

RESOLUTION

Upon motion by Commissioner W. J. Ford, seconded by Commissioner W. J. Ford, the following Resolution was unanimously adopted:

WHEREAS, the State of Florida, Department of General Services, Division of Building Construction and Property Management, has filed with the Board of County Commissioners of Hillsborough County, Florida, an Application for Development Approval of a Development of Regional Impact submitted in accordance with Florida Statute 380.06 (Hillsborough County Building and Zoning Department Petition No. 77-16-DRI); and

WHEREAS, this Board has reviewed the aforementioned document and has found the proposed development of petitioner to be consistent with applicable state and local laws and regulations to the extent that it should be modified by the conditions provided hereinbelow; and

WHEREAS, this Board has received and considered the recommendations and report of the Tampa Bay Regional Planning Council and the Hillsborough County Planning Commission; and

WHEREAS, a public workshop was conducted at the Hillsborough County Courthouse on June 10, 1977, regarding said application submitted by petitioner; and

WHEREAS, this Board meeting in special session conducted a public hearing on July 12, 1977, after notification and publication of said meeting in the manner prescribed by Florida Statute 380.06, at which time testimony was taken and received from all affected and interested parties, and after having considered all of the above:

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HILLSBOROUGH COUNTY, FLORIDA, IN SPECIAL SESSION ASSEMBLED THIS 12TH DAY OF JULY, 1977:

The Application for Development Approval of a Development of Regional Impact filed by petitioner together with the supplementary materials defined in the Index and the conditions, recommendations and resolutions of the Tampa Bay Regional Planning Commission, the Hillsborough County Planning Commission are adopted and shall constitute the Development Order of this Board issued in response to said Application (Hillsborough County Building and Zoning Department Petition No. 77-16-DRI).

DEVELOPMENT ORDER

1. The definitions found in Chapter 380, Florida Statutes, shall control the construction of any so-defined terms appearing in this Development Order.
2. This Development Order shall be deemed rendered as of the date of transmittal of this Resolution for purposes of computing the thirty-day appeal period provided in Florida Statute 380.07(2).
3. This Development Order shall remain in effect for a period of eighteen (18) months from the date of its rendition, provided that this effective period may be extended by this Board upon a finding of excusable delay in any proposed development activity.
4. This Development Order shall not encompass any proposed development which constitutes a substantial deviation from the terms of this Application for Development Approval or which is not to be commenced until after the expiration of the period of effectiveness. Any such proposed development which constitutes a substantial deviation shall be deemed to be a Development of Regional Impact and shall require the filing, review and approval of a separate Application for Development Approval pursuant to Florida Statute 380.06.

5. The operations to be permitted pursuant to this Order are those specified in Petitioner's Application for Development Approval as defined in the Index which is attached to and incorporated into this Development Order as Exhibit "A" as modified by the following conditions which are attached and incorporated into this Development Order as follows:

a. Resolutions and Staff Report of the Hillsborough County Planning Commission dated June 20 and June 17, 1977, respectively, and attached hereto as Exhibit "B".

b. Findings and recommendations of the Tampa Bay Regional Planning Council dated June 13, 1977, and attached hereto as Exhibit "C".

6. The traffic management plan shall include the road and intersection improvements currently approved by the State Department of Transportation, and those projects identified as necessary for the improvement in the State Primary Road System, which include Fowler Avenue.

STATE OF FLORIDA *
 *
COUNTY OF HILLSBOROUGH *

I, JAMES F. TAYLOR, JR., CLERK of the Circuit Court, and Ex Officio Clerk of the Board of County Commissioners of Hillsborough County, Florida, do hereby certify that the above and foregoing is a true and correct copy of a Resolution adopted by the Board of County Commissioners of Hillsborough County, Florida, at its meeting of July 12, 1977, as the same appears of record in Minute Book 2-16, Public Records of Hillsborough County, Florida.

WITNESS my hand and official seal this 2nd day of August, 1977.

JAMES F. TAYLOR, JR., CLERK

BY:

Lucy M. Bennett
Deputy Clerk

CERTIFICATE OF RENDITION

I, JAMES F. TAYLOR, JR., CLERK of the Circuit Court, and Ex Officio Clerk of the Board of County Commissioners do hereby certify that the foregoing Resolution concerning a Development Order for the State of Florida, Department of General Services, Division of Building Construction and Property Management, was rendered and adopted by the Board of County Commissioners of Hillsborough County, Florida, on July 12, 1977. This Resolution is being transmitted to the Division of State Planning, Department of Administration, State of Florida, this 2nd day of August, 1977 by U. S. Mail.

JAMES F. TAYLOR, JR., CLERK

BY:

Lucy M. Bennett
Deputy Clerk

INDEX TO APPLICATION FOR DEVELOPMENT APPROVAL OF
A DEVELOPMENT OF REGIONAL IMPACT (PETITION NO.
77-16-DRI), SUBMITTED BY THE STATE OF FLORIDA,
DEPARTMENT OF GENERAL SERVICES, DIVISION OF BUILDING
CONSTRUCTION AND PROPERTY MANAGEMENT.

The Application for Development Approval of a Development of Regional Impact shall include the following materials which are on file with the Building & Zoning Department of Hillsborough County:

1. Application for Development Approval of a Development of Regional Impact dated April, 1977.
2. Greiner Environmental's response to Hillsborough County's request for additional information dated May 13, 1977, and attached hereto as Exhibit "1".
3. The response of Michael H. Patterson, Director, University of South Florida to items discussed at the DRI workshop held on June 10, 1977, dated June 15, 1977, and attached hereto as Exhibit "2".

Greiner Environmental

May 13, 1977

Mr. Gary Price
Hillsborough County
Building and Zoning Department
Post Office Box 1110
Tampa, Florida 33601

Dear Mr. Price:

Reference: USF Mass Seating Facility
Hillsborough County (DRI
No. 02-77-55) DGS Project
BR-543

Enclosed herewith is our response to your request for additional information needed to facilitate Hillsborough County's review of the above referenced DRI Application. For convenience, the responses are numbered in accordance with the numbering of the questions, as contained in your letter of May 3, 1977.

Should you have any questions or require any further information to complete your review of this project, please do not hesitate to contact me.

Very truly yours,

GREINER ENVIRONMENTAL

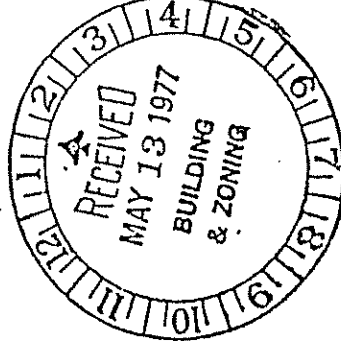


Thomas A. Marsicano

TAM/dmh

cc: Mike Patterson
Steve Logan

Enclosure

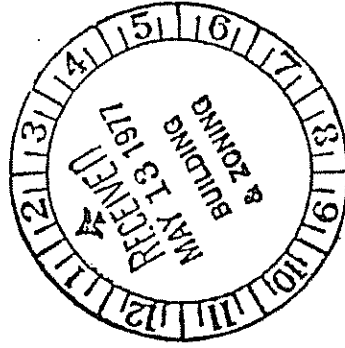


DRAFT

RESPONSE TO HILLSBOROUGH COUNTY COMMENTS

Page 4 Design of the parking facilities was based on an examination of existing parking patterns in the vicinity of the site. A detailed analysis was performed from March 1 through March 3, 1977 to determine the occupancy of parking lots within a one-half mile walking distance of the proposed facility. Empty parking stalls were counted every fifteen minutes during the period 6:30 p.m. to 8:00 p.m. to determine parking utilization by night students. The results of this analysis, on the evening with highest night student attendance, are tabulated below.

<u>LOT NUMBER</u>	<u>CAPACITY</u>	<u>MAXIMUM DEMAND (7-8 P.M.)</u>	<u>UNUSED SPACES</u>
1	494	320	174
6	461	257	204
7	263	213	50
17A	104	119	15
17B	417	194	223
18A	42	9	33
21	102	109	0
22A	440	339	101
22B	524	16	508
22D	445	35	410
22E	519	1	518
29	350	321	29
TOTAL =			2265



The number of unused spaces was then reduced by the number of student vehicles (approximately 566) expected to be displaced as a result of project construction. This yields a total of 1699 unused spaces on site and within one-half mile walking distance from the site which would be available for facility patron parking. The proposed addition of 1,000 paved spaces on-site plus 1,000 unpaved overflow spaces (for peak events only) adjacent to the site will provide a total of 3699 parking spaces within one-half mile of the Mass Seating Facility. Further, the University is, at this time, conducting a study of site access alternatives including special transit routes, car pooling and pedestrian and bicycle access which could reduce parking demand, as well as overall traffic congestion.

Page 47 The information concerning the six-laning of Fowler Avenue was obtained from the Florida Department of Transportation. Since it is not anticipated for funding until after 1982, this project does not appear in the latest Transportation Improvement Program.

It should be emphasized, however, that the traffic analysis in the DRI did not include the six-laning of Fowler Avenue as a committed project.

The traffic assignment for the Mass Seating Facility was conducted in two phases. Phase One consisted of a typical gravity model relationship between the University facility and the surrounding counties (Hillsborough, Manatee, Pasco, Pinellas and Polk). Phase Two concerned the placement of trips on the major arterials providing access to the campus. This second phase was accomplished by assuming a direct relationship between the spatially distributed population values and the relative number of Hillsborough County origin trips. The trips originating from the surrounding counties were independently assigned to the most convenient and accessible vehicular routes to the facility. All trips originating from inside Hillsborough County were also assigned in this manner after their relative points of origin had been determined. Provided below, is an explanation of the gravity model utilized in Phase One of the assignment process. It should be noted in reviewing the transportation aspects of the application that the analysis attempted to reflect "worst case" conditions by assigning a relatively low pedestrian attendance factor (approximately 20% of resident students). It is quite possible that this figure will be substantially higher for most student oriented activities.

Gravity Model Relationship for USF Mass Seating Facility

$$t_{ij} = P_i \cdot \frac{A_j/D_{ij}}{\sum_{j=1}^N A_j/(D_{ij})^x}$$

Where "i" denotes place of origin

"j" denotes place of destination

P denotes productions

A denotes attractions

D denotes spatial separation

Trips from surrounding counties to USF are assumed to equal trips from USF to surrounding counties, thus USF is considered to be the origin and Pinellas, Hillsborough, Pasco, Polk and Manatee counties are the destinations.

Therefore,

P_i = 11,000 persons (mass seating facility capacity)

A_j = County population

D_{ij} = Straight line distance from estimated centroid of County population

$x = 2.0$

T_{ij} = Trips from USF to surrounding counties

$T_{ji} = T_{ij}$

T_{ji} = Trips from surrounding counties to USF.

Page 48 The seven percent growth rate was derived from annual

ADT increases in the impact area during the period 1974-1976. In the absence of any predicted future network flows, it was considered reasonably conservative to predict 1979 traffic on the basis of this seven percent rate, compounded annually.

Growth rates of traffic volumes on campus have not kept pace with growth on the major arterials in the area. This is probably due to a leveling off in student enrollment, since ADT's on-campus are presently increasing at an annual rate of four percent.

Page 49 The application addressed only the 7-8 p.m. peak hour since this represented the critical hour of operation during which facility traffic would conflict with through traffic. In response to Hillsborough County's comments regarding the 10-12 p.m. departure period, we have reassessed the project's traffic impact during these hours.

Based on 1976 Florida DOT traffic counts and supplemental counts by Greiner Engineering it has been determined that the 10-11 p.m. and 11-12 p.m. through traffic volumes represent 3.3 and 2.4 percent of ADT, respectively. During these late night hours Fowler Avenue and Fletcher Avenue will operate at LOS C or better during the outbound peak between the site and I-275. The heavy southbound left turn

onto I-275 will, however, substantially reduce service levels at the I-275, Fowler Avenue interchange during the outbound peak. The enclosed sketch indicates projected 1979 11 p.m. - midnight turning movements at this location. During this period the intersection will be operating in a forced flow condition. Manual operation of this intersection is recommended during the outbound peak hour to mitigate, to the extent possible, the temporary impact of peak event traffic.

Page 51 A dual left turn had been recommended at Columbus Drive and 50th Street to increase the amount of green time available to northbound through traffic. This recommendation should be disregarded, however, since a dual left turn is presently provided at this location.

Page 54 Tickets will be limited to the maximum number of seats available in accordance with fire safety requirements. The location of the stage for concerts or other stage performances will be located at one end of the main arena, therefore, the seats behind the stage would not be usable during these performances. Seating on the main floor of the arena would compensate for those lost due to the placement of the stage. The potential for increased pedestrian and bicycle access is under study at this time. Additional information regarding this mode of access will be available prior to completion of the County's review of the project.

Page 3 A. The last sentence on Page 3 should be modified to read translucent rather than "opaque."

B. In the event of both primary and emergency power failure, the roof will deflate gradually over an approximate 95-minute period. During dry weather this occurrence would have no significant consequence. During wet weather there is, of course, the possibility of trapping water on the roof if both primary and emergency power systems are out of service for an extended period of time. Should this occur, emergency relief valves would allow water to be removed to prevent damage to the roof.

C. Although class activities are suspended during semester breaks, some sports activities such as basketball would continue to use the facility. Further, semester breaks would present a logical time to schedule events of interest to the general public since student use during these periods would be somewhat reduced. Therefore, it is unlikely that the roof would be deflated for any extended period of time.

D. The interior design of the structure will utilize weather resistant materials. Further, the roof is designed to facilitate the removal and replacement of sections if the fabric is ever damaged.

Page 16 The existing 0.2 acre seepage basin has been used in its present configuration for approximately six years. There has been no reported flooding or operational problems

associated with this system during this time. The basin itself is a natural low area, however, a dike has been added on the east and south sides to contain runoff flows. It has not been previously excavated or enlarged.

Page 13-14 In this context, the term "immediately" refers to the normal progression of construction activities from site clearing to site preparation to construction in a continuous sequence. In other words, no area of the site will be cleared until construction in that area is scheduled.

"High winds" would be defined as those velocities which could cause blowing dust hazard or nuisance. The exact velocity would, of course, vary dependent upon soil moisture content at the time. The "regular interval" referred to in the application would be that frequency of application which would minimize wind erosion or soil particulate transport due to windy conditions.

Page 17
Page 21

All landscaping on the USF campus is designed, installed and maintained by the University's physical plant division. A landscaping plan for the Mass Seating Facility has not been prepared as of this time, therefore, all questions regarding landscape design cannot be answered in detail here. The following general statements, however, are applicable.

- * Landscaping will be placed within the parking lot.
- * Existing trees will be preserved where possible.
- * Native trees and ground cover will represent the greatest percentage of materials used.
- * Fertilization rates and area of coverage will depend on the exact materials selected.
- * No alternatives to the landscaping concepts and practices presently utilized on campus have been considered as of this time.

Page 17 All completed borings on-site have been grouted. All future borings will be grouted.

Construction of the proposed facility will not alter permeability or filtration rates, however, the increased area of impervious surface on the project site will increase total flows to the basin.

Page 21 No mammal trapping was conducted on-site. Reference to genus Geomys pinetis is based solely on observance of their mounds both in aerial photos and during field investigation. No actual sightings were recorded, therefore, race was not determined.

Page 29 A hydrological study is underway at the present time to determine the exact design features to be included in the expanded seepage basin. Basically, the expansion will consist of increasing the dyked area to the greatest extent possible and thereby minimizing additional excavation. Consideration must also be given, however, to the location of

existing trees in the vicinity of the seepage basin. Therefore, the final design of the basin will have the following general characteristics:

- * The existing dyked area will be expanded in an irregular shape, avoiding existing trees to the greatest extent possible.
- * The existing depth of the basin will be generally maintained.

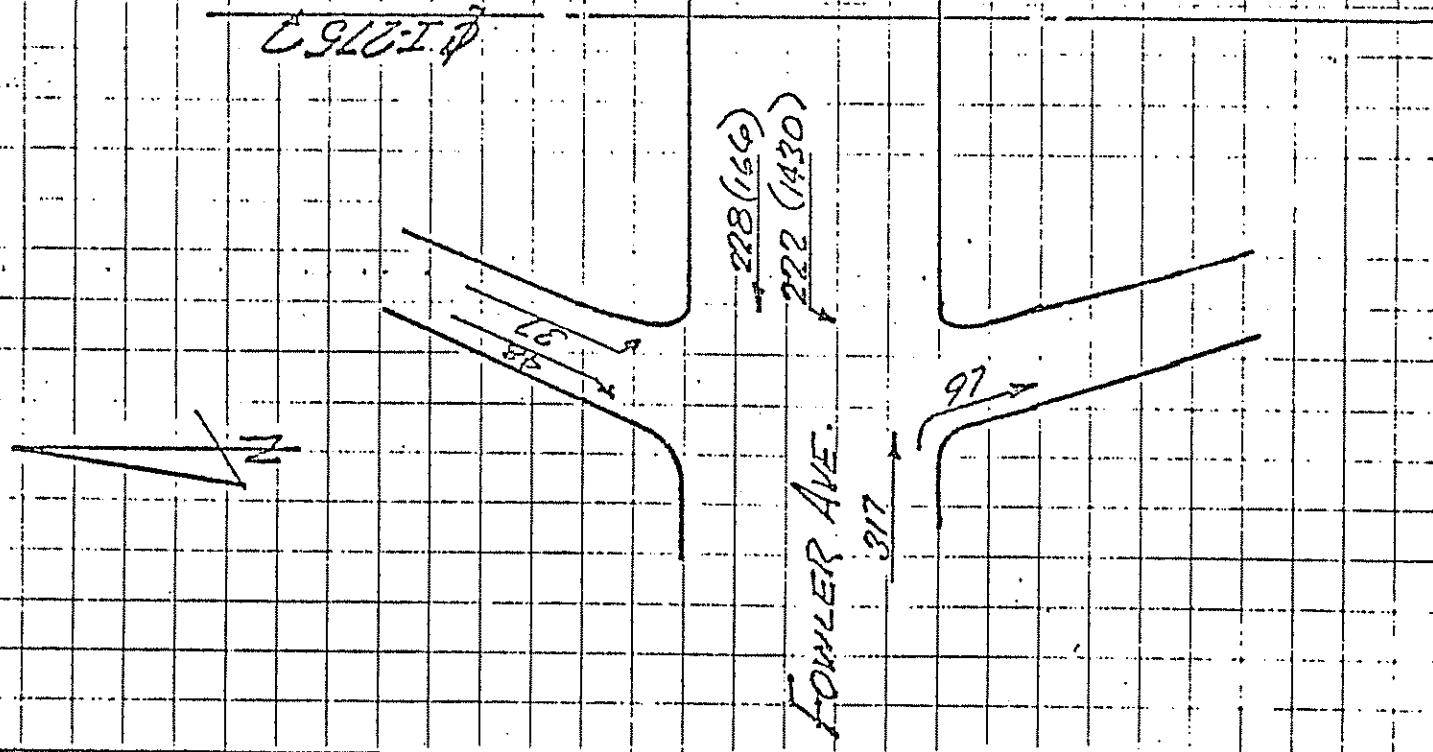
Since there are no positive outfalls in the vicinity of the site, the only alternative to the seepage basin would be to construct an approximately 48" to 60" outfall pipe from the site to the Buck's Hammock area north of Fletcher Avenue, a distance of one mile or more. The cost of this system is considered prohibitive in view of the fact that the existing seepage basin, with modifications, will effectively control site runoff.

Page 38 It has been estimated that a conventional roof structure would require approximately 50-percent more energy for lighting of the main arena area during daylight hours than the fabric roof will require. If no roof were installed total energy demand would be substantially reduced, however, the utility of the facility would also be greatly reduced.

Page 39 The ventilation system air intakes will be located on the east and west sides of the building. The system has been designed to operate in five different modes utilizing outside air in varying amounts from 0-percent (complete internal recirculation) to 100-percent (economizer cycle). The system was designed in this manner primarily for energy conservation reasons, however, these same control features will also facilitate limiting air intake during periods of high ambient pollutant levels.

11pm - MIDNIGHT
OUTBOUND PEAK HOUR
TURNING MOVEMENTS

LOWELL AVE ST-275



LEGEND

000 - THROUGH

(000) - SIDE STREET

HILLSBOROUGH COUNTY PLANNING COMMISSION

GRADY SWEAT

CHAIRMAN

MARLENE BASKIN

VICE CHAIRMAN

JOE H. TAYLOR

TREASURER

DR. GORDON BRUNHILD

JOHN W. DOUGHERTY

MANUEL M. FERNANDEZ

NOREEN FOLLMAN

SOL E. HAWKINS

WARREN H. JOHNSON

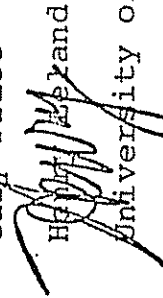
ROBERT THOMAS

JOHN A. CRISLIP

EXECUTIVE DIRECTOR

MEMORANDUM

TO: Gary Price

FROM:  and

RE: University of South Florida Seating Facility

DATE: April 29, 1977

The application for development approval for a mass seating facility at U.S.F. has been reviewed by our staff to determine what additional information would be required for a thorough impact analysis. The attached list details the questions they have raised in this regard. Upon receipt of their response, we will resume our review process.

HL/gs

Enclosure

cc: J. P. 10
Crislip, P. 16
12/3/77

A City-County Agency Serving the Cities of Tampa, Plant City, Temple Terrace, and the County of Hillsborough
AN EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

Existing and proposed parking is not adequate for peak attendance events. Furthermore, it is not understood whether a part of this parking lot is to be used for night students, or is to be used solely for Mass Seating Facility patrons. A detailed description of existing parking conditions in the immediate area of the facility during the peak hour (7-8 p.m.) should be provided, as well as a plan for effectively accommodating the 3,600 cars expected during peak events.

Where did you receive the information concerning the six-laning of Fowler Avenue? This improvement is not in the latest Transportation Improvement Program for TUATS, which covers all improvements scheduled through fiscal year 1981.

Where was no back-up data supplied for the trip distribution and traffic assignment (except for the student location information). Was this information utilized in distribution and assignment? If so, it is stated on page 54 that peak attendance events are not expected to be mainly student oriented. Please submit back-up material for trip distribution and assignment.

What is the basis for the seven percent annual increase for traffic volumes:

The majority of recommendations consist of improvements to let people to the site. It is understood that the 7-8 p.m. hour has more traffic than does the period from 10-12 p.m. the time when most traffic would be leaving the facility. However, there would ordinarily be a larger traffic jam after the event as all people would be trying to leave at early the same time. There should be some supportive data for non-facility volumes during the 10-12 p.m. hour also, as the facility-oriented traffic could conceivably cause more of a problem at this time.

Furthermore, it appears that a great deal of the traffic could be returning from Fowler to I-275 southbound. This could require vehicles to cross oncoming traffic at the interstate for access. This would probably cause a large jam-up in the left turn lane at this point. This, in particular, as well as other exiting problems, should be addressed.

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UNIVERSITY OF SOUTH FLORIDA
TAMPA • ST. PETERSBURG

FACILITIES PLANNING
TAMPA, FLORIDA 33620

813: 974-2625

June 15, 1977

Mr. Gary Price
Hillsborough County
Building and Zoning Department
Post Office Box 1110
Tampa, Florida 33601

Dear Gary:

RE: University of South Florida
Mass Seating Facility
Hillsborough County (DRI No. 02-77-55)
DCS Project BR-548

The following statements have been prepared in response to items discussed at the DRI workshop on June 10, 1977. We appreciate the opportunity to have had the workshop review, and hope that the following comments will assist you in your satisfactory review of our project.

If you have any further questions regarding the project or the enclosed information, please do not hesitate to call.

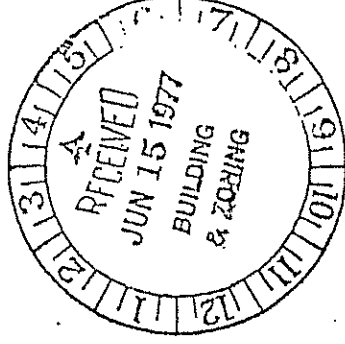
Sincerely,

Michael H. Patterson
Michael H. Patterson, Director
University Physical Planning

pkt

Enclosure

Nancy Leland has this report.



USF MASS SEATING FACILITY
DRI WORKSHOP - June 10, 1977

QUESTION 1: What considerations have been given to the economic impact of the Mass Seating Facility on the proposed City of Tampa cultural center, proposed fairground convention facilities, etc.

REPLY: The University of South Florida Mass Seating Facility economic impact on the above projects have been concluded as follows:

A. The City of Tampa's cultural center will be designed primarily for Fine Arts activities such as theatre, symphony, opera, ballet, etc., with a seating capacity of 3,000. The Mass Seating Facility has been designed for mass seating functions such as graduation, academic conferences and lectures, intramural and intercollegiate activities with a seating capacity of 11,000. The Mass Seating Facility has not been designed to facilitate fine arts performances.

There is no one facility that can adequately house these vastly different activities successfully, therefore we see no economic conflict or economic competition between these facilities. We feel these facilities will be complimentary to each other as well as the greater Tampa Bay area.

B. The fair authority extended an invitation to the University to participate and utilize the fair's exhibition hall with the idea that this would meet the University's needs for a Mass Seating Facility as well as assist in the expansion of the fair's exhibition hall. The University of South Florida appreciated this invitation and investigated the opportunity.

The proposal was determined not to be in the best interests for the University for the following reasons:

The events anticipated to occur in the Mass Seating Facility will primarily be university-oriented, such as academic lectures and conferences, intramural and intercollegiate athletic activities, graduation functions, student activities, etc. Due to this, it is desirable for the facility to be located on campus.

The Mass Seating Facility is to function as an educational facility for physical education programs and daily recreational use. Therefore, it is desirable for the facility to be on campus, preferably adjacent to the existing physical educational complex, as proposed.

At this time the fate of the proposed convention facilities at the fairgrounds is undecided, so it is difficult to assess the economic

impact on the proposed facilities. Assuming that convention-type functions and fair activities would dominate the use of the proposed facility, there should be little or no economic conflict or competition between this proposed facility and the Mass Seating Facility.

QUESTION 2: The DRI indicates that specific off-site and on-site traffic improvements are required in order to maintain the desired "level of service" during anticipated peak attendance activities at the Mass Seating Facility. What is being done to achieve these traffic improvements?

REPLY: The University recognizes the potential impact on traffic conditions in the University area due to the Mass Seating Facility. The reply to this question will be discussed in two parts; the first being off-site traffic.

A. Off-Site Traffic

At present, officials of the University of South Florida are planning to meet with officials of all agencies involved with off-site transportation to discuss the timetable for implementation of planned road improvements in the affected area; improvements which would meet the majority of the required traffic improvements according to the DRI. At this time, it is impossible for the University to participate in funding any of the off-site traffic system improvements.

If these improvements cannot be scheduled to coincide with the opening of the facility, three interim measures could be utilized in order to help relieve anticipated traffic conditions. The three interim measures are as follows:

1. Scheduling

Major events could be scheduled at times that would cause the least conflict with through traffic at existing critical peak traffic conditions.

2. Traffic Management and Access Control

The University, in cooperation with the DOT, Florida Highway Patrol, Hillsborough County Sheriff's Department, City of Tampa Traffic and Police Departments, City of Temple Terrace Police Department and the University Police Department could develop a traffic management plan including manual operation of critical intersections, etc., to assist movement of anticipated peak traffic during major events.

Officials from the University are in the process of contacting the above agencies to discuss procedures for developing a traffic management plan on an interim basis.

3. Alternate Access Plans

The University is investigating the feasibility of encouraging alternate means of access, such as increasing pedestrian access and bicycle pathways, mini-bus service, etc., if it would help reduce the anticipated peak automobile traffic.

B. On-Site Traffic

The University is in the process of implementing the improvements described in the USF Parking and Traffic Study Report, 1976. These improvements included or can be modified to include the traffic improvements outlined in the DRI. The implementation timetable for these improvements is based on funding from the State of Florida. The University will do everything possible to seek and secure funding for implementing these improvements at the earliest possible date.

If the improvements included in the DRI cannot be scheduled to coincide with the opening of the Mass Seating Facilities, similar interim measures discussed in the off-site traffic could be utilized on campus. These interim measures include scheduling, traffic management and access control, and alternate access plans.

The priority of traffic improvements, based on availability of funds, is as follows:

Priority 1 - New entrance road from Fowler Avenue to the parking area for the Mass Seating Facility, including new signalized intersection at Fowler Avenue.

Priority 2 - Modification of South Palm Drive at Oak Drive intersection.

Priority 3 - Widening of Elm Drive to a four-lane undivided roadway.

Priority 4 - Additional paved parking areas adjacent to the existing paved parking for the Mass Seating Facility.

QUESTION 3: What impact on the City of Temple Terrace Police Department will be experienced due to increased traffic activity during peak performance activities at the Mass Seating Facility? Has this been discussed with the Police Chief?

REPLY:

At present, officials of the University are meeting with officials of Temple Terrace to discuss the impact of anticipated traffic on Temple Terrace Police Department. The University of South Florida and the City of Temple Terrace would be involved in an interim traffic management and access control program, if required, which would hopefully minimize the impact of additional traffic on Temple Terrace Police Department.

QUESTION 4: What is the maximum seating capacity of the Mass Seating Facility, and what guarantee is there that this will not be exceeded?

REPLY: The design capacity for the Mass Seating Facility is 11,000 occupants. This capacity is based on maximum seating at a major event. Occupancy in excess of that allowed by life and safety codes, based on the design capacity, would not be allowed. Ticket sales will be controlled by University officials.

pkt
6/15/77

The State of Florida proposes to construct a building on the campus of the University of South Florida, near the intersection of Fowler Avenue and 50th Street. The Application for Development Approval (ADA), prepared under Chapter 380.06 F.S., indicates the primary function of the facility is to provide seating for up to 11,000 spectators in a covered arena where a variety of events will be performed. The ADA also provides information about the design and construction features of the facility and summary estimates of the impact of the development on a variety of environmental and economic indicators.

The Hillsborough County Planning Commission staff has analyzed the ADA and generally concurs with the conclusions and recommendations included therein. The major adverse impacts of the proposed facility are anticipated to be:

1. Frequent severe overloading of local and (occasionally) regional transportation facilities, and
2. frequent demands upon Tampa, Temple Terrace, and Hillsborough County law enforcement agencies for extra traffic control officers.

Consideration has been given to a variety of other effects and impacts of the facility, with the conclusion being that other existing natural and built systems will not be affected beyond tolerable limits.

Staff recommendations to ameliorate the undesirable impacts are included in the draft resolution recommended to the Planning Commission for adoption.

NOTE: Due to scheduling difficulties caused by the July 4th Holiday, the staff has not had the benefit of any input from the Tampa Bay Regional Planning Agency, which is conducting an independent analysis.

HILLSBOROUGH COUNTY PLANNING COMMISSION

Zoning Subdivision		MEETING DATE		HCPC File No. (HC) DRI 77-16	
Capital Improvement Referral		June 20, 1977		Agency File No.	
X	Other	USF Mass Seating Facility DRI			

Members	Aye	Nay	Abstain	Absent
Mr. Sweat, Chm.	X			
Mr. Johnson				X
Mr. Meriwether	X			
Dr. Brunhild	X			
Mr. Fernandez	X			
Mrs. Follman	X			
Mr. Dougherty	X			
Mr. Taylor	X			
Mr. Thomas	X			
Mr. Hawkins	X			

Grady Sweat, Chairman

John A. Crislip, Executive Director

On motion of Mr. Hawkins Seconded by Mr. Fernandez

The following resolution was adopted:

WHEREAS, The University of South Florida proposes to construct a Mass Seating Facility with a design capacity of 11,000 occupants on its campus; and

WHEREAS, This facility has been determined to be a development of regional impact as defined under Section 380.06, Florida Statutes; and

WHEREAS, The Hillsborough County Planning Commission, having reviewed the Application for Development Approval (ADA) as provided by the authorized agent for the University, and having determined that the development would have significant adverse effects upon the local governments responsible for providing police and traffic control in the vicinity of the facility, and having determined that the traffic associated with average attendance events would unduly burden existing transportation facilities.

NOW, THEREFORE, BE IT RESOLVED, That the Hillsborough County Planning Commission recommends to the Board of County Commissioners that the development be APPROVED with the following conditions:

1. That an interim traffic management plan be developed by the University in cooperation with the City of Tampa, the City of Temple Terrace, and Hillsborough County prior to construction of the facility. Said plan is to provide assurance to all parties concerned that a coordinated implementation program will control the traffic within acceptable levels of service on all major roadways affected by traffic impacts of the facility, and

(HC) DRI77-16

to include provisions by which the local governments will be reimbursed for any unacceptable costs incurred for traffic and crowd handling as a result of events at the facility.

2. In the event that a satisfactory plan cannot be developed to meet the objectives outlined above, that the off-site roadway and traffic control facilities indicated on Map J-4 of the ADA be programmed for construction concurrent with the proposed facility, and the capital costs thereof be provided by the State of Florida in keeping with its responsibility as owner of the proposed facility.

3. In the event that construction costs exceed available funds, the Department of General Services and the University Facilities Planning agencies would agree to hold harmless those funds budgeted for landscaping, paving and erosion control, and limit any necessary cost reduction to modifications affecting the interior aspects of the facility.

The following presents the opinions and recommendations of the Tampa Bay Regional Planning Council in accordance with the Florida Environmental Land and Water Management Act (Chapter 380). This report is based upon data presented in the Development of Regional Impact application as well as upon information obtained through on-site inspections, outside sources, contacts with local agencies, and comparisons with local and regional plans. In compliance with the legislation, this evaluation addresses the development's efficient use or undue burdening of water, sewer, solid waste disposal, public transportation and other public facilities in the region. Further, this evaluation addresses the favorable or adverse effects on the region's environment and natural resources, economy and people's accessibility to housing.

APPLICANT INFORMATION

Applicant:

State of Florida, Department of General Services, Division of Building Construction and Property Management; Tallahassee, Fl. 32304

Authorized Agent:

Mr. C.A. O'Bryon, Project Architect
Department of General Services
Bureau of Construction
512 Larson Building
Tallahassee, Florida 32304

Date DRI Received:

April 11, 1977

TBRPC Review:

June 13, 1977

Public Hearing Date:

July 12, 1977

Project Location:

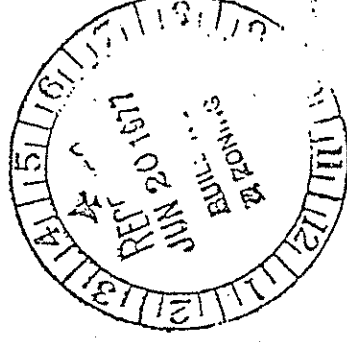
Northside of Fowler Avenue, one mile west of
56th Street on USF Campus (see Regional
Location Map)

Type of Development:

Attraction and Recreation Facility

Total Acreage:

42



SUMMARY OF IMPACTS

Total Building Area: 152,388 gross square feet

Total Usable Area: 121,910 net square feet

Proposed Number of Paved Parking Spaces: 2400

Seating Capacity: 11,000 spectators

Number of Permanent Employees: 7

Estimated Construction Costs: \$7,000,000

Estimated Annual Payroll: \$75,000

Water Requirements:

Potable demand 8,125 gallons per day
Non-potable demand 22,800 gallons per day

Total Average Daily Demand 30,925 gallons per day

Sewage Treatment:

Estimated Average Daily Flows 6,760 gallons per day

Solid Waste:

Average daily generation .03 tons per day
Average for special events .1 - .5 tons per event

Energy:

Electrical requirement (summer) 1100 KWH per day
Electrical requirement (winter) 3600 KWH per day
Peak requirement 3500 KVA
Natural gas demand 4000 cu. ft. per day
Diesel fuel demand 37.5 gallons per hour

Primary Transportation Network Serving Site:

Primary Access

Interstate 75, Interstate 4, 56th Street,
Fowler Avenue, Fletcher Avenue, S. Palm Drive

Secondary Access

30th Street, 40th Street, 50th Street,
Nebraska Avenue

Construction Period:

1977-1978

Existing Land Use Category:

161; Educational Facilities

The State of Florida, Department of General Services proposes to construct an enclosed Mass Seating Facility on a 42 acre parcel on the University of South Florida's Tampa campus.

This facility has been designed to seat 11,000 spectators per event as well as to serve a number of University and Community related functions such as concerts, inter-collegiate sports, intramural sports, lectures, meetings and conferences. It will also serve as a classroom facility for physical education program activities. At the current time, 17 major events per year are planned.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The mass seating facility for the University of South Florida as proposed in the DRI application will result in a generally favorable impact on the region. However, the potential traffic impacts and the proposed corrective measures are of significant concern in light of the existing traffic conditions in this area of the region.

The development will not adversely impact the area's public facilities nor the ability of people to find adequate housing accessible to their place of employment. Further, the development will contribute to lowering the chronic unemployment rate among construction workers in the region.

The mass seating facility is consistent with the Hillsborough County 1990 Plan of Development as well as this Council's adopted growth policy, Future of the Region. The proposed development will foster compatible land use arrangements and should serve a useful purpose in expansion of the region's recreational services.

BASED ON THE IMPACTS OUTLINED IN THIS REPORT, IT IS THE RECOMMENDATION OF THE TAMPA BAY REGIONAL PLANNING COUNCIL THAT THE PROPOSED MASS SEATING FACILITY AT THE TAMPA CAMPUS OF THE UNIVERSITY OF SOUTH FLORIDA BE APPROVED WITH THE FOLLOWING MODIFICATIONS:

1. That due to the potential for "sinkhole" activity on the site, the subsurface investigations recommended by the Law Engineering Testing Company be carried out and submitted to the appropriate agencies prior to development. Further it is recommended that the remedial steps suggested by the firm be incorporated into the project to mitigate the potential for structural damage to the facility resulting from land subsidence.
2. That coordination with local and regional wastewater treatment planning efforts be initiated prior to development to investigate opportunities for the use of secondary treated effluent as a source of non-potable water for irrigation.
3. That work be coordinated with TBPRC, Hillsborough County, the City of Tampa and Florida Department of Transportation in designing and approving a transportation system management and implementation program for the proposed activities prior to development.

4. That the Developer : Order specify that any significant deviation from the terms of the Development order and the plans described in the DRI application for Development Approval shall cause a termination in all development activity and a retriggering of the DRI process.

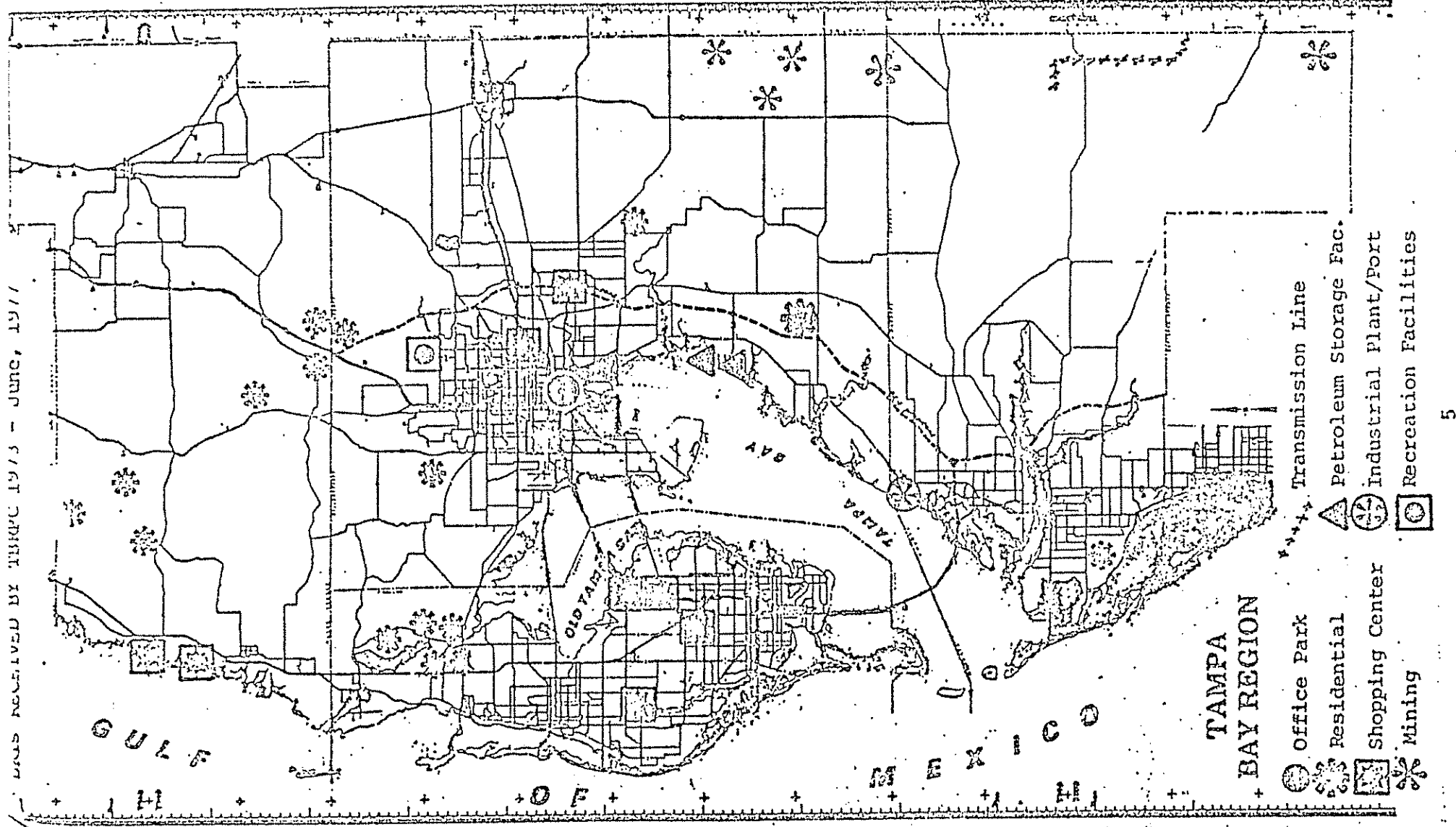
/s/ Armand A. Burke

Chairman

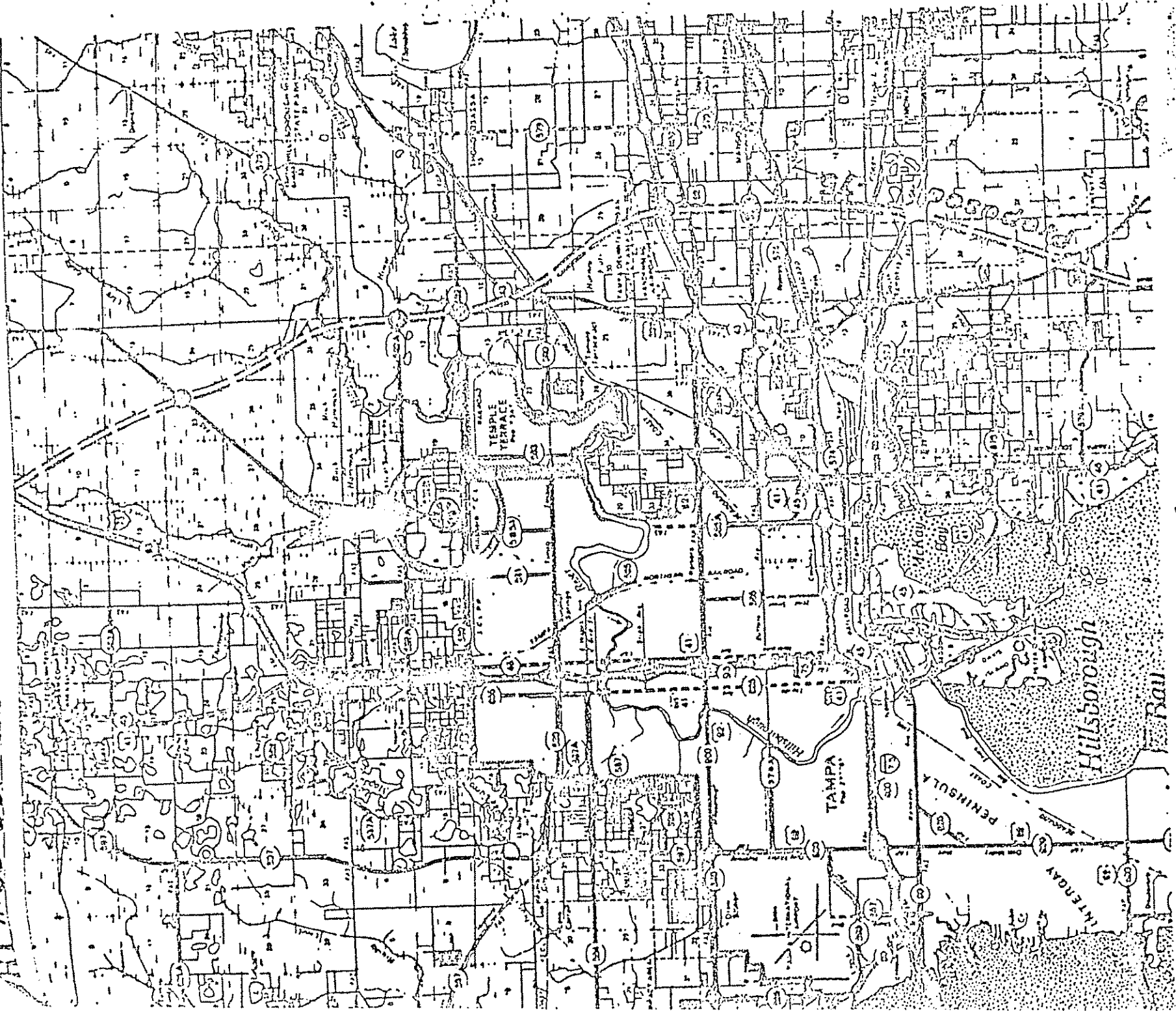
ATTEST: /s/ Jan Platt

Secretary/Treasurer

This summary and the attached report were approved by majority vote of the Full Council this 13th day of June, 1977.



R1 #55 USE MASS SEATING FACILITY



Air Quality

The primary source of emissions from this facility will result from vehicles attracted to special events held at the site. The applicant will be required to obtain a Complex Source Permit from the Florida Department of Environmental Regulation prior to construction of the additional parking area. Air emissions will be controlled through application of national auto emission standards and efficient movement of site traffic.

Water Quality

Approximately 32 acres of the project site are part of an 83 acre drainage area. Runoff flows from the parking lots in this area to a 0.2 acre seepage basin. Construction plans call for paving of an additional 13 acres within the drainage area thereby directing additional runoff to the seepage basin. The application indicates that the existing seepage basin will be enlarged to handle the increased runoff to eliminate surface discharges. The University will operate and maintain the proposed improved drainage system.

Land

There is significant concern in connection with the potential for future ground subsidence based on a history of such occurrences in the project area. Measures for further subsurface investigation and construction were outlined in the DRI. These test results will be critical to the project and should be made available for review and approval by the appropriate agencies prior to development. Any recommendations resulting from further testing should be incorporated into the development plan.

IMPACT ON PUBLIC FACILITIES

Emergency, Fire and Security

The project will have little or no adverse impact on fire or security protection. Provision of these services will be provided by existing jurisdictions. Supplemental police manpower needs are, however, anticipated for traffic control only and should be considered for crowd control and emergency situations that may arise.

Sanitary Sewers

Daily sewage flows from the proposed project will be collected in the University's internal collection system for reduction treatment. After this initial treatment sewage flows will be pumped to the City of Tampa's system. It is anticipated that the additional sewage will not overburden the Tampa system.

Solid Waste

Solid waste generated by the project will not overburden existing disposal facilities.

Water Supply

Water consumption will result in an additional 30,925 gallons per day which is not expected to cause any significant adverse effects upon available water resources. However, over 70% of the fresh water utilization will be consumed for non-potable purposes such as lawn irrigation and air conditioning cooling. Coordination with local and regional wastewater treatment planning efforts should be initiated prior to development to investigate opportunities for utilization of secondary treated effluent for non-potable uses.

Historical and Archaeological Sites

Based upon response from the State Bureau of Historic Sites and Properties and an archaeological survey conducted by the University, there is no evidence of any historical sites existing within the tract. Therefore, the project will not impact any archaeological or historical resources.

Parks and Open Space

The facility will provide additional opportunities for active recreation at the University thereby reducing the demand on other recreation facilities in the area.

Impact on Economy

The project will result in a positive economic effect by providing semi-skilled and unskilled construction employment where unemployment rates are still higher than the national average.

It is anticipated that the seven permanent employees and varying number of part-time employees will all be drawn from local labor markets.

Impact on Housing

The proposed development will neither be providing nor eliminating housing units. The project will not adversely effect the ability of people to find housing near their place of employment. All of the site's permanent employees will be drawn from an already housed local labor force. There is currently available housing in the Tampa Bay Region within the economic reach of the project's employees.

Impact on Transportation

The analysis of the transportation impact of the proposed facility has revealed a number of major concerns. These concerns relate to A) the calculation of potential traffic impacts; and B) the adequacy of corrective measures proposed by the University to deal with these impacts.

A. Calculation of Impacts

The University has used a vehicle occupancy rate of 3.0 persons per vehicle in all calculations. Combining this figure with the estimated peak attend-

ance of 11,000 results in a trip generation maximum rate of 3,611 vehicles per event. In the review of the DRI application, the Florida Department of Transportation asserts that a more reasonable vehicle occupancy rate for "spectator sport" land uses would be 1.13. This figure is based on a trip generation study conducted in Arizona. In contrast, the developer's vehicle occupancy rate is based on a U.S. Environmental Protection Agency report in which rates of 2.5 to 3.5 persons per vehicle are used as design standards for facilities of this nature. Rough estimates by staff at the Tampa Stadium tend to confirm the EPA figures. Based on the above, the vehicle occupancy rate of 3.0 is reasonable for design purposes.

B. Adequacy of Corrective Measures

The project analysis indicates that if the University's generation rates are correct, the required improvements to the highway system identified as necessary by the University in the DRI will probably be capable of handling traffic at service level "D" on most of the impacted transportation facilities. The major problem area not addressed in the DRI application is with respect to the I-75 and Fowler Avenue interchange. Although this interchange will probably be adequate for inbound traffic, outbound traffic from the facility will be forced to make a left hand turn through eastbound traffic on Fowler Avenue in order to head south on I-75. Since most of the inbound traffic passing through this inter-section will be heading south on I-75, this could create serious breakdowns in service. Even with the addition of storage lanes and signalization service levels at this interchange will fall significantly below level "D" during the peak outbound period. If the University's trip generation estimate proves optimistic as claimed by Florida DOT, service levels on all of the impacted facilities will deteriorate significantly.

Despite these concerns, it must be noted that this is a special purpose facility which will place only a temporary load on the system during off peak hours. As a result, the persons who suffer the most from facility induced congestion will probably be those using the facility.

In response to a request from the Council staff for further information on the timing of roadway improvements and the possibility of utilizing transportation system management measures to alleviate part of the anticipated traffic load, the University made the following statement:

"The University administration and the Department of General Services will cooperate with Florida DOT and Hillsborough County in an effort to provide the necessary improvements as early as possible. If these improvements cannot be scheduled to coincide with the opening of the facility, two interim measures which would provide partial relief could be utilized. These would be the scheduling of major events at times that would cause the least conflict with through traffic and/or a traffic management and access control plan similar to those used at major sports stadiums."

Based on the above, two courses of action or combinations thereof are possible to meet projected traffic demands from the proposed USF Mass Seating Facility.

The first option is for the University to provide the necessary monies to construct new or improve existing facilities on the highway network identified in the DRI as needed to handle the projected traffic. The second option is to utilize various low cost transportation system management (TSM) techniques to alleviate the projected traffic problems. These techniques include car pooling, traffic management actions, express bus service, etc. that utilize the existing transportation facilities to the maximum extent possible. The University is in an ideal position to enforce and encourage such TSM programs and make a success of these techniques. It must be noted that if one of these options is not carried out, Hillsborough County and the City of Tampa will ultimately be faced with costly transportation improvements in order to maintain an acceptable level of transportation service to the University area.

In light of the above conditions, it is recommended that if this project is approved that major efforts should be put toward transportation system management considerations in trying to relieve traffic congestion around the proposed DRI facility.

The University should work with TBRPC, Hillsborough County, the City of Tampa and Florida DOT in designing a TSM program for the proposed activities. The TSM procedures to be utilized must be identified and a set plan of action defined and approved by TBRPC, Hillsborough County, the City of Tampa and Florida DOT prior to development. This plan of action should include measures to facilitate traffic flow and reduce reliance on the private automobile at the site through car pooling programs, remote parking areas, park and ride programs and direct mass transit service, etc.