provided before the project can be set for city council. Amend the site plan and the arborist inventory layout and the tree table to reflect this specimen tree's removal. • Add the following note to the site plan: "The notarized neighbor affidavit is required at the time of permitting to remove Tree #3, Tree #4, and Tree #10. These trees are proposed for removal due to proposed improvements on the site." • Reword Waiver #3 as follows: "Per 27-284.3.3.A – request to reduce the required 15' use landscape buffer and 6' tall masonry wall to 1' to the east and south abutting folio #194092.0000." • Reword Waiver #4 as follows: "Per 27-284.3.3.A – request to reduce the required 30% multiple-family greenspace area to 0%, subject to landscape in lieu fees at the time of permitting." • Reword Waiver #6C as follows: "Request to reduce the required 8' VUA landscape buffer abutting Fielding Ave to 5' and 6' abutting Cleveland Street." • Reword Waiver #6A as follows: "Request to reduce the required 20% VUA greenspace (2,887 sf) to 14% VUA greenspace (2,147 sf) subject to landscape in lieu fees at the time of permitting." <p><i>Natural Resources finds the project inconsistent. There are multiple natural resources waivers requested, which staff does not support. The project seeks a waiver for removal of one grand non-hazardous tree (Tree #49 a 40" dbh Live Oak rated C-5 and worth 14 debits. This tree exists approximately 13' north of the southern property line along Cleveland Street. The project also seeks to remove all trees on the site. In addition, the project also seeks to remove off-site trees that would be impacted by the proposed improvements, including a specimen live oak to the north and protected live oaks to the east of the parcel. The project requests to reduce the required 15' landscape buffers to 0' abutting surrounding parcels. Furthermore, the project seeks waivers for the required multi-family greenspace of 1653 sf to 0 sf and the required 20% VUA greenspace (2887 sf) to 14% VUA greenspace (2147 sf). Had the project provided its required buffers and met VUA</i></p>	<p style="text-align: center;">Inconsistent</p>

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<p><i>requirements, the project would likely have met code greenspace. The site currently has 13 Type 1 trees and requires mitigation at 48 Type 1 trees; the project proposes planting 4 Type 1 trees: 3 in the right-of-way of Fielding and 1 on-site. More Type 1 trees could have been accommodated with better site design, for instance, a larger front setback that would have provided ample overhead space and building separation. This would have promoted walkability in this area, especially given the waivers requested for required parking.</i></p>	
<p>Transportation</p> <p>SITE PLAN MODIFICATIONS:</p> <ul style="list-style-type: none"> • Add the following waiver: Section 27-283.14: To reduce the required number of loading berths from 2 to 1. • Change the note on sheet C-101 for the ingress driveway on South Fielding Avenue to reflect: <ul style="list-style-type: none"> ○ Following Tampa City Council adoption of this rezoning site plan, the petitioner will submit an Alternative Driveway Design application for the site’s driveway configuration at the time of permitting for review by the City of Tampa Mobility Department. <p><i>Transportation finds the site plan inconsistent with Sec. 27-283.7. There are 418 parking spaces required and only 41 provided. Transportation finds the site plan inconsistent with Ch. 27-283.15. The code requires a 60-foot loading space for tractor trailers, but the plan shows a 12’x39’ loading spaces instead of the required 12’x60’ space.</i></p>	<p>Inconsistent</p>
Tampa Fire Rescue	Consistent
Solid Waste	Consistent
Stormwater	Consistent
Urban Design	Not Applicable
Wastewater	Consistent
Water	Consistent

APPLICATION CRITERIA/ANALYSIS:

1. 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 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:

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- (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 properties surrounding the subject property are comprised of vacant parcels, residential multiple-family, a parking structure and business-professional office uses. The proposed residential multiple-family and parking off street commercial uses are compatible with the character of the surrounding parcels and neighborhood.***
- (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. ***The proposed development includes seven waivers to the City of Tampa Land Development Code, see page 1 of this staff report. The proposed development also requests to increase the allowable Floor Area Ratio from 3.5 to 5.2 through a bonus provision agreement. These requests necessitate the need for a Planned Development rezoning.***
- (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 is compatible with the surrounding neighborhoods and streets given the existing makeup of uses adjacent to the project site and located nearby.***
- (7) Promote more desirable living and working environments than would be possible through the strict application of minimum requirements of other zoning districts. ***The applicant proposes the development of residential multiple-family and parking off street commercial uses. The proposed development would be difficult to develop under the strict application of minimum requirements of other Euclidean zoning districts because of the requested waivers. Additionally, the requested commercial off street parking and the proposed bonus provision agreement to increase the FAR from 3.5 to 5.2, are not allowed in the current PD and necessitates a new rezoning to Planned Development.***
- (8) Promote architectural features and elements, which complement the surrounding community and enhance the overall quality of the development. ***The proposed structure is consistent with massing and scale of the existing structures in the surrounding area.***
- (9) Promote the retention and reuse of existing building stock. ***The subject property is currently developed with a one-story structure that will be demolished prior to the construction of the residential multiple-family structure.***

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Sec. 27-139(4) Waivers

The following are the criteria for consideration of a waiver through a site plan-controlled rezoning:

- a. The design of the proposed development is unique and therefore is in need of waiver(s); however, with waiver(s) granted, the purpose and intent this article stated in Section 27-136 is met.
- b. The waiver, if allowed, will not substantially interfere with or injure the rights of others whose property would be affected by allowance of the waiver.
- c. The waiver is in harmony with and serves the general intent and purpose of this Chapter, other applicable City of Tampa land development regulations, and the adopted Tampa Comprehensive Plan.
- d. Allowing the waiver will result in substantial justice being done, considering both the public benefits intended to be secured by this Chapter, other applicable City of Tampa land development regulations, the Tampa Comprehensive Plan, and the individual hardships that will be suffered by a failure of City Council to grant a waiver.

Submitted & Completed by:

Chris DeManche
Urban Planner II
Development Coordination

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Revision Sheet

Development Coordination

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Natural Resources

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Reword Waiver #6A as follows: "Request to reduce the required 20% VUA greenspace (2,887 sf) to 14% VUA greenspace (2,147 sf) subject to landscape in lieu fees at the time of permitting."

Transportation

- Add the following waiver to the Site Plan: Section 27-283.14: To reduce the required number of loading berths from 2 to 1.
- Change the note on sheet C-101 for the ingress driveway on South Fielding Avenue to reflect:
 - Following Tampa City Council adoption of this rezoning site plan, the petitioner will submit an Alternative Driveway Design application for the site's driveway configuration at the time of permitting for review by the City of Tampa Mobility Department.



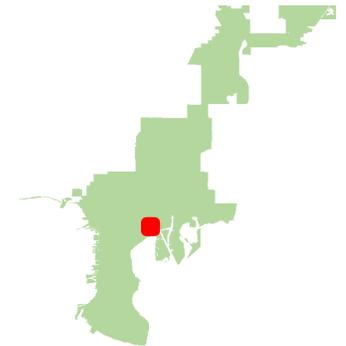
Request to Rezone

REZ-26-000032
110 S. Boulevard

PD to PD

 Subject Property
 Zoning  1,320' Buffer

-  Historic Landmark Local
Peter O Knight Cottage
Souders Building
-  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

February 25, 2026



Jane Castor, Mayor



**Hillsborough County
City-County
Planning Commission**

City of Tampa Rezoning	
Hearing Date: March 12, 2026 Report Prepared: March 2, 2026	Petition: REZ 26-32 110 South Boulevard <i>Located at the northeast corner of South Boulevard and West Cleveland Street</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Regional Mixed Use-100 (100 du/ga; 3.5 FAR)
Planning Area:	Central Tampa Planning District
Zoning:	Planned Development (PD) to PD to allow for 215,000 square feet of multi-family uses
Parcel Size (Approx.):	41,548± square feet (0.95± acres)
Street Functional Classification:	South Boulevard – Collector West Cleveland Street – Collector South Fielding Avenue – Local
Other Considerations:	The subject site is within the Central Business District Periphery Bonus Area and the Hyde Park National Historic District



Context:

The applicant is proposing to rezone 0.95± acres from Planned Development (PD) to PD to allow for 215,000 square feet of multi-family uses. A commercial bank presently occupies the subject site.

- The subject site is in the Central Tampa Planning District, the Hyde Park National Historic District, and the Hyde Park Spanishtown Creek neighborhood.
- The subject site is recognized under the **Regional Mixed Use-100 (RMU-100)** Future Land Use designation. The primary purpose of the Regional Mixed Use-100 Future Land Use category is to allow for high-intensity/density high-rise residential, major office, and regional serving commercial developments that, because of their need for space, significant vehicular access, or intensity of use, require locations related to major transportation facilities. Typical building heights range up to 24 stories.
- The subject site is located within the boundary of the Central Business District (CBD) Periphery Bonus Area. The density/intensity bonuses will be limited to 100% of the maximum density/intensity permitted within the applicable land use plan category.
- The subject site can be considered for a maximum of 190 dwelling units (200 du/ga) or 290,836 sq. ft. (7.0 FAR) of non-residential, residential, or mixed-use through the utilization of the CBD Periphery Bonus. Development exceeding 95 dwelling units (100 du/ga) or 145,418 sq. ft. (3.5 FAR) of non-residential, residential, or mixed-use may require a Bonus Provision Agreement (BPA) approved by City Council.
- The subject site is within a Mixed-Use Center and Corridor. Specific policy direction provided in the Comprehensive Plan guides development within Mixed Use Centers and Corridors (See *LU Policies 6.1.1 through 6.1.13*).
- The surrounding area features a mix of uses, reflecting its urban character and transition toward a more mixed-use development pattern. The site is directly north of the Selmon Expressway and one block south of the University of Tampa. The surrounding area reflects a mix of light commercial, multi-family, public/quasi-public, and educational. Downtown Tampa is just 0.5 miles east of the subject site.
- The closest public recreational facility is Snow Park, located 0.12 miles to the northeast of the subject site.
- Transit service is provided approximately 250 feet southeast of the subject site near the intersection of West Cleveland Street and South Fielding Avenue. This stop is served by HART's Route #19, providing connections between Downtown Tampa and the Britton Plaza Transfer Center.
- The subject site is located within the Coastal Planning Area, specifically Evacuation Zone B. Rezoning in the Coastal Planning Area that increase the number of residential units shall mitigate its impact on shelter space demands based on 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 the consistency finding.

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

Livable City – 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 1.1.1: Recognize the Central Tampa District as the primary urban employment, civic and cultural center, building upon the heritage assets found in its diverse neighborhoods while fostering a vibrant urban lifestyle through mixed-use development via entertainment and cultural facilities.

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 - 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 1.2.8: Promote a range of uses in close proximity to each other. These uses shall include, but are not limited to: mixed density housing with a variety of housing options, local-serving goods and services, civic uses, and employment generators.

LU Policy 1.2.9: Establish, promote and incentivize well-designed urban environments that create vibrant, livable places to live, work, and play.

LU Policy 1.2.19: Maintain minimal front setbacks, building heights and recesses within a comparable range, and street trees to provide a sense of vertical enclosure on streets.

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 1.2.26: Implement development standards that require buildings to be oriented to and actively engage and complete the public realm. These standards will address features such as: building orientation to the street, build-to and setback lines, facade articulation, ground-floor transparency, and location of parking, etc.

City Planning Strategy - Goals, Objectives, and Policies

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.

Mixed-Use Centers and Corridors - 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 6.1.2: 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 6.1.3: Support proposals to convert non-residential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses and ensure the development is compatible with surrounding land uses and has adequate access to transit services and community services.

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 6.1.5: Encourage design and development along mixed-use corridors that promote the use of public transit, pedestrian and bicycle travel maximizing personal safety through development features such as:

- *Buildings oriented to the street and transit services;*
- *Safe and convenient access for pedestrians between buildings and transit stops;*
- *Support the Greenways and Trail Master Plan when applicable; and*
- *Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.*

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 6.1.11: Accommodate planned levels of household and employment growth. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses.

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

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.

LU Policy 9.1.3: Encourage, where appropriate, higher density urban neighborhoods to include small public spaces and have tree-lined sidewalks furnished with appropriate pedestrian amenities that provide comfortable and attractive settings to accommodate high levels of pedestrian activity.

Overall Residential Development and Redevelopment – Goals, Objectives, and Policies

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

LU Policy 9.2.1: Protect, promote and maintain residential neighborhoods, in order to preserve an adequate amount of residential land for existing and future population growth.

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 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.

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

Housing – Goals, Objectives, and Policies

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.

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.

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 1.1.18: 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.

CBD Periphery Bonus

The Central Business District (CBD) periphery boundaries are shown on the Future Land Use map. Projects located within the boundaries of the periphery of the Central Business District (CBD) may be considered for density and intensity bonuses.

Consideration for a CBD periphery bonus shall be given subject to the following criteria:

- Must be a residential or mixed-use project. Mixed-use projects may include, but are not limited to, a mixture of residential, office, and retail uses. Permitted uses are controlled by the underlying land use plan category on the site.*
- The density/intensity bonuses will be limited to 100% of the maximum density/intensity permitted within the applicable land use plan category.*
- The project desiring to utilize the bonus provision, must be rezoned to the appropriate site plan controlled zoning district to ensure that adequate buffering and any other, applicable mitigation measures are afforded to adjacent uses.*

The intensity of projects must be transitioned to protect less intense developments located outside the periphery boundaries. Specific buffering techniques shall be provided within the development regulations. These techniques may include shared park land, intense landscape buffers or feathering of intensity to transition to less intensive development.

Staff Analysis of Goals, Objectives, and Policies:

The applicant is proposing to rezone 0.95± acres from Planned Development (PD) to PD to allow for 215,000 square feet of multi-family uses. The proposed use is consistent with the Regional Mixed Use-100 (RMU-100) Future Land Use (FLU) designation per the consistency matrix in Sec. 27-21 of the Land Development Code (*LU Policy 8.15.2*).

If approved, between first and second reading, Planning Commission staff requests that the applicant correct the surrounding FLU designations shown on the site plan to RMU-100, as they are currently labeled as RMU-35. This discrepancy does not affect Planning Commission staff's findings but must be revised for accuracy and consistency with the adopted Future Land Use Map.

The subject site is in the Central Tampa Planning District, an area that has been identified as the primary urban employment center where mixed-use development is encouraged to foster the "vibrant urban lifestyle" (*LU Policy 1.1.1*). The RMU-100 designation supports high intensity/density residential, professional office, and commercial development. Projects within the Regional Mixed Use-100 designation may utilize Floor Area Ratio (FAR) determine maximum development potential and support a mixed-use development pattern. Additionally, the subject site is within the Central Business District (CBD) Periphery. Projects within the CBD Periphery may be considered for density and intensity bonuses, limited to 100% of the maximum density/intensity permitted within the applicable land use designation. The applicant is utilizing the CBD Periphery Bonus and has entered into a BPA with the City to obtain a 5.2 FAR (*LU Policy 8.15.1*).

Typical building heights in the RMU-100 Future Land Use designation, as described in the Land Use Matrix in the Comprehensive Plan, are up to 24 stories, with heights varying based on location, special district, or overlay district. The development proposes an 11-story building with a maximum height of 162 feet above grade. The area surrounding the subject site is characterized by a mixture of building heights and uses. West of South Boulevard, buildings are generally one to three stories and include office, townhome, multifamily, and commercial uses. East of South Boulevard, several mid-rise buildings exist or are approved within proximity to the subject site. Directly east is a nine-story, 120-foot parking garage and 140-foot office building(s) currently under construction. One block east is an eight-story, 122-foot mixed-use building (Atlis Grand Central). Two blocks further east, at the intersection of West Cleveland Street and South Cedar Avenue, REZ-17-06 was approved for a 26-story, 330-foot mixed-use building. Planning Commission staff find the proposed height compatible with the surrounding area and consistent with the development pattern anticipated under the RMU-100 designation (*LU Policies 2.1.1, 9.6.4*).

As described in LU Policy 6.1.13, lands recognized under the RMU-100 designation are considered part of a Mixed-Use Center and Corridor. These are key areas where intensification is encouraged to create new housing, job opportunities, and vibrant public spaces. The subject site is located within a Mixed-Use Corridor and approximately 265 feet south of Kennedy Boulevard, a designated Transit Emphasis Corridor, where pedestrian-oriented, mixed-use development within access to transit is encouraged (*LU Policy 6.1.10, INF Policy 1.1.18*). The Comprehensive Plan promotes residential, mixed-use, retail, service commercial, and other pedestrian-oriented uses in these areas, emphasizing street-oriented design with entries and stoops fronting the street (*LU Policy 6.1.2*).

The PD proposes an 11-story residential multifamily building oriented toward South Boulevard, with sidewalks along South Boulevard, Cleveland Street, and Fielding Avenue that connect the building to surrounding transit services, employment options, and amenities. The Central Business District is located within one-half mile and approximately 310 feet (about one block) north of the University of Tampa. Entrances are oriented toward and directly connected to wide sidewalks with shade trees. The site plan meets the intent of the Mixed-Use Center, Corridor, and Transit Emphasis policies by providing a pedestrian-oriented development pattern in a transit-accessible location (*LU Policies 1.1.6, 1.2.8, 1.2.9, 1.2.19, 1.2.24, 1.2.26, 6.1.3, 6.1.4, 6.1.5, 6.1.9, 9.1.1, 9.1.3, 9.2.6, 9.4.1*).

The request supports many of the policies in the Comprehensive Plan as they relate to housing the city's population. The Comprehensive Plan encourages new housing on vacant and underutilized land to ensure that an adequate supply of housing is available to meet the needs of Tampa's present and future populations. The subject site is currently developed at an FAR of approximately 0.08, reflecting a low-intensity use relative to its RMU-100 designation and its location within a Mixed-Use Corridor and near a Transit Emphasis Corridor. Accordingly, the site is considered underutilized. The request would introduce 238 dwelling units on an underutilized site in proximity to transit, employment centers, the Central Business District, and the University of Tampa, supporting additional housing opportunities in an appropriate urban location (*LU Policies 2.1.2, 6.1.11, 9.2.1, 9.6.1, 9.6.2, 9.6.3, 9.8.4; HSG Policy 1.3.4*).

The subject site is within the Coastal Planning Area, specifically Evacuation Zone B. As such, the applicant is required to work with the City of Tampa and other regulatory agencies to ensure any residential development mitigates its impact on shelter space (*CM Policy 1.2.2*).

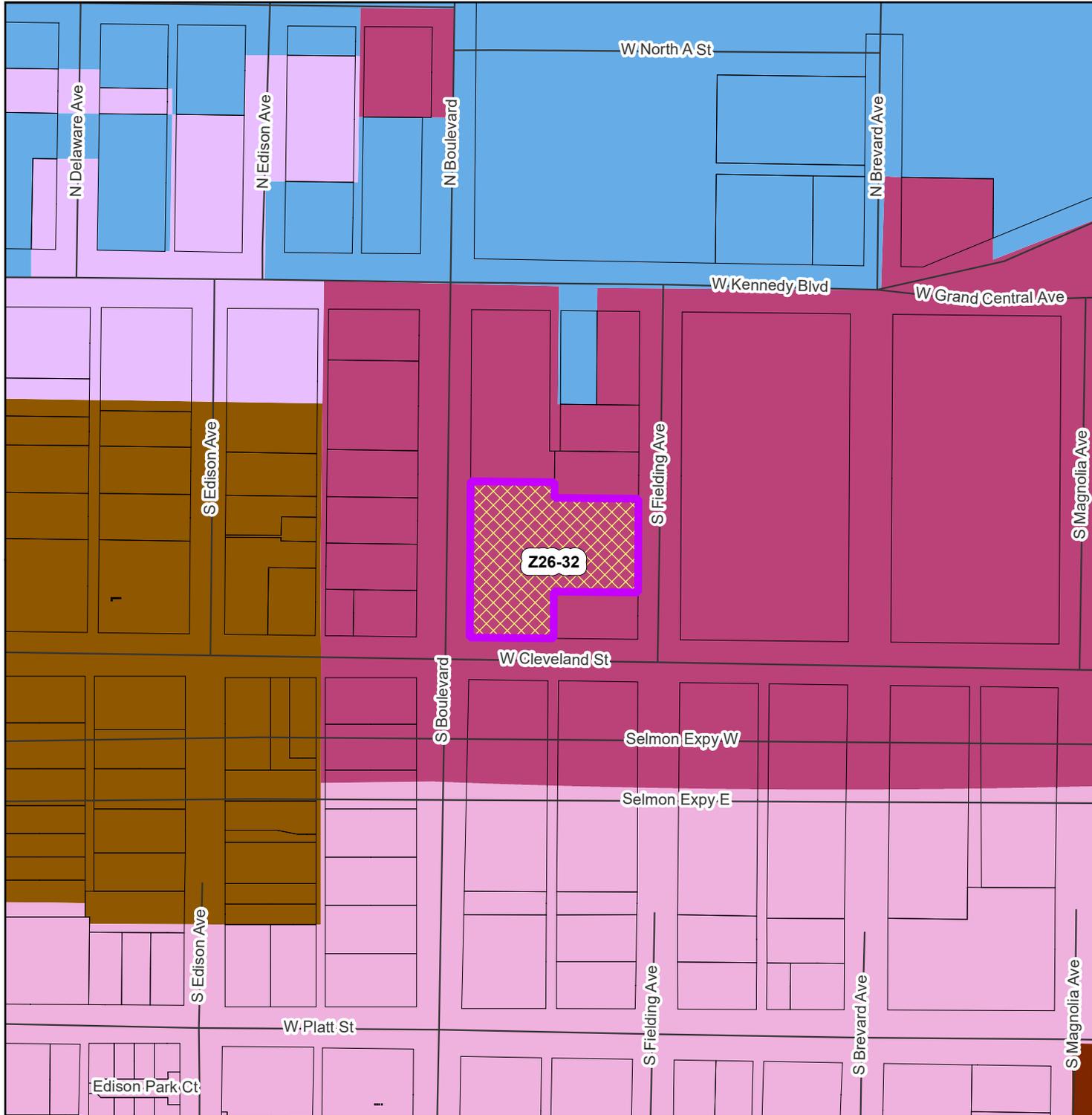
Overall, the proposed Planned Development is comparable and compatible with the surrounding neighborhood, consistent with underlying RMU-100 Future Land Use designations and furthers multiple objectives and goals of the Comprehensive Plan.

Recommendation:

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

CITY OF TAMPA

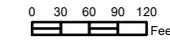
Future Land Use
Z26-32
 110 S. Boulevard
 From: PD (Planned Development)
 To: PD (Planned Development)



Legend

- Rezoning**
- <all other values>
- STATUS**
- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- wam.BOUNDARY.Jurisdiction_Line
- 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 (.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
- 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
- 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.
 REPRODUCTION: This sheet may not be reproduced in part or full for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.
 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: 2/11/2026
 Author: Jerid McAdoo
 File: C:\Users\mcaadoo\Desktop\Rezoning.mxd

