

# PD Modification Application: PRS 23-0877

BOCC Land Use Meeting Date: 04/09/2024

## 1.0 APPLICATION SUMMARY

Applicant: Corporex Properties of Tampa, Inc.  
 FLU Category: RCP (Research Corporate Park)  
 Service Area: Urban  
 Site Acreage: +/-6.33 acres  
 Community Plan Area: East Lake/Orient Park  
 Overlay: None  
 Request: Minor Modification to PD 84-0177



### Existing Approvals:

**PD 84-0177** rezoned the subject property to allow a mix of land uses including office, warehouse distribution, commercial and hotel uses.

**Most Recent Amendment: MM 16-1345** amended the uses to allow warehouse uses on a 4.85-acre parcel approved for office uses. The uses approved were for a max. 293,500-square-feet of office, a max. 520,000-square feet of warehouse distribution, a max. 32,000-square feet of commercial and a 250-room hotel.

**Proposed PRS 23-0877:** The proposed minor modification requests to delete conditions of approval for PD 84-0177 (for the 6.33-acre subject site), corresponding to the companion application (DRI 23-0591) amending Development Order for DRI #106. This request is seeking to remove the condition that the Developer design and construct certain intersection improvements at Dr. Martin Luther King, Jr. Boulevard and Orient Road. Specifically, the applicant proposes to remove condition(s) [34 & 35] requiring the developer design relating to the design and construct improvements. There is no proposed change to the existing land uses.

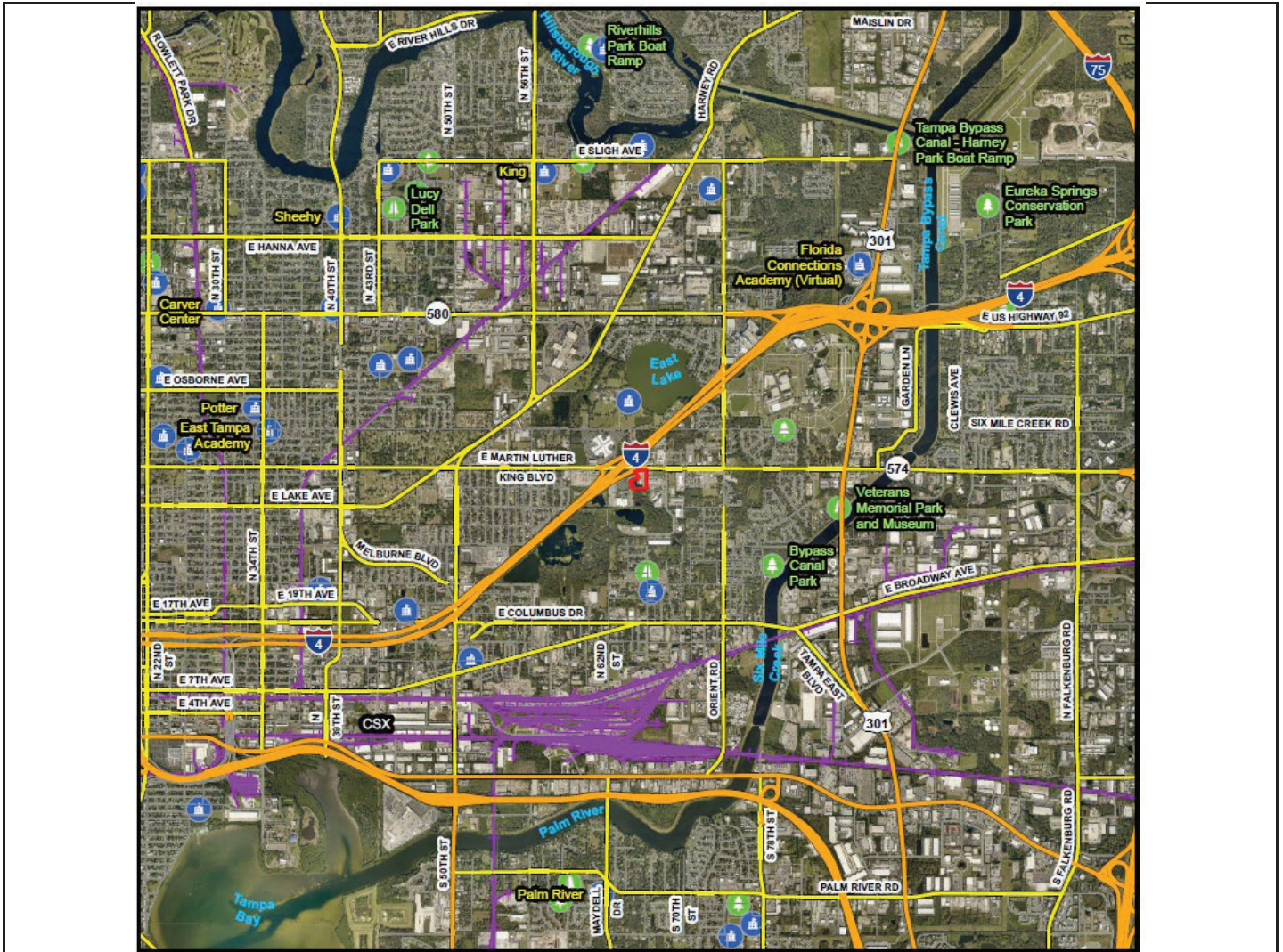
Existing Approval(s):	Proposed Modification(s):
(1) Requires design and construct certain intersection improvements at Martin Luther King, Jr. Boulevard and Orient Road.	(1) Remove the design and construct intersection improvement requirement for Folio 42145.5040.

Additional Information:	
PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	None Requested.

<b>Planning Commission Recommendation:</b> N/A	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
---	---

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



#### Context of Surrounding Area

The Planned Development and corresponding Corporex DRI #106, are generally located at the southeast corner of the intersection of Dr. Martin Luther King, Jr. Blvd. and Interstate-4. The subject site is located in the Rural Service Area within the limits of the East Lake/Orient Park.

The immediate area surrounding the property is a mix of uses, with the Devry University – Tampa East Center & Conservation/Wetlands to the immediate west of the PD boundary. At the southern end of the PD boundary is single-family residential. East and north is commercial, with single-family residential located to the southeast of the PD.



**2.0 LAND USE MAP SET AND SUMMARY DATA**

**2.2 Immediate Area Map**



Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	Dr. MLK Blvd. ROW and CN / CI	RDC-12	CN: Max. 0.2 FAR CI: Max. 0.3 FAR	North: Commercial Northeast: Residential	E. Dr. Martin Luther King, Jr. Blvd., Commercial and SF
South	RSC-9	R-12	Min. 5,000 sf lot	Single-family	SF / Vacant
East	Immediate East: CN/PD PD Boundary: CI/RSC-6	RPC / R-12	CN: Max. 0.2 FAR CI: Max. 0.3 FAR RSC-6: Min. 7,000 sf lot	CN: Commercial CI: Commercial RSC-6: Single-family	Commercial, Office, and SF
West	PD 95-0048 / PD 05-1916	RPC / UMU-20	PD 95-0048: Max. 0.9 FAR	PD 95-0048: School & Commercial Uses PD 05-1917: Stormwater Area	Devry University – Tampa East Center & Conservation/Wetlands







**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**

**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
MLK BLVD	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
CORPOREX PARK DR.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation**  Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

\*Trips reported are based on net new external trips unless otherwise noted.

**Connectivity and Cross Access**  Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

**Design Exception/Administrative Variance**  Not applicable for this request

Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

**4.0 Additional Site Information & Agency Comments Summary**

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See report.

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
<b>Environmental:</b>			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The wetland line validity varies depending on folio. See EPC "Agency Comment Report" dated 9/16/23 for complete report.
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Potable Water Wellfield Protection Area <input checked="" type="checkbox"/> Other <u>Airport Height Restriction: 150' AMSL</u>			
<b>Public Facilities:</b>			
<b>Transportation</b> <input type="checkbox"/> Design Exception Requested <input type="checkbox"/> Off-site Improvements Required	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Transportation "Agency Review Comment Sheet" report.
<b>Utilities Service Area/ Water &amp; Wastewater</b> <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Water Resource Services Comment Sheet Water & Wastewater.
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>  No comments.			
<b>Comprehensive Plan:</b>			
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	

## 5.0 IMPLEMENTATION RECOMMENDATION

### 5.1 Compatibility

The Planned Development and corresponding Corporex DRI #106, are generally located at the southeast corner of the intersection of Dr. Martin Luther King, Jr. Blvd. and Interstate-4. The applicant seeks to modify PD 84-0177, which was most recently amended by MM 16-1345 to change the use allocation to allow warehouse uses on a 4.85-acre parcel approved for office uses. The overall uses approved for the approximately 98-acre PD allow a maximum 293,500-square-feet of office, a maximum 520,000-square feet of warehouse distribution, a maximum 32,000-square feet of commercial and up to a 250-room hotel. The applicant proposes no change to the approved land uses, nor either to the intensity of the existing approval.

The applicant's intent is to remove the condition that the Developer design and construct certain intersection improvements at Martin Luther King, Jr. Boulevard and Orient Road and instead require the Developer to be subject to Mobility Fees in effect at the time of future development in accordance with Section 40-78 of the Hillsborough County Mobility Fee Program Ordinance. As the property is located within DRI #106, a concurrent application to modify the DRI is proposed to correspond with this request.

While the total PD is approximately 98 acres, the only submitted one affidavit for folio #42145-5040, (an area designated for a hotel), located at 6780 Lakeview Center Drive, Tampa, FL comprising 6.33 acres. Therefore, the condition amendment shall only apply to folio no. 42145.5040. Located on the south, west, north and southeast are properties located within the same DRI and PD with a commercial property located to the northeast of the folio. As the DRI has a Master Developer, the DRI change will modify the Development Order for the entire companion DRI.

The application does not request any variations to the Hillsborough County Land Development Code, nor any changes to the existing site plan.

### 5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions.**



## 6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted February 19, 2024.

The development of the Corporex project shall proceed in strict accordance with the terms and conditions contained in the Development Order for Corporex DRI # 106, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

1. Land uses of the development shall be restricted to office, service center / warehouse distribution and a hotel. Retail uses shall be permitted only as necessary uses. The retail center shall be designed so as not to be one continuous line parallel to the roadway, and design features, such as landscaping, alternative facades and berming, shall be incorporated. Fast Food restaurants shall not be permitted within the retail portions of the site.
2. Development of the site shall be restricted to a maximum 250 room hotel, a maximum 293,500 square feet of gross leasable area of office, a maximum of 520,000 square feet of gross leasable area of service /warehouse distribution uses and a maximum of 32,000 square feet of gross leasable area of retail uses.
3. A minimum of 35 percent of the total land area shall be reserved for landscaping and permeable open areas. Such areas may include landscaped buffers, retention areas, landscaped islands, unpaved recreation or seating areas and areas paved with permeable paving blocks, provided, however, that permeable paving blocks shall not constitute more than 10 percent of the total surface area of any individual parcel. On any individual parcel within the project, a minimum 20 percent of the parcel shall remain as permeable open area.
4. Prior to Site Development Plan approval, the Developer shall provide parking plan showing the following:
  - 4.1 Location and number of parking spaces to the following requirements.
    - 4.1.1 Office uses – 3.2 spaces /1,000 square feet gross leasable area.
    - 4.1.2 Services uses – 2.0 spaces/1,000 square feet gross leasable area.
    - 4.1.3 For warehouse/distribution uses – 0.6 spaces per employee of the largest shift.
    - 4.1.4 For hotel uses – 1.1 spaces per room.
  - 4.2 Location reserved for possible expansion of parking areas to accommodate additional parking of vehicles necessary to meet the following requirements:
    - 4.2.1 Office uses – 3.5 spaces /1,000 square feet gross leasable area.
    - 4.2.2 Service uses – 3.0 spaces/1,000 square feet gross leasable area.
5. One year subsequent to issuance of Certificates of Occupancy for any applicable structure, the Developer shall provide to the Development Services Department the following information regarding actual usage of parking spaces in the office and service areas.

- 5.1 Number of spaces provided in each lot designated for office uses.
- 5.2 Number of spaces provided in each lot designated for service uses.
- 5.3 Average daily occupancy of each lot during peak hours of operation (the largest shift). If the results of this survey indicate that an inadequacy of parking spaces exists in either the office or service areas, the Developer shall be required to submit a revised Site Development Plan locating parking areas and spaces sufficient to accommodate the number of vehicles lacking parking spaces.
6. The retail portion of the project shall be restricted to a maximum height of one (1) story or 25 feet whichever shall be more restrictive.
7. The Floor Area Ratio of the retail portion of the project shall be restricted to 0.23 percent of the total land area designated for retail use.
8. Prior to General Site Plan certification, the developer shall indicate on said Site Plan a conceptual internal pedestrian circulation system linking each of the individual development sites with one another, and with parking areas, as well as with the retail portion of the site. Prior to Site Development Plan review, the exact location of the pedestrian circulation system shall be determined, and the nature of the system shall be delineated on the Site Development Plan prior to approval.
9. Prior to issuance of Certificates of Occupancy, the developer shall provide sidewalks external to the project in the right-of-way area of the major roadway bordering the project (i.e. Martin Luther King Boulevard). The exact location of said sidewalk shall be determined by the Development Services Department during Site Development Plan review, and shall be indicated on the Site Development Plan.
10. The developer shall provide street lighting internal to the project.
11. The developer shall screen, prior to the issuance of Certificates of Occupancy, all mechanical equipment (for example, air conditioners), service areas, trash receptacles, dumpsters, etcetera from view from public spaces and neighboring properties through the use of features, such as berms, fences, false facades, and dense landscaping.
12. The developer shall be required to utilize public water and public sewer and shall pay all costs to connect for service delivery. The developer shall submit to the Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of commitment from the City of Tampa Water Department and City of Tampa Sewer Department to provide public water and public sewer services. Additionally, the developer shall submit to the Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of agreement to pay necessary costs to enable the City of Tampa to provide public water and public sewer service delivery.
13. The developer shall have the option of either (a) installing fire hydrants, or (b) preparing a Fire Protection Plan.
  - 13.1 If option (a) is selected, the developer shall install at the developer's expense, prior to the issuance of Certificate of Occupancy, fire hydrants and, if necessary, water lines of a size necessary to meet minimum fire flow and pressure requirements to provide adequate water resources for firefighting. The location of the hydrants and water lines shall be subject to approval of the County Department of Fire and the County Department of Public Utilities accordingly. The installation of the hydrants and water lines shall be subject to approval of the County Department of Public Utilities accordingly and prior to the issuance of Certificates of Occupancy.

- 13.2 If option (b) is selected, the developer shall prepare a Fire Protection Plan for the site and development thereof. The Plan shall be submitted to the Development Services Department prior to Site Development Plan approval along with evidence of approval, from the County Department of Fire of the Plan as submitted.
14. The developer shall conduct a tree survey of all non-conservation areas prior to General Site Plan certification and shall submit same to the Development Services Department for review and approval. The survey shall be submitted in such a manner that it can be superimposed over the General Site Plan. The survey shall identify which trees on site are to be removed and which are to be saved. The purpose of the survey shall be to save as many trees on site as possible, and the General Site Plan shall be designed accordingly.
15. Any illumination which may emanate from lights on site shall not concurrently illuminate any area and/or structure off site.
16. No obstruction, sign, fence, wall, hedge, shrub, tree, or structure exceeding four feet in height shall be permitted within 25 feet of a street intersection.
17. Signage shall be as permitted pursuant to County Sign Ordinance. No portable signage shall be permitted on the parcel.
18. The developer shall provide, prior to the issuance of Certificates of Occupancy and pursuant to Federal and State of Florida regulations, parking for handicapped persons. Said area shall be shown on the Site Development Plan and be labeled as "Parking for Handicapped" prior to Site Development Plan approval.
19. Stormwater detention/retention pond design requirements for the development shall be as listed below.
- 19.1 The side slopes shall be no greater than 4:1.
- 19.2 The banks shall be completely vegetated to the design low water elevation.
- 19.3 The sides and the bottom of each pond shall not be constructed of impervious material.
20. Any proposals to include uses in the retail commercial portion of the project requiring more than five spaces per 1,000 square feet, such as restaurants and movie theaters, shall require submittal of revised General Site Plan showing the additional parking spaces.
21. All buildings shall be architecturally finished on all sides.
22. A landscape buffer, a minimum width as shown on the General Site Plan revised on August 23, 2005, shall be provided along the northern, eastern and/or southern boundaries of the project prior to issuance of Certificates of Occupancy or any development occurring on attract of land contiguous with said external eastern, northern or southern boundary. Said landscape buffer shall retain all trees greater than 12 inches diameter at breast height (DBH) within the minimum width required. The developer shall augment this buffer area along the northern, eastern and southern property lines (excluding the proposed hotel site) with evergreen or semi-deciduous trees such that a minimum opacity standard of 75 percent is achieved within one (1) year of time of planting. Augmentation shall occur with vegetation which is a minimum six feet tall at time of planting. Vehicle parking and internal roadways will not be permitted within this landscape buffer area. The developer or the designate thereof shall be responsible for the maintenance of the buffer.



23. Excluding the property boundaries adjacent to the off-site lake at the western edge of the project (on the eastern and southern boundaries of said lake), and excluding the proposed hotel site, minimum building setbacks from all remaining exterior property lines of the project shall be as follows:
- 23.1 For structures 20 feet or less in height:
- front yard – 30 feet
  - side yard – 15 feet
  - rear yard – 20 feet
- 23.2 For structures greater than 20 feet but less than 35 feet in height:
- front yard – minimum 30 feet, plus one additional foot of horizontal setbacks for each additional one foot of vertical building height increase above 20 feet;
  - side yard – minimum 15 feet, plus one additional foot of horizontal setback for each additional one foot of vertical building height increase above 20 feet;
  - rear yard – minimum 20 feet, plus one additional foot of horizontal setback for each additional foot of vertical building height increase above 20 feet.
- 23.3 For structures 35 feet or greater in height:
- front yard – minimum 30 feet, plus two additional feet of horizontal setbacks for each additional one foot of vertical building height increase above 35 feet;
  - side yard – minimum 15 feet, plus two additional feet of horizontal setback for each additional one foot of vertical building height increase above 35 feet;
  - rear yard – minimum 20 feet, plus two additional feet of horizontal setback for each additional one foot of vertical building height increase above 35 feet.
- 23.4 Height and setback conditions for Lot 17 shall be as follows:
- 23.4.1 Height of roof: 40.5 feet
  - 23.4.2 Height of parapet wall: 42.7 feet
  - 23.4.3 Front yard setback: 35.2 feet
24. For the hotel use, minimum setbacks shall be as follows:
- 24.1 From the property line adjacent to the Interstate right-of-way a minimum 30-foot setback (reflective of the 30-foot landscape buffer) for any structures less than 50 feet in height provided that each additional one foot increase in height above 50 feet is accompanied by an additional two feet horizontal setback from said property lines.
- 24.2 From the property line adjacent to the access road to the south of the hotel tract (known as Citicorp Drive) – for structures 35 feet or less in height, a minimum setback of 30 feet; for structures greater than 35 feet, a minimum setback of 30 feet with an additional two feet horizontal setback for each one foot vertical building height increase.

- 24.3 Side setbacks – a minimum 20 feet from each side lot line.
25. Minimum building setbacks along the western property boundary adjacent to the off-site lake shall be 20 feet.
26. Minimum building setbacks from all internal roadways shall be 35 feet.
27. Buildings shall be setback a minimum of 20 feet from one another.
28. The maximum height of structures shall be as follows:
- 28.1 Along the eastern property line (exterior project boundary) adjacent to R-2 zoning: maximum height of two stories or 35 feet;
- 28.2 Along the eastern property line (exterior project boundary) adjacent to C2 zoning: maximum height of three stories or 42 feet;
- 28.3 Along the southern property line (exterior project boundary) maximum height of three stories or 42 feet.
- 28.4 Along the western property line (exterior project boundary) excluding the southwestern most development pod designated “office”: maximum height of four stories or 52 feet;
- 28.5 Within the southwestern most development pod designated “office and warehouse”: maximum height of three stories or 42 feet.
- 28.6 For all other locations on the project site: office uses shall not exceed four stories or 52 feet; high/tech/service center or warehouse/distribution uses shall not exceed two stories or 35 feet; the hotel use shall not exceed eight stories or 100 feet. An additional 10% of the height limits stated above shall be permitted for the construction of architectural features and roof-top mechanical/service equipment.
29. For purposes of determining uses permitted within the development pods designated “High Tech/Service Center,” the following definition shall be used:
- A building designed with a high image appeal for the purpose of service a wide range of uses, including but not limited to: Research and development activities; educational facilities; personal, business and professional services; showrooms; light restricted processing, assembling and manufacturing; offices related to any of the above; secondary office uses (defined as office uses in which no more than 49% of the net leasable area (if not on a building by building basis, then at least on a parcel by parcel basis among the four currently designated “high tech/service center” parcels is pure office use); and similar uses.
30. A plan indicating proposed methods of security for the property shall be supplied to the Hillsborough County Sheriff’s Department prior to Site Development Plan approval for any portion of the project. The plan shall be reviewed and approved by the Sheriff’s Department prior to Site Development Plan approval.
31. The warehouse/distribution uses proposed along the eastern property boundary shall be relocated internal to the project or along the extreme southern property line. Research / service uses will be permitted along the eastern property boundary contiguous to the R-2 zoned residential area.
32. The maximum Floor Area Ration (F.A.R.) for the office and research / warehouse/service uses shall be as follows:

- 32.1 For office uses – 0.60 maximum F.A.R. for all development pods designated “office,” excluding the two southwestern-most office and office/warehouse pods, said pods being restricted to a maximum F.A.R. of 0.40.
  - 32.2 For research uses – 0.30 maximum F.A.R.
  - 32.3 For warehouse uses – 0.40 maximum F.A.R.
  - 32.4 For service uses – 0.35 maximum F.A.R.
33. Prior to December 31, 2005 and in connection with the construction of the 26,313 square foot GSA (Homeland Security) office building, the Developer shall work with Hartline for the establishment of a transit shelter at the existing project bus stop location at the front of the project along Martin Luther King (MLK) Boulevard. This shall be a monetary payment or construction of the physical improvements. The Improvement shall be initiated, or monetary payment shall be made, no later than December 31 2006.
34. The following requirements shall not apply for folio number 42145.5040. For construction of the next increment of development which will include up to 32,000 square feet of retail space and up to 120 hotel rooms or the equivalent of 190 p.m. peak hour trips, the Developer shall design intersection improvements at MLK Boulevard and Orient Road. The design of the intersection improvements shall be submitted with construction plans for this increment of development. It shall be the responsibility of the Developer to obtain approval of the intersection improvements no later than 6 months after construction plan approval or prior to certificate of occupancy for this increment of development. The design shall be for the following improvements:
- 34.1 Restripe the northbound and southbound approaches of the MLK / Orient Road intersection and modify signalization to allow dual left turn lanes;
  - 34.2 Modify the eastbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, and extend the receiving lanes to a total distance of 600 feet on Orient Road north of MLK Boulevard within existing right-of-way; and
  - 34.3 Modify the westbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, including extending the receiving lanes to a total distance of 600 feet on Orient Road and south of MLK Boulevard within the existing right-of-way.
35. The following requirements shall not apply for folio number 42145.5040. The remaining development, as analyzed in the 2004/2005 NOPC Traffic Analysis, is 183,080 square feet of light industrial space, 123,687 square feet of office space and 130 hotel rooms. The Developer shall construct, and complete, the improvements referenced above in Condition 34.1, 34.2, and 34.3. Prior to the earlier to occur of either, (1) certificates of occupancy being issued for any development identified in this paragraph in excess of the thresholds identified in Condition 34, or (2) January 16, 2020, whichever comes first.
- 35.1 The following shall apply to folio 42145.5040: The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
  - 35.2 The following shall apply to folio 42145.5040: In accordance with LDC Section 5.03.07.C, the certified PD general site plan for PRS 23-0877 shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.



36. Approval of this zoning petition by Hillsborough County does constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
37. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/OSW line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line," and the wetland must be labeled as "Wetland Conversation Area" pursuant to the Hillsborough County Land Development Code (LDC).
38. Final design of buildings, stormwater retention areas, and ingress/egress are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by appropriate regulatory agencies.

**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required

permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

**Zoning Administrator Sign Off:**



J. Brian Grady  
Wed Mar 27 2024 12:40:28



## 7.0 ADDITIONAL INFORMATION





## 8.0 FULL TRANSPORTATION REPORT

**AGENCY REVIEW COMMENT SHEET**

---

---

TO: ZONING TECHNICIAN, Development Services Department

DATE: 11/22/2023

Revised: 1/25/2024

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/CENTRAL

PETITION NO: PRS 23-0877

---

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

**DESCRIPTION OF REQUEST, STAFF ANALYSIS, AND CONCLUSION**

The applicant is requesting a minor modification, also known as Personal Appearance (PRS), to approved Planned Development (PD) #84-0177, as most recently amended by MM 16-1345. The request is to delete conditions of approval for the PD corresponding to a companion application (DRI 23-0591) seeking to amend the Development Order for DRI #106. The applicant’s intent is to remove the condition that the Developer design and construct certain intersection improvements at Martin Luther King, Jr. Boulevard and Orient Road and instead require the Developer to be subject to Mobility Fees in effect at the time of future development in accordance with Section 40-78 of the Hillsborough County Mobility Fee Program Ordinance.

The approved PD is entitled to 293,500 sf of office uses, 32,000 sf of commercial, 520,000 sf of warehouse/distribution uses, and 250 hotel rooms. The future land use is Research /Corporate Park (RCP).

There is no proposed change to land use and intensity.

**SITE ACCESS AND TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The PD takes access at Corporex Park Dr and E. Martin Luther King Blvd, a signalized intersection. No change to site access is proposed.

E. MLK Blvd. is a 6-lane divided FDOT maintained, principal arterial roadway. The existing right-of-way is +/- 112 feet. There are sidewalks and bike lanes on both sides of the roadway within vicinity of the proposed project.

Corporex Park Dr. is a 2-lane local roadway. The existing right-of-way is +/-60 feet. There are sidewalks along the roadway with gaps in certain sections, for example where vacant development sites internal to the PD have not yet been developed.

**PROPOSED REVISED CONDITION – MLK BLVD-ORIENT RD INTERSECTION IMPROVEMENTS**

Specifically, the PRS requests deletion of the following conditions:

*34. For construction of the next increment of development which will include up to 32,000 square feet of retail space and up to 120 hotel rooms or the equivalent of 190 p.m. peak hour trips, the Developer shall design intersection improvements at MLK Boulevard and Orient Road. The design of the intersection improvements shall be submitted with construction plans for this increment of development. It shall be the responsibility of the Developer to obtain approval of the intersection improvements no later than 6 months after construction plan*



approval or prior to certificate of occupancy for this increment of development. The design shall be for the following improvements: 34.1 Restripe the northbound and southbound approaches of the MLK / Orient Road intersection and modify signalization to allow dual left turn lanes; 34.2 Modify the eastbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, and extend the receiving lanes to a total distance of 600 feet on Orient Road north of MLK Boulevard within existing right-of-way; and 34.3 Modify the westbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, including extending the receiving lanes to a total distance of 600 feet on Orient Road and south of MLK Boulevard within the existing right-of-way.

35. The remaining development, as analyzed in the 2004/2005 NOPC Traffic Analysis, is 183,080 square feet of light industrial space, 123,687 square feet of office space and 130 hotel rooms. The Developer shall construct, and complete, the improvements referenced above in Condition 34.1, 34.2, and 34.3. Prior to the earlier to occur of either, (1) certificates of occupancy being issued for any development identified in this paragraph in excess of the thresholds identified in Condition 34, or (2) January 16, 2020, whichever comes first.

The applicant provided transportation analysis prepared by the Engineer of Record (EOR), and additional analysis requested specifically by FDOT, to evaluate the current and future operation and traffic conditions at the intersection of MLK Blvd. and Orient Rd. The study concludes that intersection improvements (i.e. additional turn lanes) will not be triggered by the buildout of the remaining entitlements. FDOT follow up comments provided via email communication, dated January 18, 2024, that was submitted into the record as supplemental information (on January 22, 2024) indicate that the final analysis of the eastbound to northbound left turn lane at the time of buildout is sufficient.

Transportation Review staff conferred with the County Engineer to determine that the applicant’s analysis is acceptable and have no objection with the requested PD modification.

**ROADWAY LEVEL OF SERVICE**

Level of Service (LOS) information is reported below for informational purposes. Corporex Park Dr. is not a regulated roadway.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
MLK BLVD	I-4	US HWY 301	D	C

Source: 2020 Hillsborough County Level of Service Report

Transportation Comment Sheet

**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**

<b>Adjoining Roadways (check if applicable)</b>			
Road Name	Classification	Current Conditions	Select Future Improvements
MLK BLVD	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
CORPOREX PARK DR.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation</b> <input checked="" type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

\*Trips reported are based on net new external trips unless otherwise noted.

<b>Connectivity and Cross Access</b> <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

<b>Design Exception/Administrative Variance</b> <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

**4.0 Additional Site Information & Agency Comments Summary**

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See report.

**CURRENTLY  
APPROVED**

---

**Approval** - Approval, subject to the conditions listed below, is based on the general site plan submitted November 29, 2016.

The development of the Corporex project shall proceed in strict accordance with the terms and conditions contained in the Development Order for Corporex DRI # 106, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

1. Land uses of the development shall be restricted to office, service center / warehouse distribution and a hotel. Retail uses shall be permitted only as necessary uses. The retail center shall be designed so as not to be one continuous line parallel to the roadway, and design features, such as landscaping, alternative facades and berming, shall be incorporated. Fast Food restaurants shall not be permitted within the retail portions of the site.
2. Development of the site shall be restricted to a maximum 250 room hotel, a maximum 293,500 square feet of gross leasable area of office, a maximum of 520,000 square feet of gross leasable area of service /warehouse distribution uses and a maximum of 32,000 square feet of gross leasable area of retail uses.
3. A minimum of 35 percent of the total land area shall be reserved for landscaping and permeable open areas. Such areas may include landscaped buffers, retention areas, landscaped islands, unpaved recreation or seating areas and areas paved with permeable paving blocks, provided, however, that permeable paving blocks shall not constitute more than 10 percent of the total surface area of any individual parcel. On any individual parcel within the project, a minimum 20 percent of the parcel shall remain as permeable open area.
4. Prior to Site Development Plan approval, the Developer shall provide parking plan showing the following:
  - 4.1 Location and number of parking spaces to the following requirements.
    - 4.1.1 Office uses – 3.2 spaces /1,000 square feet gross leasable area.
    - 4.1.2 Services uses – 2.0 spaces/1,000 square feet gross leasable area.
    - 4.1.3 For warehouse/distribution uses – 0.6 spaces per employee of the largest shift.
    - 4.1.4 For hotel uses – 1.1 spaces per room.

In addition, accessory uses such as restaurants or retail commercial shall be required to provide parking as established by the Hillsborough County Land Development Code in effect at the time Site Development Plans are submitted for review for the particular accessory use requested.

- 4.2 Location reserved for possible expansion of parking areas to accommodate additional parking of vehicles necessary to meet the following requirements:
  - 4.2.1 Office uses – 3.5 spaces /1,000 square feet gross leasable area.

---

4.2.2 Service uses – 3.0 spaces/1,000 square feet gross leasable area.

5. One year subsequent to issuance of Certificates of Occupancy for any applicable structure, the Developer shall provide to the Development Services Department the following information regarding actual usage of parking spaces in the office and service areas.
  - 5.1 Number of spaces provided in each lot designated for office uses.
  - 5.2 Number of spaces provided in each lot designated for service uses.
  - 5.3 Average daily occupancy of each lot during peak hours of operation (the largest shift). If the results of this survey indicate that an inadequacy of parking spaces exists in either the office or service areas, the Developer shall be required to submit a revised Site Development Plan locating parking areas and spaces sufficient to accommodate the number of vehicles lacking parking spaces.
6. The retail portion of the project shall be restricted to a maximum height of one (1) story or 25 feet whichever shall be more restrictive.
7. The Floor Area Ratio of the retail portion of the project shall be restricted to 0.23 percent of the total land area designated for retail use.
8. Prior to General Site Plan certification, the developer shall indicate on said Site Plan a conceptual internal pedestrian circulation system linking each of the individual development sites with one another, and with parking areas, as well as with the retail portion of the site. Prior to Site Development Plan review, the exact location of the pedestrian circulation system shall be determined, and the nature of the system shall be delineated on the Site Development Plan prior to approval.
9. Prior to issuance of Certificates of Occupancy, the developer shall provide sidewalks external to the project in the right-of-way area of the major roadway bordering the project (i.e. Martin Luther King Boulevard). The exact location of said sidewalk shall be determined by the Development Services Department during Site Development Plan review, and shall be indicated on the Site Development Plan.
10. The developer shall provide street lighting internal to the project.
11. The developer shall screen, prior to the issuance of Certificates of Occupancy, all mechanical equipment (for example, air conditioners), service areas, trash receptacles, dumpsters, etcetera from view from public spaces and neighboring properties through the use of features, such as berms, fences, false facades, and dense landscaping.
12. The developer shall be required to utilize public water and public sewer and shall pay all costs to connect for service delivery. The developer shall submit to the Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of commitment from the City of Tampa Water Department and City of Tampa Sewer Department to provide public water and public sewer services. Additionally, the developer shall submit to the Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of



- 
- agreement to pay necessary costs to enable the City of Tampa to provide public water and public sewer service delivery.
13. The developer shall have the option of either (a) installing fire hydrants, or (b) preparing a Fire Protection Plan.
    - 13.1 If option (a) is selected, the developer shall install at the developer's expense, prior to the issuance of Certificate of Occupancy, fire hydrants and, if necessary, water lines of a size necessary to meet minimum fire flow and pressure requirements to provide adequate water resources for firefighting. The location of the hydrants and water lines shall be subject to approval of the County Department of Fire and the County Department of Public Utilities accordingly. The installation of the hydrants and water lines shall be subject to approval of the County Department of Public Utilities accordingly and prior to the issuance of Certificates of Occupancy.
    - 13.2 If option (b) is selected, the developer shall prepare a Fire Protection Plan for the site and development thereof. The Plan shall be submitted to the Development Services Department prior to Site Development Plan approval along with evidence of approval, from the County Department of Fire of the Plan as submitted.
  14. The developer shall conduct a tree survey of all non-conservation areas prior to General Site Plan certification and shall submit same to the Development Services Department for review and approval. The survey shall be submitted in such a manner that it can be superimposed over the General Site Plan. The survey shall identify which trees on site are to be removed and which are to be saved. The purpose of the survey shall be to save as many trees on site as possible, and the General Site Plan shall be designed accordingly.
  15. Any illumination which may emanate from lights on site shall not concurrently illuminate any area and/or structure off site.
  16. No obstruction, sign, fence, wall, hedge, shrub, tree, or structure exceeding four feet in height shall be permitted within 25 feet of a street intersection.
  17. Signage shall be as permitted pursuant to County Sign Ordinance. No portable signage shall be permitted on the parcel.
  18. The developer shall provide, prior to the issuance of Certificates of Occupancy and pursuant to Federal and State of Florida regulations, parking for handicapped persons. Said area shall be shown on the Site Development Plan and be labeled as "Parking for Handicapped" prior to Site Development Plan approval.
  19. Stormwater detention/retention pond design requirements for the development shall be as listed below.
    - 19.1 The side slopes shall be no greater than 4:1.
    - 19.2 The banks shall be completely vegetated to the design low water elevation.

- 
- 19.3 The sides and the bottom of each pond shall not be constructed of impervious material.
20. Any proposals to include uses in the retail commercial portion of the project requiring more than five spaces per 1,000 square feet, such as restaurants and movie theaters, shall require submittal of revised General Site Plan showing the additional parking spaces.
21. All buildings shall be architecturally finished on all sides.
22. A landscape buffer, a minimum width as shown on the General Site Plan revised on August 23, 2005, shall be provided along the northern, eastern and/or southern boundaries of the project prior to issuance of Certificates of Occupancy or any development occurring on attract of land contiguous with said external eastern, northern or southern boundary. Said landscape buffer shall retain all trees greater than 12 inches diameter at breast height (DBH) within the minimum width required. The developer shall augment this buffer area along the northern, eastern and southern property lines (excluding the proposed hotel site) with evergreen or semi-deciduous trees such that a minimum opacity standard of 75 percent is achieved within one (1) year of time of planting. Augmentation shall occur with vegetation which is a minimum six feet tall at time of planting. Vehicle parking and internal roadways will not be permitted within this landscape buffer area. The developer or the designate thereof shall be responsible for the maintenance of the buffer.
23. Excluding the property boundaries adjacent to the off-site lake at the western edge of the project (on the eastern and southern boundaries of said lake), and excluding the proposed hotel site, minimum building setbacks from all remaining exterior property lines of the project shall be as follows:
- 23.1 For structures 20 feet or less in height:
- front yard – 30 feet
  - side yard – 15 feet
  - rear yard – 20 feet
- 23.2 For structures greater than 20 feet but less than 35 feet in height:
- front yard – minimum 30 feet, plus one additional foot of horizontal setbacks for each additional one foot of vertical building height increase above 20 feet;
  - side yard – minimum 15 feet, plus one additional foot of horizontal setback for each additional one foot of vertical building height increase above 20 feet;
  - rear yard – minimum 20 feet, plus one additional foot of horizontal setback for each additional foot of vertical building height increase above 20 feet.
- 23.3 For structures 35 feet or greater in height:
- front yard – minimum 30 feet, plus two additional feet of horizontal setbacks for each additional one foot of vertical building height increase above 35 feet;

---

side yard – minimum 15 feet, plus two additional feet of horizontal setback for each additional one foot of vertical building height increase above 35 feet;

rear yard – minimum 20 feet, plus two additional feet of horizontal setback for each additional one foot of vertical building height increase above 35 feet.

23.4 Height and setback conditions for Lot 17 shall be as follows:

23.4.1 Height of roof: 40.5 feet

23.4.2 Height of parapet wall: 42.7 feet

23.4.3 Front yard setback: 35.2 feet

24. For the hotel use, minimum setbacks shall be as follows:

24.1 From the property line adjacent to the Interstate right-of-way a minimum 30-foot setback (reflective of the 30-foot landscape buffer) for any structures less than 50 feet in height provided that each additional one foot increase in height above 50 feet is accompanied by an additional two feet horizontal setback from said property lines.

24.2 From the property line adjacent to the access road to the south of the hotel tract (known as Citicorp Drive) – for structures 35 feet or less in height, a minimum setback of 30 feet; for structures greater than 35 feet, a minimum setback of 30 feet with an additional two feet horizontal setback for each one foot vertical building height increase.

24.3 Side setbacks – a minimum 20 feet from each side lot line.

25. Minimum building setbacks along the western property boundary adjacent to the off-site lake shall be 20 feet.

26. Minimum building setbacks from all internal roadways shall be 35 feet.

27. Buildings shall be setback a minimum of 20 feet from one another.

28. The maximum height of structures shall be as follows:

28.1 Along the eastern property line (exterior project boundary) adjacent to R-2 zoning: maximum height of two stories or 35 feet;

28.2 Along the eastern property line (exterior project boundary) adjacent to C2 zoning: maximum height of three stories or 42 feet;

28.3 Along the southern property line (exterior project boundary) maximum height of three stories or 42 feet.

- 
- 28.4 Along the western property line (exterior project boundary) excluding the southwestern most development pod designated “office”: maximum height of four stories or 52 feet;
- 28.5 Within the southwestern most development pod designated “office and warehouse”: maximum height of three stories or 42 feet.
- 28.6 For all other locations on the project site: office uses shall not exceed four stories or 52 feet; high/tech/service center or warehouse/distribution uses shall not exceed two stories or 35 feet; the hotel use shall not exceed eight stories or 100 feet. An additional 10% of the height limits stated above shall be permitted for the construction of architectural features and roof-top mechanical/service equipment.
29. For purposes of determining uses permitted within the development pods designated “High Tech/Service Center,” the following definition shall be used:
- A building designed with a high image appeal for the purpose of service a wide range of uses, including but not limited to: Research and development activities; educational facilities; personal, business and professional services; showrooms; light restricted processing, assembling and manufacturing; offices related to any of the above; secondary office uses (defined as office uses in which no more than 49% of the net leasable area (if not on a building by building basis, then at least on a parcel by parcel basis among the four currently designated “high tech/service center” parcels is pure office use); and similar uses.
30. A plan indicating proposed methods of security for the property shall be supplied to the Hillsborough County Sheriff’s Department prior to Site Development Plan approval for any portion of the project. The plan shall be reviewed and approved by the Sheriff’s Department prior to Site Development Plan approval.
31. The warehouse/distribution uses proposed along the eastern property boundary shall be relocated internal to the project or along the extreme southern property line. Research / service uses will be permitted along the eastern property boundary contiguous to the R-2 zoned residential area.
32. The maximum Floor Area Ration (F.A.R.) for the office and research / warehouse/service uses shall be as follows:
- 32.1 For office uses – 0.60 maximum F.A.R. for all development pods designated “office,” excluding the two southwestern-most office and office/warehouse pods, said pods being restricted to a maximum F.A.R. of 0.40.
- 32.2 For research uses – 0.30 maximum F.A.R.
- 32.3 For warehouse uses – 0.40 maximum F.A.R.
- 32.4 For service uses – 0.35 maximum F.A.R.
33. Prior to December 31, 2005 and in connection with the construction of the 26,313 square foot GSA (Homeland Security) office building, the Developer shall work with Hartline for the

- 
- establishment of a transit shelter at the existing project bus stop location at the front of the project along Martin Luther King (MLK) Boulevard. This shall be a monetary payment or construction of the physical improvements. The Improvement shall be initiated, or monetary payment shall be made, no later than December 31 2006.
34. For construction of the next increment of development which will include up to 32,000 square feet of retail space and up to 120 hotel rooms or the equivalent of 190 p.m. peak hour trips, the Developer shall design intersection improvements at MLK Boulevard and Orient Road. The design of the intersection improvements shall be submitted with construction plans for this increment of development. It shall be the responsibility of the Developer to obtain approval of the intersection improvements no later than 6 months after construction plan approval or prior to certificate of occupancy for this increment of development. The design shall be for the following improvements:
- 34.1 Restripe the northbound and southbound approaches of the MLK / Orient Road intersection and modify signalization to allow dual left turn lanes;
- 34.2 Modify the eastbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, and extend the receiving lanes to a total distance of 600 feet on Orient Road north of MLK Boulevard within existing right-of-way; and
- 34.3 Modify the westbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, including extending the receiving lanes to a total distance of 600 feet on Orient Road and south of MLK Boulevard within the existing right-of-way.
35. The remaining development, as analyzed in the 2004/2005 NOPC Traffic Analysis, is 183,080 square feet of light industrial space, 123,687 square feet of office space and 130 hotel rooms. The Developer shall construct, and complete, the improvements referenced above in Condition 34.1, 34.2, and 34.3. Prior to the earlier to occur of either, (1) certificates of occupancy being issued for any development identified in this paragraph in excess of the thresholds identified in Condition 34, or (2) January 16, 2020, whichever comes first.
36. Approval of this zoning petition by Hillsborough County does constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
37. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/OSW line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line," and the wetland must be labeled as "Wetland Conversation Area" pursuant to the Hillsborough County Land Development Code (LDC).
38. Final design of buildings, stormwater retention areas, and ingress/egress are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by appropriate regulatory agencies.





# **AGENCY COMMENTS**

**AGENCY REVIEW COMMENT SHEET**

---

---

TO: ZONING TECHNICIAN, Development Services Department

DATE: 11/22/2023

Revised: 1/25/2024

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/CENTRAL

PETITION NO: PRS 23-0877

---

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

**DESCRIPTION OF REQUEST, STAFF ANALYSIS, AND CONCLUSION**

The applicant is requesting a minor modification, also known as Personal Appearance (PRS), to approved Planned Development (PD) #84-0177, as most recently amended by MM 16-1345. The request is to delete conditions of approval for the PD corresponding to a companion application (DRI 23-0591) seeking to amend the Development Order for DRI #106. The applicant's intent is to remove the condition that the Developer design and construct certain intersection improvements at Martin Luther King, Jr. Boulevard and Orient Road and instead require the Developer to be subject to Mobility Fees in effect at the time of future development in accordance with Section 40-78 of the Hillsborough County Mobility Fee Program Ordinance.

The approved PD is entitled to 293,500 sf of office uses, 32,000 sf of commercial, 520,000 sf of warehouse/distribution uses, and 250 hotel rooms. The future land use is Research /Corporate Park (RCP).

There is no proposed change to land use and intensity.

**SITE ACCESS AND TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The PD takes access at Corporex Park Dr and E. Martin Luther King Blvd, a signalized intersection. No change to site access is proposed.

E. MLK Blvd. is a 6-lane divided FDOT maintained, principal arterial roadway. The existing right-of-way is +/- 112 feet. There are sidewalks and bike lanes on both sides of the roadway within vicinity of the proposed project.

Corporex Park Dr. is a 2-lane local roadway. The existing right-of-way is +/-60 feet. There are sidewalks along the roadway with gaps in certain sections, for example where vacant development sites internal to the PD have not yet been developed.

**PROPOSED REVISED CONDITION – MLK BLVD-ORIENT RD INTERSECTION IMPROVEMENTS**

Specifically, the PRS requests deletion of the following conditions:

*34. For construction of the next increment of development which will include up to 32,000 square feet of retail space and up to 120 hotel rooms or the equivalent of 190 p.m. peak hour trips, the Developer shall design intersection improvements at MLK Boulevard and Orient Road. The design of the intersection improvements shall be submitted with construction plans for this increment of development. It shall be the responsibility of the Developer to obtain approval of the intersection improvements no later than 6 months after construction plan*

approval or prior to certificate of occupancy for this increment of development. The design shall be for the following improvements: 34.1 Restripe the northbound and southbound approaches of the MLK / Orient Road intersection and modify signalization to allow dual left turn lanes; 34.2 Modify the eastbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, and extend the receiving lanes to a total distance of 600 feet on Orient Road north of MLK Boulevard within existing right-of-way; and 34.3 Modify the westbound approach of the MLK / Orient Road intersection to provide dual left turn lanes, including extending the receiving lanes to a total distance of 600 feet on Orient Road and south of MLK Boulevard within the existing right-of-way.

35. The remaining development, as analyzed in the 2004/2005 NOPC Traffic Analysis, is 183,080 square feet of light industrial space, 123,687 square feet of office space and 130 hotel rooms. The Developer shall construct, and complete, the improvements referenced above in Condition 34.1, 34.2, and 34.3. Prior to the earlier to occur of either, (1) certificates of occupancy being issued for any development identified in this paragraph in excess of the thresholds identified in Condition 34, or (2) January 16, 2020, whichever comes first.

The applicant provided transportation analysis prepared by the Engineer of Record (EOR), and additional analysis requested specifically by FDOT, to evaluate the current and future operation and traffic conditions at the intersection of MLK Blvd. and Orient Rd. The study concludes that intersection improvements (i.e. additional turn lanes) will not be triggered by the buildout of the remaining entitlements. FDOT follow up comments provided via email communication, dated January 18, 2024, that was submitted into the record as supplemental information (on January 22, 2024) indicate that the final analysis of the eastbound to northbound left turn lane at the time of buildout is sufficient.

Transportation Review staff conferred with the County Engineer to determine that the applicant’s analysis is acceptable and have no objection with the requested PD modification.

**ROADWAY LEVEL OF SERVICE**

Level of Service (LOS) information is reported below for informational purposes. Corporex Park Dr. is not a regulated roadway.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
MLK BLVD	I-4	US HWY 301	D	C

Source: 2020 Hillsborough County Level of Service Report

Transportation Comment Sheet

**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**

<b>Adjoining Roadways (check if applicable)</b>			
Road Name	Classification	Current Conditions	Select Future Improvements
MLK BLVD	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
CORPOREX PARK DR.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation</b> <input checked="" type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

\*Trips reported are based on net new external trips unless otherwise noted.

<b>Connectivity and Cross Access</b> <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

<b>Design Exception/Administrative Variance</b> <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

**4.0 Additional Site Information & Agency Comments Summary**

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See report.

**From:** Santos, Daniel [Daniel.Santos@dot.state.fl.us]  
**Sent:** Thursday, December 14, 2023 1:57 PM  
**To:** Cornelius, Brad [bcornelius@wadetrim.com]; Perez, Richard [PerezRL@hillsboroughcounty.org]  
**CC:** Williams, Michael [WilliamsM@HillsboroughCounty.ORG]; Marco, Donald [Donald.Marco@dot.state.fl.us]; Schail, Leanna [Leanna.Schail@dot.state.fl.us]; Mineer, Lindsey [Lindsey.Mineer@dot.state.fl.us]  
**Subject:** RE: Corporex Business Park - Proposed Amendment  
**Attachments:** RE: Corporex DRI

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

Brad, your information is contrary the departments position. Our last correspondence from our traffic section indicates no objection specifically to the 190 pm peak hour question as related to hotel trips. I don't see where the department objected. Please see attached.

**Daniel C. Santos, AICP**  
D7 ISD Transportation Supervisor  
11201 N. McKinley Drive  
Tampa, Florida 33612-6456  
(813) 975-6429 (w)  
[Daniel.Santos@dot.state.fl.us](mailto:Daniel.Santos@dot.state.fl.us)



---

**From:** Cornelius, Brad <bcornelius@wadetrim.com>  
**Sent:** Thursday, December 14, 2023 8:25 AM  
**To:** Santos, Daniel <Daniel.Santos@dot.state.fl.us>  
**Subject:** Re: Corporex Business Park - Proposed Amendment

**EXTERNAL SENDER:** Use caution with links and attachments.

Dan,

I was advised that the District reversed its support for the replacement of the requirement for dual left turn lanes for Corporex.

I am surprised given the District sent the letter of no objection less than a month ago.

Can you provide me with any information or analysis that the District used to support the unexpected switch from no objection to objecting?

Is there other information or analysis that we can provide to resolve the issue that resulted in the District switching its position?



I appreciate your help.

Take care,  
Brad

Wade Trim, Inc.  
Brad Cornelius, AICP, CPM, CFM, CPRP  
201 N. Franklin Street, STE 1350  
Tampa, FL 33602  
813-415-4952  
[bcornelius@wadetrim.com](mailto:bcornelius@wadetrim.com)

---

**From:** Cornelius, Brad <[bcornelius@wadetrim.com](mailto:bcornelius@wadetrim.com)>  
**Sent:** Monday, October 2, 2023 8:11:56 PM  
**To:** [daniel.santos@dot.state.fl.us](mailto:daniel.santos@dot.state.fl.us) <[daniel.santos@dot.state.fl.us](mailto:daniel.santos@dot.state.fl.us)>; [lindsey.mineer@dot.state.fl.us](mailto:lindsey.mineer@dot.state.fl.us) <[lindsey.mineer@dot.state.fl.us](mailto:lindsey.mineer@dot.state.fl.us)>  
**Cc:** Roddy, Amanda <[aroddy@wadetrim.com](mailto:aroddy@wadetrim.com)>; Reineke, Michael <[MREINEKE@WadeTrim.com](mailto:MREINEKE@WadeTrim.com)>  
**Subject:** Corporex Business Park - Proposed Amendment

Dan and Lindsey,

As you may recall, at least Dan, Corporex Business Park, has an old DRI condition regarding a dual left turn lane at MLK Blvd and Orient Road. Over the past year we have been working with Hillsborough County Development Services to develop an amendment to this condition. Our engineers prepared the attached technical report that finds it is more appropriate to remove the dual left turn lane requirement and require the payment of mobility fees for any future development. Jake Kremer submitted an application to Hillsborough County to revise the condition to replace the dual left turn lanes condition with the payment of mobility fees. Generally, County staff is supportive. However, County staff asked we get FDOT District 7 comment on the proposed change in the condition since MLK Blvd is a FDOT jurisdictional roadway.

Please see the attached technical memo. If you have any questions, please let me know.

I would appreciate your support for the elimination of the dual left turn lane and replacement with mobility fees. The mobility fees will provide a better and more support for overall transportation mobility.

Thank you,  
Brad Cornelius, AICP  
Wade Trim, Inc.  
Brad Cornelius, AICP, CPM, CFM  
201 N. Franklin Street, STE 1350  
Tampa, FL 33602  
813-415-4952  
[bcornelius@wadetrim.com](mailto:bcornelius@wadetrim.com)

**From:** Marco, Donald  
**Sent:** Thursday, November 30, 2023 7:31 PM  
**To:** Santos, Daniel; Mineer, Lindsey  
**CC:** Schaille, Leanna  
**Subject:** RE: Corporex DRI  
**Attachments:** FW: Corporex Business Park Intersection Requirement - Additional Analysis

Daniel,

Further analysis should be conducted to gauge the approximate trip threshold. Per the calculations provided to us by the Applicant, the 190 PM peak hour threshold would not be sufficient to trigger the requirement for dual-lefts as per the "300-trip rule-of-thumb".

However, I am not convinced that the total PM Peak Trips contributed by the hotel is 190; the 190 trips refers to the aforementioned threshold. Per my understanding, the hotel proposed has more than 120 rooms: 120 rooms being the threshold for the second phase along with 32,000 sf retail. Additionally, the DRI was not calculated using the 11<sup>th</sup> Edition of the Trip Generation Manual: Under the 11<sup>th</sup> Edition, 32,000 sf Strip Retail (LUC 822) yields 211 PM Peak Hour 4-6 trips; 120 hotel rooms (LUC 310) add 71 trips between 4 and 6, yielding a total of 282 trips. Keep in mind that there are also more variants in the 11<sup>th</sup> edition than prior editions, so standard "hotel" may not necessarily apply. However, given current numbers, the Retail component appears to be more critical than the Hotel component.

If we had the time, I would recommend amending the DRI to A: increase the threshold to an appropriate level, given an appropriate buildout date, and B: add a land use conversion matrix to reallocate the Phase 2 and 3 entitlement components. (I am presuming, based on my limited knowledge of the case, that all entitlements in Phase 1 are accounted for.) Alternately, in addition to the conversion matrix, the County could have counts taken for a significant period following the hotel's buildout and reassess based on those counts; the danger there is that other developments could be permitted in the interim.

If you have any further questions, please reply.

Donald Marco, P.E.  
Access Management Engineer, District 7  
Ext 6054 (Location code 887)  
M-F 8-5

---

**From:** Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>  
**Sent:** Thursday, November 30, 2023 1:04 PM  
**To:** Marco, Donald <Donald.Marco@dot.state.fl.us>; Schaille, Leanna <Leanna.Schaille@dot.state.fl.us>  
**Cc:** Williams, Michael <williamsm@hillsboroughcounty.org>; Perez, Richard <PerezRL@hillsboroughcounty.org>; Santos, Daniel <Daniel.Santos@dot.state.fl.us>  
**Subject:** RE: Corporex DRI

Donald and Leanna,

Can you please respond to the traffic related questions below?

Thank you,

***Lindsey Mineer***

*Community Planning Coordinator*

*11201 N. McKinley Drive*

*Tampa, FL 33612*

*(813) 975-6922*

[Lindsey.Mineer@dot.state.fl.us](mailto:Lindsey.Mineer@dot.state.fl.us)



---

**From:** Perez, Richard <[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)>

**Sent:** Thursday, November 30, 2023 10:31 AM

**To:** Santos, Daniel <[Daniel.Santos@dot.state.fl.us](mailto:Daniel.Santos@dot.state.fl.us)>

**Cc:** Williams, Michael <[williamsm@hillsboroughcounty.org](mailto:williamsm@hillsboroughcounty.org)>; Mineer, Lindsey <[Lindsey.Mineer@dot.state.fl.us](mailto:Lindsey.Mineer@dot.state.fl.us)>

**Subject:** Corporex DRI

**EXTERNAL SENDER:** Use caution with links and attachments.

Hello, Daniel.

Thanks for discussing the Corporex DRI with me this morning.

Can I just get confirmation from you that while FDOT concurs that the 190 peak hours trips associated with the proposed hotel development phase will not trigger the need for the intersection improvements at MLK Blvd and Orient Rd, your team estimates that there is a certain threshold of peak hour trips that future phases of the DRI will warrant the need for improvements?

Also, can you share what the approximate peak hour trip threshold that would warrant the improvements is?

Regards,

**Richard L. Perez, AICP** (he/him/his)

**Executive Planner**

Development Services Department, Transportation Review Section

---

P: (813) 307-1767

E: [perezrl@HCFLGov.net](mailto:perezrl@HCFLGov.net)  
W: [HCFLGov.net](http://HCFLGov.net)

---

**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

Please note: All correspondence to or from this office is subject to Florida's Public Records law.

**From:** Mineer, Lindsey  
**Sent:** Friday, October 27, 2023 8:16 AM  
**To:** Marco, Donald  
**CC:** Santos, Daniel; Ayala, David  
**Subject:** FW: Corporex Business Park Intersection Requirement - Additional Analysis

Donald,

It did not look like you were copied on this.

***Lindsey Mineer***  
*Community Planning Coordinator*  
*11201 N. McKinley Drive*  
*Tampa, FL 33612*  
*(813) 975-6922*  
[Lindsey.Mineer@dot.state.fl.us](mailto:Lindsey.Mineer@dot.state.fl.us)



---

**From:** Cornelius, Brad <bcornelius@wadetrim.com>  
**Sent:** Friday, October 27, 2023 7:30 AM  
**To:** Schail, Leanna <Leanna.Schail@dot.state.fl.us>; Santos, Daniel <Daniel.Santos@dot.state.fl.us>; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>  
**Cc:** David M. Smith <dsmith@stearnsweaver.com>; Roddy, Amanda <aroddy@wadetrim.com>; Mastison, Sarah <smastison@wadetrim.com>; Baird, Connor <cbaird@wadetrim.com>  
**Subject:** Corporex Business Park Intersection Requirement - Additional Analysis

**EXTERNAL SENDER: Use caution with links and attachments.**

Dan, Lindsey, and Leanna,

I am following up from our meeting 2 weeks ago about the Corporex Martin Luther King Blvd & Orient Road dual left turn lane mitigation requirement under the DRI.

Based on our meeting, we did a bit more analysis with our November 2022 traffic count data. We added all 190 PM Peak Hour trips (DRI development agreement trigger for dual left turn lanes) to the MLK eastbound to Orient northbound left turn. This was something that was discussed at our meeting. We analyzed this a few ways:

1. Adding 190 PM Peak Hour trips to the Actual Peak Hour Count of 68 PM Peak Hour trips making the left turn (November 2022) = 258 PM Peak Hour trips making the left turn;

2. Increasing the November 2022 Actual Peak Hour Count by 5% to estimate 2023 conditions, which increased the 2022 count of 68 PM Peak Hour trips making the left turn to 72, and then adding the 190 PM Peak Hour trips = 262 PM Peak Hour Trips making the left turn; and
  
3. Using the 5% increased PM Peak Hour left turn trips of 72 and distributing 55% of the 190 PM Peak Hour trips to the east to the Orient Road intersection to make the left turn, which is 105 PM Peak Hour Trips = 177 PM Peak Hour trips making the left turn.

See table below.

**Corporex - MLK & Orient Intersection  
Dual Left Turn Planning Analysis**

	EB to NB Lefts
Actual PM Peak Hour 4:30 p.m to 5:30 p.m. (Nov 2022)	68
Add PM Peak Hour Trips from DA Trigger	190
<b>Total</b>	<b>258</b>
Increase 2022 Counts by 5% to Est 2023	72
Add PM Peak Hour Trips	190
<b>Total</b>	<b>262</b>
2023 Estimated PM Peak Hour	72
55% of 190 PM Trips Head East to Orient	105
<b>Total</b>	<b>177</b>

In all three of these analyses, the resulting PM Peak Hour trips making the left turn from eastbound Martin Luther King Blvd to northbound Orient Road are significantly less than the HCM rule of thumb of 300 PM Peak Hour trips to possibly require a dual left turn and require further engineering analysis. In fact, two of three above methods place all 190 PM Peak Hour trips exiting the Corporex DRI going to the east and making the left hand turn north on Orient Road, which is an overestimation of the impact of the 190 PM Peak Hour trips. The third method distributes 55% of the 190 PM Peak Hour trips exiting the Corporex DRI to the east and making the left hand turn on to Orient Road. This is still an overestimation, but not as much as the first two methods.

As we discussed at our meeting, I believe this clearly shows the volume of left turn movements are not significant enough to continue to require the dual left turn mitigation requirement of the DRI. This is a planning level DRI analysis, which is appropriate given this is a DRI from 1984 that only has a few parcels remaining to develop. The collection of mobility fees by the County for any



future development within the Corporex DRI will provide both the County and FDOT better opportunities to address more pressing and more diverse mobility needs within the county and the region.

Let me know if this is sufficient to gain your support of the request to remove this old mitigation requirement from the Corporex DRI and allow the collection of mobility fees to meet the more pressing and diverse needs of the overall transportation system with the county and the region.

I greatly appreciate your help.

Have a great Friday!

Brad



**Bradley T. Cornelius, AICP, CPM, CFM** Vice President  
201 N Franklin Street, Suite 1350, Tampa, FL 33602  
813.882.4373 office  
813.415.4952 cell



**COMMISSION**

Joshua Wostal CHAIR  
 Harry Cohen VICE-CHAIR  
 Donna Cameron Cepeda  
 Ken Hagan  
 Pat Kemp  
 Gwendolyn "Gwen" W. Myers  
 Michael Owen



**DIRECTORS**

Janet D. Lorton EXECUTIVE DIRECTOR  
 Elaine S. DeLeeuw ADMIN DIVISION  
 Sam Elrabi, P.E. WATER DIVISION  
 Diana M. Lee, P.E. AIR DIVISION  
 Michael Lynch WETLANDS DIVISION  
 Rick Muratti, Esq. LEGAL DEPT  
 Steffanie L. Wickham WASTE DIVISION

**AGENCY COMMENT SHEET**

REZONING	
<p><b>HEARING DATE:</b> October 10, 2023</p> <p><b>PETITION NO.:</b> 23-0877</p> <p><b>EPC REVIEWER:</b> Abbie Weeks</p> <p><b>CONTACT INFORMATION:</b> (813) 627-2600 X1101</p> <p><b>EMAIL:</b> <a href="mailto:weeksa@epchc.org">weeksa@epchc.org</a></p>	<p><b>COMMENT DATE:</b> September 6, 2023</p> <p><b>PROPERTY ADDRESS:</b> Multiple Addresses</p> <p><b>FOLIO #:</b> 0420580000, 0421455002, 0421455005, 0421455010, 0421455015, 0421455016, 0421455020, 0421455040, 0421455041, 0421455045, 0421455050, 0421455062, 0421455070, 0421455072, 0421455073, 0421455075, 0421455080, 0421455085, 0421455090, 0421455095</p> <p><b>STR:</b> 11-29S-19E</p>
<p><b>REQUESTED ZONING:</b> Amendment to existing PD</p>	
FINDINGS	
<b>WETLANDS PRESENT</b>	YES
<b>SITE INSPECTION DATE</b>	n/a
<b>WETLAND LINE VALIDITY</b>	Varies depending on folio. Mostly expired
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Wetlands exist throughout complex
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> <li>Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.</li> <li>The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.</li> </ul>	

*Environmental Excellence in a Changing World*

**Environmental Protection Commission - Roger P. Stewart Center**  
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - [www.epchc.org](http://www.epchc.org)

- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

**INFORMATIONAL COMMENTS:**

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

Aow/

ec: [jcremer@stearnsweaver.com](mailto:jcremer@stearnsweaver.com)  
[jicerman@stearnsweaver.com](mailto:jicerman@stearnsweaver.com)  
[cwalden@stearnsweaver.com](mailto:cwalden@stearnsweaver.com)

*Environmental Excellence in a Changing World*

**Environmental Protection Commission - Roger P. Stewart Center**  
3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - [www.epchc.org](http://www.epchc.org)



**AVIATION AUTHORITY LAND USE REVIEW**  
**Hillsborough County - OPTIX**

---

**DATE:** February 23, 2024

**PROPOSED USE INFORMATION:**

---

Case No.: 23-0877 Reviewer: Tony Mantegna

Location: Unincorporated County

Folio: 42058.0000

Current use of Land: Vacant

Zoning: CN

REQUEST: Retail - Hotel

---

**COMMENTS:**

The proposed site falls within Zone "A" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds "height" feet Above Ground Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.

Compatible without conditions (see comments above) - \_\_\_\_\_

Not compatible (comments) - \_\_\_\_\_

Compatible with conditions (see comments above) – The proposed site falls within Zone “A” on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 150 feet above Mean Sea level or exceeds notice criteria using the FAA Notice Criteria Tool will require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.

---

cc: Aviation Authority Zoning Director/Legal/Records Management/Central Records

**WATER RESOURCE SERVICES**  
**REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

---

---

**PETITION NO.:** PRS 23-0877      **REVIEWED BY:** Clay Walker, E.I.      **DATE:** 8/15/2023

**FOLIO NO.:** 42058.0000, 42145.5002, 42145.5005, 42145.5010, 42145.5015, 42145.5016, 42145.5020, 42145.5040, 42145.5041, 42145.5045, 42145.5050, 42145.5062, 42145.5070, 42145.5072, 42145.5073, 42145.5075, 42145.5080, 42145.5085, 42145.5090 & 42145.5095

---

---

**WATER**

- The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.
  
- A \_\_\_ inch water main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
  
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

- The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
  
- A \_\_\_ inch wastewater force main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
  
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: \_\_\_\_\_.



## Agency Review Comment Sheet

**NOTE:** Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

**TO:** Zoning Review, Development Services    **REQUEST DATE:** 8/8/2023

**REVIEWER:** Kim Cruz, Environmental Supervisor    **REVIEW DATE:** 8/8/2023

**APPLICANT:** Corporex Properties of Tampa, Inc.    **PID:** 23-0877

**LOCATION:** 6605 E Dr Martin Luther King Jr Blvd Tampa, FL 33619  
0 E Dr Martin Luther King Jr Blvd Tampa, FL 33619  
3811 Corporex Park Dr Tampa, FL 33619

**FOLIO NO.:** 42058.0000, 42145.5002, 42145.5005

### AGENCY REVIEW COMMENTS:

Based on the most current data, the project is not located within a Wellhead Resource Protection Area (WRPA), Surface Water Resource Protection Area (SWRPA), and/or a Potable Water Wellfield Protection Area (PWWPA), as defined in Part 3.05.00 of the Land Development Code. Hillsborough County Environmental Services Division (EVSD) has no objection.





**PARTY OF  
RECORD**

**From:** [Boccrec](#)  
**To:** [Cameron Cepeda, Donna](#); [Cohen, Harry](#); [Myers, Gwendolyn](#); [Hagan, Ken](#); [Owen, Michael](#); [Wostal, Joshua](#); [Beck, Christine](#); [Bennett, Leslie](#); [Green, Yorlanda](#); [Harless, Joseph](#); [Sekouri, Michelle](#); [Sweet, Sharon](#); [VanArsdall, Rick](#); [Williams, Charlene](#); [Wise, Bonnie](#); [Almand, Sherrie](#); [Broad, Brian](#); [Burgos, Glorivee](#); [Castillo, Maria](#); [Cury, Della](#); [Hoyt, Melonie](#); [Lawson, Laura](#); [Manresa, Lidia](#); [Marion, Casaundra](#); [Pike, Isabella](#); [Reidy, Richard](#); [Smith, Rabiah \(Robbi\)](#); [Valdez, Raquel - BOCC](#); [West, Wanda](#)  
**Subject:** FW: [EXTERNAL]  
**Date:** Monday, October 9, 2023 8:13:02 AM

---

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

**From:** Cynthia Duncan <cynthiaduncan572@gmail.com>  
**Sent:** Monday, October 9, 2023 8:00 AM  
**To:** Boccrec <boccrec@hillsclerk.com>  
**Subject:** [EXTERNAL]

**CAUTION: This email is from an external source. Do you know them and are you expecting this? Look again! Phishing is our #1 threat. You are our best defense!!!**

Good morning I'm concerned about the sign at the end of Gordon ct and how do this affect the neighbors on Gordon ct

**From:** [Boccrec](#)  
**To:** [Cameron Cepeda, Donna](#); [Cohen, Harry](#); [Myers, Gwendolyn](#); [Hagan, Ken](#); [Owen, Michael](#); [Wostal, Joshua](#); [Beck, Christine](#); [Bennett, Leslie](#); [Green, Yorlanda](#); [Harless, Joseph](#); [Sekouri, Michelle](#); [Sweet, Sharon](#); [VanArsdall, Rick](#); [Williams, Charlene](#); [Wise, Bonnie](#); [Almand, Sherrie](#); [Broad, Brian](#); [Burgos, Glorivee](#); [Castillo, Maria](#); [Cury, Della](#); [Hoyt, Melonie](#); [Lawson, Laura](#); [Manresa, Lidia](#); [Marion, Casaundra](#); [Pike, Isabella](#); [Reidy, Richard](#); [Smith, Rabiah \(Robbi\)](#); [Valdez, Raquel - BOCC](#); [West, Wanda](#)  
**Subject:** FW: [EXTERNAL] Fwd: Dead end of Gordon Ct neighbor at 3120 Gordon Ct.  
**Date:** Monday, October 9, 2023 8:12:53 AM

---

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

**From:** Mary Rodriguez <[highandmighty630@gmail.com](mailto:highandmighty630@gmail.com)>  
**Sent:** Monday, October 9, 2023 8:00 AM  
**To:** Boccrec <[boccrec@hillsclerk.com](mailto:boccrec@hillsclerk.com)>  
**Subject:** [EXTERNAL] Fwd: Dead end of Gordon Ct neighbor at 3120 Gordon Ct.

**CAUTION: This email is from an external source. Do you know them and are you expecting this? Look again! Phishing is our #1 threat. You are our best defense!!!**

----- Forwarded message -----  
**From:** **Mary Rodriguez** <[highandmighty630@gmail.com](mailto:highandmighty630@gmail.com)>  
**Date:** Wed, Sep 20, 2023, 10:18 AM  
**Subject:** Dead end of Gordon Ct neighbor at 3120 Gordon Ct.  
**To:** <[boccrec@hillsclerk.com](mailto:boccrec@hillsclerk.com)>

Concerning dead end. I would like Gordon Ct to remain as is and not opened up or connected to other streets.

**From:** [Boccrec](#)  
**To:** [Cameron Cepeda, Donna](#); [Cohen, Harry](#); [Myers, Gwendolyn](#); [Hagan, Ken](#); [Owen, Michael](#); [Wostal, Joshua](#); [Beck, Christine](#); [Bennett, Leslie](#); [Green, Yorlanda](#); [Harless, Joseph](#); [Sekouri, Michelle](#); [Sweet, Sharon](#); [VanArsdall, Rick](#); [Williams, Charlene](#); [Wise, Bonnie](#); [Almand, Sherrie](#); [Broad, Brian](#); [Burgos, Glorivee](#); [Castillo, Maria](#); [Cury, Della](#); [Hoyt, Melonie](#); [Lawson, Laura](#); [Manresa, Lidia](#); [Marion, Casaundra](#); [Pike, Isabella](#); [Reidy, Richard](#); [Smith, Rabiah \(Robbi\)](#); [Valdez, Raquel - BOCC](#); [West, Wanda](#)  
**Subject:** FW: [EXTERNAL] Fwd: Dead end of Gordon Ct neighbor at 3120 Gordon Ct.  
**Date:** Monday, October 9, 2023 8:12:53 AM

---

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

**From:** Mary Rodriguez <[highandmighty630@gmail.com](mailto:highandmighty630@gmail.com)>  
**Sent:** Monday, October 9, 2023 8:00 AM  
**To:** Boccrec <[boccrec@hillsclerk.com](mailto:boccrec@hillsclerk.com)>  
**Subject:** [EXTERNAL] Fwd: Dead end of Gordon Ct neighbor at 3120 Gordon Ct.

**CAUTION: This email is from an external source. Do you know them and are you expecting this? Look again! Phishing is our #1 threat. You are our best defense!!!**

----- Forwarded message -----  
**From:** **Mary Rodriguez** <[highandmighty630@gmail.com](mailto:highandmighty630@gmail.com)>  
**Date:** Wed, Sep 20, 2023, 10:18 AM  
**Subject:** Dead end of Gordon Ct neighbor at 3120 Gordon Ct.  
**To:** <[boccrec@hillsclerk.com](mailto:boccrec@hillsclerk.com)>

Concerning dead end. I would like Gordon Ct to remain as is and not opened up or connected to other streets.

**From:** [Boccrec](#)  
**To:** [Cameron Cepeda, Donna](#); [Cohen, Harry](#); [Myers, Gwendolyn](#); [Hagan, Ken](#); [Owen, Michael](#); [Wostal, Joshua](#); [Beck, Christine](#); [Bennett, Leslie](#); [Green, Yorlanda](#); [Harless, Joseph](#); [Sekouri, Michelle](#); [Sweet, Sharon](#); [VanArsdall, Rick](#); [Williams, Charlene](#); [Wise, Bonnie](#); [Almand, Sherrie](#); [Broad, Brian](#); [Burgos, Glorivee](#); [Castillo, Maria](#); [Cury, Della](#); [Hoyt, Melonie](#); [Lawson, Laura](#); [Manresa, Lidia](#); [Marion, Casaundra](#); [Pike, Isabella](#); [Reidy, Richard](#); [Smith, Rabiah \(Robbi\)](#); [Valdez, Raquel - BOCC](#); [West, Wanda](#)  
**Subject:** FW: [EXTERNAL]  
**Date:** Monday, October 9, 2023 8:13:14 AM

---

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

**From:** Shenita Winn <shenitawinn72@gmail.com>  
**Sent:** Monday, October 9, 2023 8:00 AM  
**To:** Boccrec <boccrec@hillsclerk.com>  
**Subject:** [EXTERNAL]

**CAUTION:** This email is from an external source. Do you know them and are you expecting this? Look again! Phishing is our #1 threat. **You are our best defense!!!**  
O really enjoy my neighbor and I don't want it to change.