



ARS

Annual Report Summary

4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, FL 33782
 Phone (727) 570-5151 / FAX (727) 570-5118
 www.tbrpc.org

**DRI #108 - HIDDEN RIVER CORPORATE PARK
 CITY OF TAMPA
 RY 2019-20**

On August 8, 1985, the Tampa City Council granted the initial Development Order (Ordinance No. 8969-A) to Hidden River Properties, Inc. for a 476-acre, three phase, multi-use development located at the northwest quadrant of the Interstate 75/Fletcher Avenue interchange.

The Development Order has been amended a total of nine times, most recently on May 15, 2015 (Ordinance 2015-60). The amendments have cumulatively: consolidated the first two phases (currently referred to as "Revised Phase 1"); extended the Revised Phase 1 buildout and Development Order expiration dates; and modified the Land Use Equivalency Matrix to allow a maximum of 900 Multi-Family Residential units and to recognize potential conversion(s) of General Office to Medical Office at a pre-determined ratio of 2,322 sq. ft. of General Office = 1,000 sq. ft. of Medical Office. The buildout and Development Order expiration dates have been subsequently and further extended in accordance with 2007 legislation [i.e. revisions to Subsection 380.06(19)(c)2., F.S.], 2011 legislation (i.e. HB 7207) and various Executive Orders enacted by the Governor between 2016 - 2019. The revised Development Order expiration date is April 27, 2029.

The following summarizes the approved/revised phasing schedule:

PHASE	BUILDOUT	GENERAL OFFICE (Sq. Ft.)	MEDICAL OFFICE (Sq. Ft.)	RETAIL (Sq. Ft.)	HOTEL (Rooms)	RES. (MF Units)
Revised Phase 1	4/27/2024	2,690,641 ¹	121,600 ¹	116,077 ¹	301 ¹	548 ¹
Revised Phase 2 ²	TBD	1,200,000 ²	0	0	0	0
	TOTAL	3,890,641^{1,2}	121,600¹	116,077¹	301¹	548¹

- Entitlements are reflective of Land Use Equivalency Matrix conversions dated November 14, 2007 (i.e. 13,502 sq. ft. of Office → 48 Multi-Family Residential Units), August 31, 2009 (i.e. 13,502 sq. ft. of Office → 48 Multi-Family Residential Units), August 29, 2014 (i.e. 4,764 sq. ft. of Retail → 28 Multi-Family Residential Units), September 25, 2014 (conversion of 282,355 sq. ft. of General Office → 121,600 sq. ft. of Medical Office), 4/30/15 (i.e. 10,208 sq. ft. of Specialty Retail → 60 additional Multi-Family units) & July 13, 2016 (449 Hotel rooms + 13,951 sq. ft. of Retail → 364 Multi-Family Residential units).
- Specific approval of Revised Phase 2 is contingent upon further transportation analysis in conjunction with Section 380.06, F.S.

PROJECT STATUS

Development this Reporting Year: it appears that no development was completed.

Cumulative Development: a total of 1,210,123 sq. ft. of General Office [i.e. a 180,208 sq. ft. Bausch & Lomb facility, a 157,120 sq. ft. Farley White HR LLC/CC3 facility, a 133,896 sq. ft. Farley White HR LLC/CC1 facility, a 133,715 sq. ft. Farley White HR LLC/CC2 facility, a 132,566 sq. ft. TDC Hidden River LLC (Lakeview) facility, a 131,701 sq. ft. Farley White 8800 LLC facility, a 69,593 sq. ft. GOV Grand Oaks Property Trust LLC

facility (formerly Great Western), a 64,502 sq. ft. Fieldside Investors LLP/Walt Disney facility, a 62,166 sq. ft. Peak 10 Tampa 3.0 Datacenter LLC facility, a 62,163 sq. ft. TDC Palm Court LLC facility, a 44,148 sq. ft. BICSI facility, a 25,530 sq. ft. Rolianma LLC facility (Mediagistics), a 11,219 sq. ft. Office Suites Plus facility and a 1,596 sq. ft. Frontier Communications facility (formerly Verizon Florida Inc.), **121,600 sq. ft. of Medical Office** [VA Medical Center], **11,490 sq. ft. of Retail** [i.e. 4,725 sq. ft. HD Fletcher LLC facility, a 1,300 sq. ft. Circle K/Shell Oil facility, a 2,025 sq. ft. MEG Corp./Dunkin Donuts facility & a 3,440 sq. ft. JN446, JN915 JN961/Wendy's restaurant facility], **301 Hotel rooms** [i.e. 81-room "Courtyard by Marriott" & 220-room "Hampton Inn & Suites"] and **548 Multi-Family Residential units** [i.e. 248 units known as "Club at Hidden River" and/or "Hidden River Townhomes" & 300 units known as "Hidden River Apartments"] **have all been completed to date.**

Projected Development: anticipated development activities have not been identified.

SUMMARY OF DEVELOPMENT ORDER CONDITIONS

1. The Developer last submitted the results of the 2019 assessments of "hourly traffic counts for a 24-hour period taken at all established access points from public right-of-way to the development site," consistent with Condition 4.B.6. The monitoring, conducted on June 24, 2019, had indicated that the project is generating 1,797 of the approved 2,429 external P.M. Peak Hour trips (73.98%). The Developer did not conduct traffic monitoring in 2020 due to the COVID-19 pandemic and its corresponding impact on employment figures. As was reasonably assumed, any traffic monitoring results, if conducted, would certainly have been skewed. It is expected that the traffic monitoring program will resume in association with the RY 2020-21 Annual Report.
2. Condition 4.D.(1) requires the Developer to submit a *Transportation Systems Management Plan* prior to issuance of construction permits for development associated with Revised Phase 2. This requirement is not applicable at this time considering Phase 2 remains only conceptually-approved.
3. The Developer continues to acknowledge that the four transportation requirements, identified as Conditions 3.H.(i)(1) - (4) of Ordinance No. 2005-4, have all been completed to the acceptance of Hillsborough County and the City of Tampa, as may have been applicable.
4. If and when 200 EB left-turn trips in the A.M. Peak Hour (Inbound) or 125 SB Left-Turn trips in the P.M. Peak Hour (Outbound) are observed at the Fletcher Ave./Hidden River Pkwy. intersection through monitoring, the Developer shall conduct a traffic signal warrant study. If the Study reveals the need, the following four transportation improvements shall be completed at the Developer's expense, in accordance with Conditions 3.(D)(c)(ii)(1) - (4) [of Ordinance No. 2005-4]:
 - EB Left-Turn lane and restripe for dual EB Left-Turn lanes at Hidden River Pkwy./Fletcher Ave. intersection;
 - SB Left-Turn lane at Hidden River Pkwy./Fletcher Ave. intersection, which could be accomplished through restriping;
 - Westbound Through lane from SB I-75 On-Ramp to Hidden River Parkway, yielding a continuous Right-Turn Lane; and
 - Provide signalization for new and additional turning movements.

Turning movements counts of the Fletcher Ave./Hidden River Pkwy. intersection were last conducted on June 4, 2019 and were included within the RY 2018-19 Annual Report. The results had revealed that 101 EB Left-Turns were recorded during the A.M. Peak Hour and 70 SB Left Turns during the P.M. Peak Hour, negating the need for a traffic signal warrant study at that time.

Due to the COVID-19 pandemic and its corresponding impact on employment figures, turning movement counts were additionally not collected in association with the RY 2019-20 Annual Report, as was appropriate. It is anticipated that an assessment of turning movement counts will be reconvened in association with the RY 2020-21 Annual Report.

5. Prior to the issuance of COs for any project with direct access to Parkedge Drive, following its connection to Hidden River Parkway, the Developer shall complete the following two transportation requirements identified as Conditions 3.(D)(c)(iii)(1)-(2) [of Ordinance No. 2005-4].
 - Construct SB Left-Turn lane on Parkedge Drive at the Parkedge Drive/Fletcher Ave. intersection. Improvement could be accommodated through restriping; and
 - Construct additional EB Left-Turn lane on Parkedge Drive at the Parkedge Drive/Fletcher Ave. intersection if the intersection is signalized. Improvement could be accommodated through restriping.

The Developer has previously indicated that the first improvement was previously satisfied through restriping and the second improvement is not applicable at this point since *“this intersection does not require signalization as of this reporting date.”*

6. If 125 SB Left-Turns (Outbound) in the A.M. Peak-Hour or 200 EB Left Turns (Inbound) in the P.M. Peak Hour are observed at the Fletcher Ave./Parkedge Drive intersection through monitoring, the Developer shall conduct a traffic signal warrant study. If the study finds the need for a signal, the signal shall be installed and the following improvement shall be constructed, as identified in Condition 3.(D)(c)(iii)(3) [of Ordinance No. 2005-4]:
 - Add a third WB Through/Right-Turn lane from the I-75 ramp to the Fletcher Ave./Parkedge Drive intersection.

Turning movement counts of the Fletcher Ave./Parkedge Drive intersection were last conducted on May 23, 2019 (A.M. Peak Hour) & June 24, 2019 (P.M. Peak Hour) with results included within the RY 2018-19 Annual Report. The results revealed that 68 EB Left-Turns had been recorded in the A.M. Peak Hour and 50 SB Left Turns in the P.M. Peak Hour, negating the need for a traffic signal warrant study at this time. However, similar to previously referenced responses and was appropriate, turning movement counts were not collected in association with the RY 2019-20 Annual Report period due to the COVID-19 pandemic and its corresponding impact on employment figures. It is anticipated that an assessment of turning movement counts will be reconvened during the next reporting period.

7. In accordance with Condition 3.(D)(c)(i)&(iv) [of Ordinance No. 2005-4], the Developer continues to acknowledge that a \$200,000 payment was made to the City of Tampa for Morris Bridge Road/Cross Creek Boulevard intersection improvements (August 11, 2006) and a \$49,000 payment was made to the Florida Department of Transportation for I-75 ramp signalization (December 28, 2006).

DEVELOPER OF RECORD

JT Enterprises II LLC, Attention: Mr. Joseph Taggart, 2905 Bayshore Blvd., Suite 200, Tampa, FL 33629 is the entity responsible for adhering to the conditions of the Development Order.

DEVELOPMENT ORDER COMPLIANCE

The project appears to be proceeding in a manner consistent with the Development Order. While the above-referenced Developer of Record has been updated for the purpose of this *Annual Report Summary*, please note that per Subsection 380.06(19)(3)2.a., F.S., officially changing the name of the developer, owner and/or monitoring official requires *“an application to the local government to amend the development order in accordance with the local government’s procedures for amendment of a development order,”* at minimum. The City of Tampa is responsible for ensuring compliance with the terms and conditions of the Development Order.