

1-1-2016

## **Campus Board Meeting : 2016 : 10 : 20 : Supporting Documents : Amendment to USFSP Campus Master Plan**

University of South Florida St. Petersburg.

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## Agenda Item: 9.2

### USF St. Petersburg Campus Board October 20, 2016

**Issue:** 2015-2025 Campus Master Plan Update Amendment #1

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**Proposed action:** Approve 2015-2025 Campus Master Plan Update Amendment #1

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#### **Executive Summary:**

Pursuant to Florida Statutes 1013.30 (3)-(6) which requires all universities to update their Campus Master Plans every 5 years and the operating procedures of the USF St. Petersburg Campus Board, the Board shall have the authority to first approve the Campus Master Plan Update prior to the USF Board of Trustees approval.

On December 3, 2015, the USF Board of Trustees approved the 2015-2025 Campus Master Plan Update. The City of St. Petersburg submitted additional comments regarding the Update at the end of 2015 but after the time to be included in the document prior to approval. It was understood that this information would be added to the Master Plan Update along with several updated campus maps through the amendment process which we are now processing for approval.

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**Strategic Goal(s) Item Supports:** Distinctive Identity  
Student Success and Culture  
Faculty Excellence in Teaching and Research  
Strategic Partnerships  
Infrastructure to Meet Current and Future Needs  
Sustainable Funding

**Supporting Documentation:** 2015-2025 USFSP Campus Master Plan Update  
Amendment #1

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## USFSP Master Plan Update 2015 - 2025 Comments from City of St. Petersburg - Incorporated into Amendment #1

Page No.	Location	Type	Comment
1-16	Figure 1-a	Comment	Area Nos. 1 and 2 shown as within the USFSP planning area are located on City owned submerged lands and are on short term licenses with USFSP. <b>RESPONSE: This is understood by USFSP.</b>
		Comment	The City sold USFSP the property north of the 11 <sup>th</sup> Avenue South alignment and retained an access and public utility easement over the 11 <sup>th</sup> Avenue South right of way east of 3 <sup>rd</sup> Street South to the harbor (Area No. 3). While USFSP owns the property currently being used as a parking lot in that area, the vacated right of way was retained as an easement to allow the City future access to Bayboro Harbor. <b>RESPONSE: This is understood by USFSP. Drawing has been revised accordingly.</b>
4-2	Land Use Changes	Map labeling	"The site east of The Tavern previously designated for acquisition has been acquired by the University." None of the map figures contain a building labeled "The Tavern." <b>RESPONSE: The Tavern and Grind will be labeled on the Illustrative Plan.</b>
4-2	Off-Campus Development	Substantive	This section could explicitly reference the "Innovation District" which appears to be what it is describing. Such a reference would strengthen the connection between USFSP and the adjoining Innovation District. <b>RESPONSE: "Off-Campus" paragraph has been modified to include reference to and support of the "Innovation District".</b>
4-3	Land Use/Density Districts	Map labeling	"District 3, west of Fourth Street South, is designated as an "Academic" area, recognizing its linkage with other institutions to the west of the campus." Figure 4-d actually calls area 3 "Related Agencies" and not "Academic." <b>RESPONSE: Figure 4-d will be revised to label area 3 as "Research" in lieu of Academic.</b>
4-4	Plan Framework for Land Use	Substantive	"The land use pattern proposed for the campus is oriented in no small part to the urban context and uses that adjoin the campus, to be sure that the University reinforces (and is being reinforced by) its position in east-central St. Petersburg, close to the downtown." This paragraph would be a good location to discuss the larger planning framework the urban campus exists within (City's Comprehensive Plan, <a href="#">DWMP</a> , Innovation District, etc.). <b>RESPONSE: The paragraph has been modified to include reference to the comprehensive plan and innovation district as well a reinforcement of the City grid.</b>
-	Figure 4-b	Organization	Why is the first figure that appears in Element 4 labeled Figure 4-b and not Figure 4-a? <b>RESPONSE: Added figure 4-a Comprehensive Plan.</b>
-	Figure 4-b	Map labeling	The term "Studebaker Building" appears over the 4 <sup>th</sup> St S ROW and not a building. <b>RESPONSE: The text has a leader to the building. Drawing has been modified to make clear.</b>
-	Figure 4-b	Map labeling	The term "Related agencies" on this map appears on a different location than on Figure 4-d. <b>RESPONSE: Figure 4-d is a broad district map.</b>
-	Urban Design Element	Comment	Urban design principles should be implemented in future projects, thereby considering how articulation, transparency, and building scale influence the pedestrian experience. <b>RESPONSE: Added the above text at the end of the first paragraph.</b>

-	Urban Design Element	Comment	City staff recommends creation of a policy acknowledging the following, "Consideration of St. Petersburg's Innovation District mixed-use town center concept (2015 Innovation District Visioning Summary) on the block bounded by 3 <sup>rd</sup> and 4 <sup>th</sup> Streets South and 5 <sup>th</sup> and 6 <sup>th</sup> Avenues South as a potential option for future development." <b>RESPONSE: The University prefers not to add this at this time. The master plan is reinforcing undergraduate housing.</b>
4A-1	Urban Design Element	Substantive	While the City agrees with the need to prioritize the non-motorized modes along streets within the campus, we don't agree that the proposed right-of-way vacations listed for 3 <sup>rd</sup> Street and 6 <sup>th</sup> Avenue South are the most appropriate mechanism to accomplish this goal. There are many examples of shared street concepts, which could be explored toward preserving the area's existing grid pattern. <b>RESPONSE: The University understands the City's position on this issue. At this time preference is to maintain the document as currently written.</b>
			Request that several illustrations within the document be revised to reflect that the proposed closures are not supported by the City. Below are a few sections of text that will need to be updated to show that the streets will remain public: <input type="checkbox"/> Page 4-9, Objective 4.5 - "minimize off-campus constraints to campus development" <input type="checkbox"/> Pages 4-11&12, Objective 4.10-24 "avoid building construction on the street corridors currently traversing the campus" <input type="checkbox"/> Page 4A-1: "street corridors are converted to pedestrian concourses" <input type="checkbox"/> Page 4A-3, Objective 4A.1 - street closures <input type="checkbox"/> Section 5 is focused on the street closures; Policy 5.12.3 specifically calls for the vacation of certain existing roadways Furthermore, concepts proposed within the Transportation Element are inconsistent with the suggested right-of-way vacations, such the addition for bike lanes on several streets and bikeways on 4 <sup>th</sup> Street. It may be beneficial for the document to suggest that the University coordinate with the City on its forthcoming Complete Streets Implementation Plan that will consider all modes, with the corresponding land-use context, on roadways adjacent and through the campus. <b>RESPONSE: The University understands the City's position on this issue. At this time preference is to maintain the document as currently written. The transportation element Policy 5.4.6 will be modified to coordinate with the city on its forthcoming Complete Streets Implementation Plan.</b>
4A-1	Context	Substantive	Opportunity to talk about the Innovation District. <b>RESPONSE: Included text within the Context paragraph describing the innovation district.</b>
4A-4	Policy 4A.4.2	Figures	Where is Figure 4A-a mentioned in this policy? I did not find it anywhere in the document. <b>RESPONSE: Figure reference was changed to 2-a which references the illustrative plan. Added a reference to Figure 4A-c in Objective 4A.4.</b>

4A-4 4A-5	Policy 4A.4.3 Policy 4A.8.1	Figures	These policies reference Figures 3-a and 3-b. Have these Figures been renumbered and included since the old Element 3 (Urban Design Element) is now included in Element 4 (Land Use Element)? <b>RESPONSE: Figure reference in Policy 4A.4.3 was changed to Figures 5-a and 5-b. Figure reference in Policy 4A-8.1 was changed to 2-a.</b>
4A-5	Policy 4A.6.1	Clarification	“Policy 4A.6.1 USFSP has enhanced the open space adjacent to the bayfront and its connections with areas to the south and north through the development of an esplanade walk along the seawall edge from Poynter Park to the campus boathouse.” This policy reads as an accomplishment, but not as a policy (i.e., an action to take)...wordsmith to clarify the action here: maintain the esplanade? Enhance the esplanade? <b>RESPONSE: Modified the wording of this paragraph to an action.</b>
4A-5	Objective 4A.8	Substantive	Opportunity to talk about the Innovation District. <b>RESPONSE: Added text referencing the Innovation District.</b>
5-1	Traffic, Circulation, and Parking Sub-Element	Comment	The Master Plan should include references to Bike Share, as it’s currently contemplated that the City will initiate a bike share program in 2016. It could lend itself well for many of the transportation goals as well as some sustainability goals. Furthermore, it may also reduce/eliminate the need for the planned campus shuttle and off-campus park & ride that’s proposed. <b>RESPONSE: Added reference to the potential bike share program in Policy 5.4.3.</b>
5-1	Policy 5.5.2	Update	It should be stated that Fourth Street South has been converted from one-way to two-way operation from Fourth Avenue South to Sixth Avenue South (please make this change in two places, including page B5-17). <b>RESPONSE: Text has been corrected in both locations.</b>
5-4	Policy 5.4.6	Clarification	“Policy 5.4.6 USFSP shall coordinate with the City of St. Petersburg and Pinellas County to evaluate other options and strategies for reducing the dependence on the personal automobile. If any of these proves to be economically feasible and practical, USFSP shall amend the adopted campus master plan to incorporate these strategies onto the overall transportation plan.” This policy should say coordinate with the City of St. Petersburg, PSTA, TBARTA and the Pinellas County Metropolitan Planning Organization (MPO); Pinellas County isn’t the responsible agency in the City of St. Petersburg for reducing dependence on the personal auto. <b>RESPONSE: The additional agencies have been added to Policy 5.4.6.</b>
5-4	Policy 5.5.2	Update	Include support for the I-175 additional access ramp at 4 <sup>th</sup> Street as an additional project to be coordinated with the City. The road closures suggested by USFSP would have a significant impact on traffic movements related to this item; pages 5-4 & 5-5 state that USFSP has already addressed all of the traffic concerns related to the suggested roadway closures. <b>RESPONSE: Support and coordination for the I-175 access ramp with the City has been added to the policy.</b>

5-5	Objective 5-6	Substantive	For the proposed parking structures, please consider incorporation of ground-level retail or other uses that would support a more pedestrian-friendly environment. It should also reference accommodation for transfer to other modes such as transit and Bike Share. <b>RESPONSE: Policy 5.6.1 and 5.6.2 have been modified to incorporate the above comments.</b>
5-6	Policy 5.7.2	Substantive	The document should reference USFSP's participation in the U-pass program when describing its goal of encouraging use of mass transit systems. <b>RESPONSE: The U-pass program has been included in the mass transit goal.</b>
5-7 +	-	Comment	If possible, consider revising the title "Pedestrian and Non-Vehicular Circulation Sub- Element" to reflect that bicycles are vehicles; a large portion of the sub-element relates to bicycle transportation. <b>RESPONSE: The title has been changed to "Pedestrian and Non-Motorized Vehicular circulation.</b>
5-8	Plan Framework for Pedestrian and Non- Vehicular Circulation	Substantive	"The Bayboro Harbor Redevelopment Plan identifies the route along Third Street from Eighth Avenue north to Poynter Park and east along the campus waterfront to Harbor Hall, north to the Progress Energy Center for the Arts – Mahaffey Theater and continuing north along the waterfront as a major pedestrian route to be developed. Other pedestrian/park links proposed in Roser Neighborhood Park Plan and Bayboro Harbor Plan include connections from the campus southwest to Woodbrook and Roser Parks via Booker Creek to Bartlett Park via Salt Creek and southeast to Lassing Park." A good place to mention the pedestrian connections outlined in the DWMP (see pages 40-41 and 74-83 of the <a href="#">DWMP</a> ). <b>RESPONSE: Reference has been included to the DWMP.</b>
5-9	Goal	Substantive	Add policy for educational opportunities coordinated with the Transportation Management Organization (TMO) for improvements to promote safety of the off-campus bicycle routes. <b>RESPONSE: Added policy 5.9.3 for coordination with the TMO</b>
5-10	Policy 5.10.4	Comment	Although not required, City staff recommends consideration be given to providing more detail about long-term bicycle storage in the commuter centers description for parking garages. The list of bicycle commuter facilities should include repair stations as a potential piece of infrastructure. It is worth noting that changes to the City's requirements for long- term and short-term bicycle parking are currently proposed, which will eliminate the option for "wave" racks that are currently located on the campus. <b>RESPONSE: Policy 5.10.4 has been modified to include repair stations.</b>
5-11	Policy 5.12.3	Substantive	Contains statements about vacating portions of 2 <sup>nd</sup> Street So., 3 <sup>rd</sup> Street So., and 6 <sup>th</sup> Avenue So. As previously stated and at this time, the City does not support vacation of identified public rights-of-way. The City requests that these statements be deleted. <b>RESPONSE: The University understands the City's position on this issue but at this time will not be modifying the master plan document.</b>

5-15	Figure 5-c	Comment and Clarification	The Campus Transit Plan as shown in Figure 5-c is likely to be outdated soon with the proposed redesign of routes by PSTA that will likely become operational in February 2016. It may not be appropriate to change the illustration, though it could be noted that the transit circulation is currently under review. It should probably include more than two stops when revised with consideration given for Bike Share. The Figure also identifies a "Bart Bus Stop" without defining what Bart means. <b>RESPONSE: Exhibit will be updated in a future amendment. The current exhibit will be modified to remove reference to BART.</b>
5-17	Figure 5-e	Comment	Shows a pedestrian circulation plan, though no bicycle circulation plan has been provided. <b>RESPONSE: Title of exhibit will be changed to "Pedestrian / Non-Vehicular" Circulation</b>
7-7	Summary of Objectives and Policies	Comment	WRD uses 1,000 gpm as a minimum requirement for fire hydrant flows when designing water system upgrades and expansions. <b>RESPONSE: Acknowledged.</b>
7-10	Plan Framework for Sanitary Sewer	Update	"Two 48-inch mains expand to 54 inches as they run to the east and terminate at the City of St. Petersburg's Albert Whitted Water Reclamation Facility (AWWRF). Note the AWWRF is scheduled for decommissioning. Flow to the plant will be pumped to the City's Southwest Water Reclamation Facility (SWWRF)." AWWRF is shut down, flows now go to the SWWRF; language needs to be updated. <b>RESPONSE: Text has been updated to reflect new route.</b>
8-1	Plan Framework for Conservation	Update	"The City of St. Petersburg Building Code mandates base floor elevations to be 1' above base flood elevations." As of August 2015, the City of St. Petersburg Building Code mandates base floor elevations to be <b>2' (two feet)</b> above base flood elevations; language needs to be updated. <b>RESPONSE: The text has been changed from 1' to 2' above base flood elevations.</b>
8A-1	Plan Framework for Coastal Management	Update	"City of St. Petersburg Building Code has defined the minimum base floor elevation as 1' above base flood elevation." As of August 2015, the City of St. Petersburg Building Code mandates base floor elevations to be <b>2' (two feet)</b> above base flood elevations; language needs to be updated. <b>RESPONSE: The text has been changed from 1' to 2' above the base flood elevations.</b>
8A-1	Plan Framework for Coastal Management	Substantive	The first paragraph, which talks about Poynter Park, is a good place to mention the greenway access along the waterfront outlined in the DWMP (see pages 74-83 of the <a href="#">DWMP</a> ). <b>RESPONSE: Reference and additional text has been included regarding the DWMP and Poynter park.</b>
-	Figure 8-a Figure 8A-a	Organization	These figures appear to be the exact same. <b>RESPONSE: Figure 8-a will be revised to indicate reclaimed water.</b>
9-3	Objective 9.1	Update	References to improvements in Poynter Park and the need to upgrade the sidewalks. Parks and Recreation Department believes that many of these improvements have already occurred with upgraded lighting, emergency call-boxes and wider, more direct sidewalks through the park. <b>RESPONSE: The 6th bullet on page 9-1 has been modified to reference the improvement made by parks and Recreation.</b>

11-1	Introduction	Update	"Table 11-a lists USFSP's needs in priority order for academic, infrastructure, and support needs through the year 2015." The Source listed under Table 11-a, says "USFSP CIP 2, 2012- 13 through 2016-17." It appears that "2015" in the quoted sentence should be updated to 2017. <b>RESPONSE: The introduction has been revised to reference the period 2016 through 2021. Table 11-a has also been updated to reference the source as CIP 2016 - 2021.</b>
Appendix B	-	Update	References to street lighting should include upcoming LED conversion. Also the distinction between pedestrian and vehicular lighting environments should probably be related to the height of the light and not necessarily the height of the pole. Finally, references to Wayfinding should note coordination with the City and FDOT for improved access to the campus. <b>RESPONSE: It is unclear where this comment is referenced from.</b>
B4-11	Table III 4-a	Substantive	Table III 4-a appears to be a two-part table, which is confusing (maybe relabel 4-a and 4-b). Most important, the gross square footage in the <b>proposed 10-year building program</b> (Projected 2025) appears to include square footage of buildings constructed between 2010 and 2015 (it is unclear). <b>RESPONSE: The "projected" table has been changed to III 4-b. The square footages have been checked and are believed to be accurate.</b>
B5-5	6C-21.205(1) (1)(C)	Update	Regarding table "On-Campus and Context Area Accidents..." the City's Transportation and Parking Management Department previously provided updated crash data for the intersections shown. Please update data and also change the word "accidents" to "crashes." <b>RESPONSE: The table has been updated with information received from the City of St. Petersburg. The text "accidents" has been changed to "crashes"</b>
B5-8	6C-21.205(1) (1)(H)	Update	The current edition of the Trip Generation Manual is the 9 <sup>th</sup> edition, which may require a change to the daily trip generation. This may impact the daily and PM peak hour trips on page B5-17 as well. <b>RESPONSE: The Trip Generation Manual has been changed to the 9th edition.</b>
B5-9	6C-21.205(1) (1)(J)	Update	PSTA has a more recent system map than 2011. More recent Downtown Looper data is available. This information should be updated accordingly. <b>RESPONSE: The PSTA map has been updated.</b>
B7-5	6C-21.207(4) (4)(B)	Update	There is no moratorium on the extension of reclaim water main. <b>RESPONSE: The text has been changed to reflect NO moratorium on the extension of reclaim water.</b>
B7-9	6C-21.207(7) (7)(A)	Update	The City of St. Petersburg owns and operates the sanitary collection system and provides treatment at the Albert Whitted Water Reclamation Facility (AWWRF). <del>The AWWRF is to be decommissioned. Sewer flow to the facility will be intercepted and pumped by a 30" force main in generally in 6th Ave. S. to the Southwest Water Reclamation Facility (SWWRF).</del> Dames & Moore completed a Campus Sanitary Sewer Assessment Study, and based on the information addressed in this study, the sanitary sewer system is adequate to provide the required level of service for the campus over the study period. <b>RESPONSE: Text has been modified per the above.</b>



B7-9	6C-21.207(7) (7)(B)	Update	All campus-discharged wastes are conveyed by the City's collection system to the nearby AWWRF or in the future to the SWWRF. Those lines existing within the rights-of-way are owned and maintained by the City... <b>RESPONSE: Text has been modified per the above.</b>
B7-11	6C-21.207(8) (8)(B)	Update	The <del>AWWRF-SWWRF</del> has a permitted capacity of <del>12.4-20</del> MGD and can adequately handle future developments at USFSP. The City of St. Petersburg has indicated to the <del>transfer of flow to the AWWRF to the Southwest WRF is pending.</del> The City has established the following level of service standards for sanitary sewer: <del>AWWRF 166 gallons per person per day</del> SWWRF 161 gallons per person per day. <b>RESPONSE: Text has been modified per the above.</b>
B7-11	6C-21.207(8) (8)(D)	Update	The <del>AWWRF and the SWWRF</del> are <u>is</u> regulated by the FDEP... <b>RESPONSE: Text has been modified per the above.</b>

**Table includes review comments from the following:**

- Parks and Recreation Department
- Real Estate and Property Management
- Transportation and Parking Management
- Urban Planning and Historic Preservation
- Water Resources

**Updated Maps Included in Amendment #1**

Figure	Map Title
Figure 2-a	Urban Design Illustrative Plan
Figure 4-a	Context Plan
Figure 4-b	Land Use Plan
Figure 4-d	Land Use Density Diagram
Figure 5-c	Transit Plan
Figure 5-e	Pedestrian Circulation Plan
Figure 7-a	Stormwater Drainage Plan
Figure 7-b	Potable Water Plan
Figure 7-c	Sanitary Sewer Plan
Figure 7A-a	Chilled Water Plan
Figure 7A-b	Electrical Power Distribution
Figure 7A-c1	USFSP Telecommunications Distribution
Figure 7A-c2	Frontier Telecommunicatinos Distribution
Figure 7A-d	Natural Gas Distribution

Figure 8-a Reclaimed Water Plan