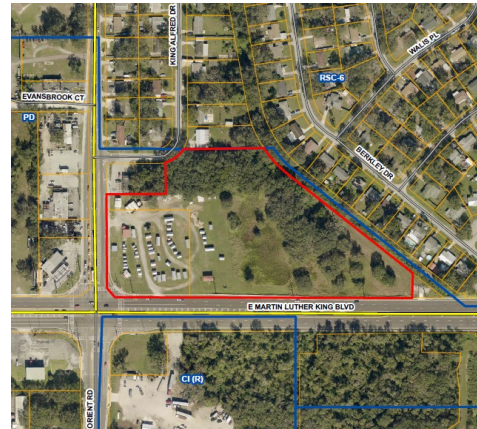




**PD Modification Application: MM 24-1044**  
**Zoning Hearing Master Date: October 28, 2024**  
**BOCC Land Use Meeting Date: December 10, 2024**

**1.0 APPLICATION SUMMARY**

**Applicant:** Johnson Development Associates, Inc.  
**FLU Category:** OC-20  
**Service Area:** Urban  
**Site Acreage:** 8.07 AC  
**Community Plan Area:** East Lake/Orient Park  
**Overlay:** None



**Introduction Summary:**

The parcel is part of a large Planned Development 92-0056 that was approved during Zoning Conformance most recently approved as MM 24-0029 that permits a wide range of agricultural, commercial, office, limited light industrial and residential uses. The purpose of this request is to modify the existing Planned Development for the development of Warehouse, distribution, and the expansion of Minor Industry uses pursuant to the development standards in the table below and site plan depicted in 2.4 of the report. The proposed changes are limited to the rezoning modification area comprised by parcels folio 40843.0000 and 40843.0100.

Existing Approval(s):	Proposed Modification(s):
Condition 1.E.: Light Industrial with related office and showroom (industrial uses permitted are those which manufacture, assemble, process, package, store and distribute small unit products such as optical devices, precision instruments, electronic equipment, toys, and fishing tackle);	Permitted uses would also include Minor Industry (to be defined as a non-intensive, relatively small-scale, light manufacturing operation in which the final product is crafted predominately from previously prepared materials. The operation may involve minor processing, assembly, treatment, packaging, incidental storage, sales and distribution of products. Minor Industry shall not include any use meeting the criteria for Heavy Industrial Use. All minor industry use activities, with the exception of shipping and distribution of minor industry products, shall be conducted indoors).
Per Condition #30, the maximum FAR shall be 0.27, that of the CG zoning district.	0.327 FAR

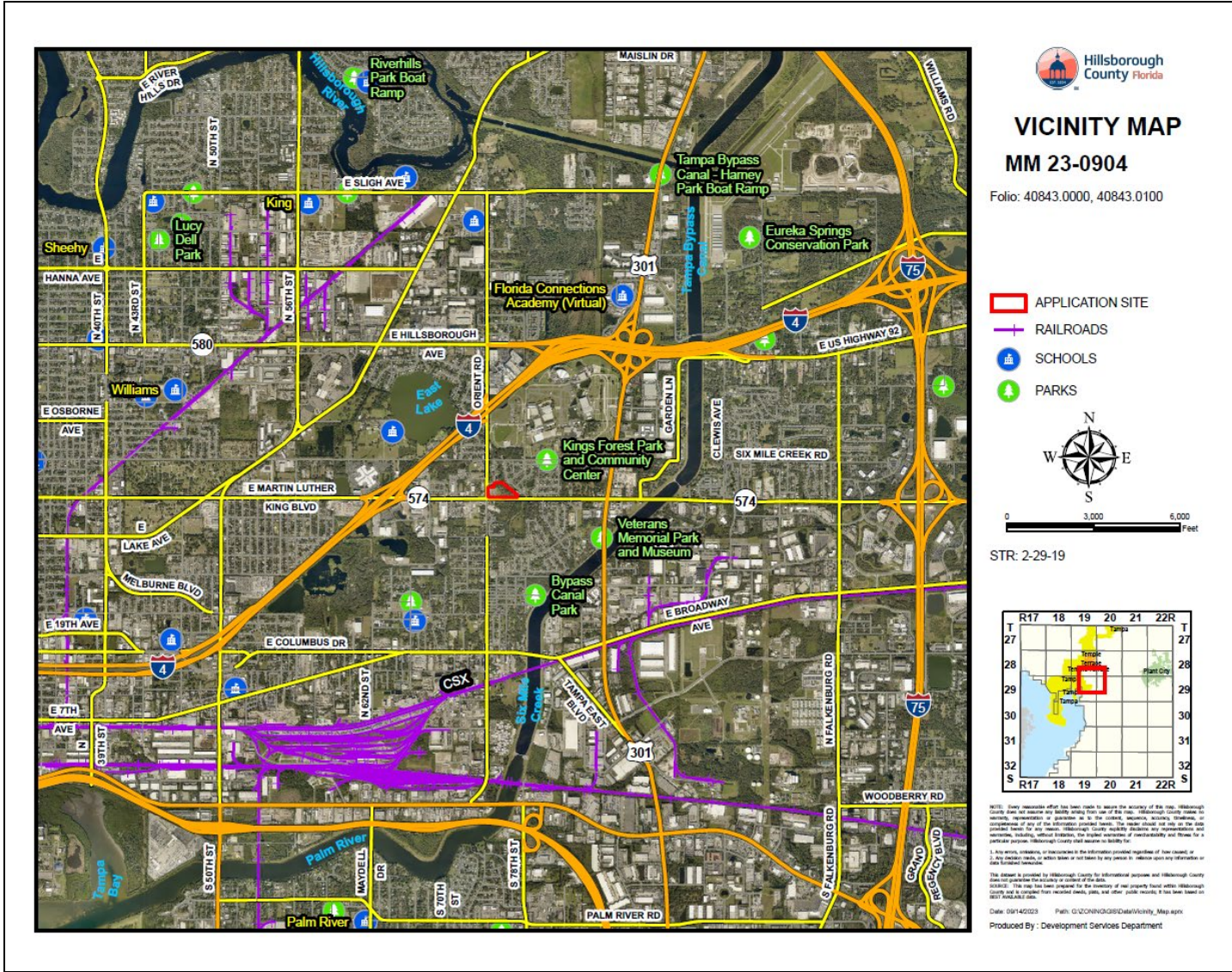
**Additional Information:**

PD Variation(s):	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code:	None Requested as part of this application

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



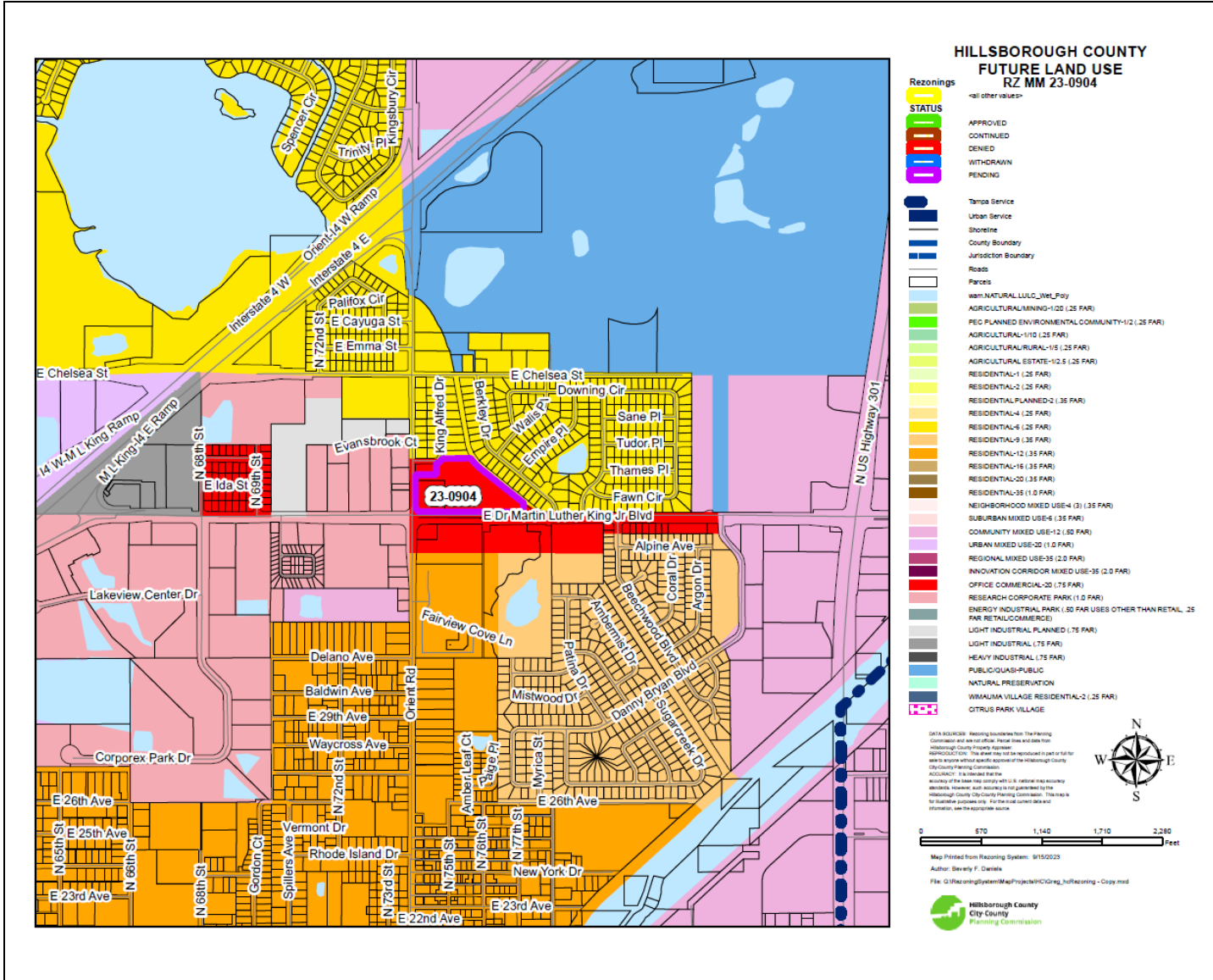
Context of Surrounding Area:

The area contains a mixture of commercial, and single family residential uses. On Orient Road immediately to the northwest is a coin laundry. Across Orient Road, to the west are a convenience store with a gas station, a motor vehicle repair and retail uses. To the north and east of the site is a single family development with RSC-6 standards. Across Martin Luther King, Jr. Blvd. to the south, is a commercial contractor with contractor's office, with open storage.



2.0 LAND USE MAP SET AND SUMMARY DATA

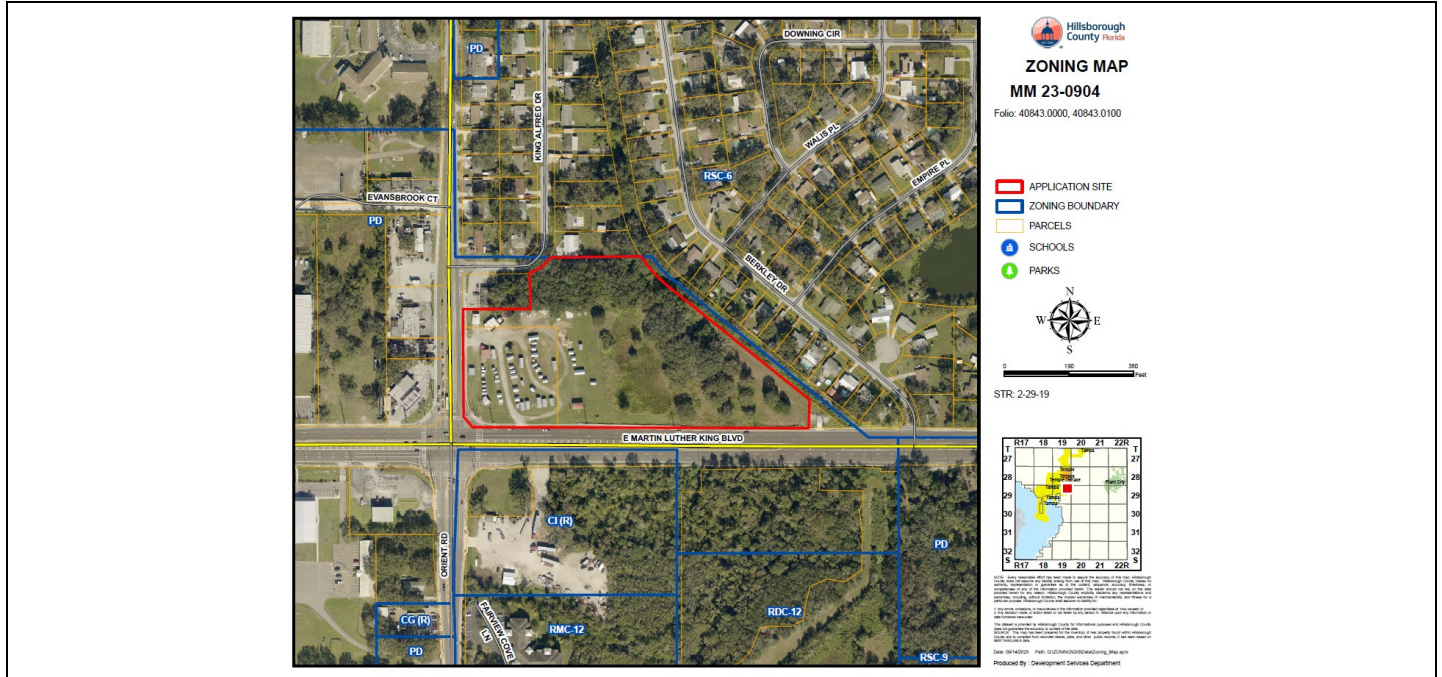
2.2 Future Land Use Map



Subject Site Future Land Use Category:	OC-20
Maximum Density/F.A.R.:	20 DU/AC, General 0.75 FAR up to a maximum of 600,000 square feet, however, the commercial component cannot exceed 350,000 square feet, subject to applicable land development regulations. Additionally, all development which exceeds .35 FAR must be for office or residential support uses, not retail.
Typical Uses:	Community commercial type uses, office uses, mixed use developments, and compatible residential uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



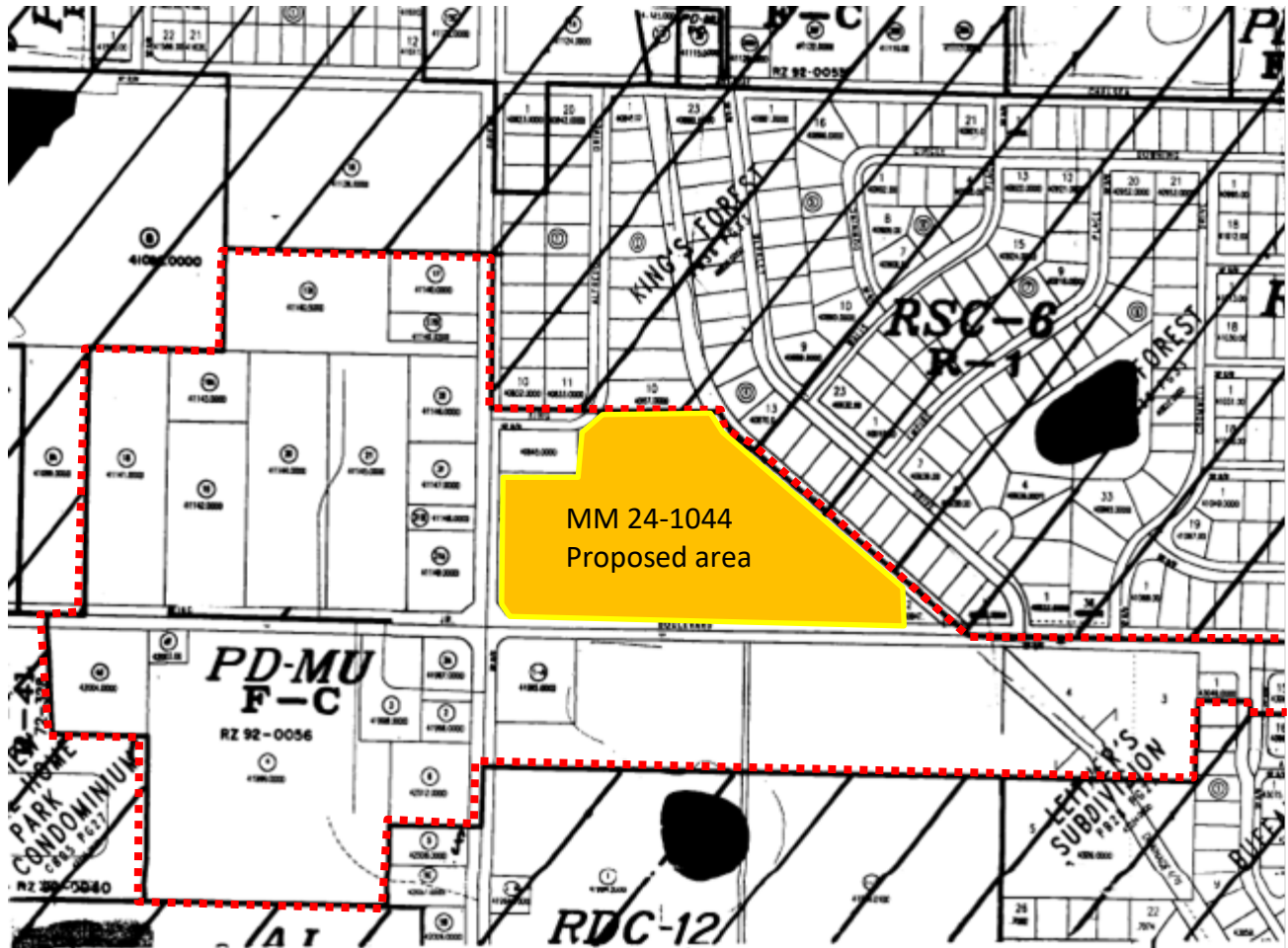
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-6	6 DU/AC	Single Family Residential	Single Family Residential
South	CI-R, PD 92-0056	CI-R: 0.27 FAR, PD 92-0056: 0.27 FAR	CI-R: Commercial Intensive, except for: open storage, liquor stores, pawn shops, gun ranges, major motor vehicle repair and body work/painting. Those CI zoning district uses (building and structures containing those uses) that are not also permissible in the CG zoning district shall not be permitted within 90 feet of the southern property boundary as that area is within the RES-12 Future Land Use classification.  PD 92-0056: agricultural, commercial, office, limited light industrial and residential uses.	CI-R property: Contractor's Office with open Storage.  PD property: Open storage
West	PD 92-0056	0.27 FAR	PD 92-0056: agricultural, commercial, office, limited light industrial and residential uses.	Commercial, Retail
East	RSC-6	6 DU/AC	Single Family Residential	Single Family Residential



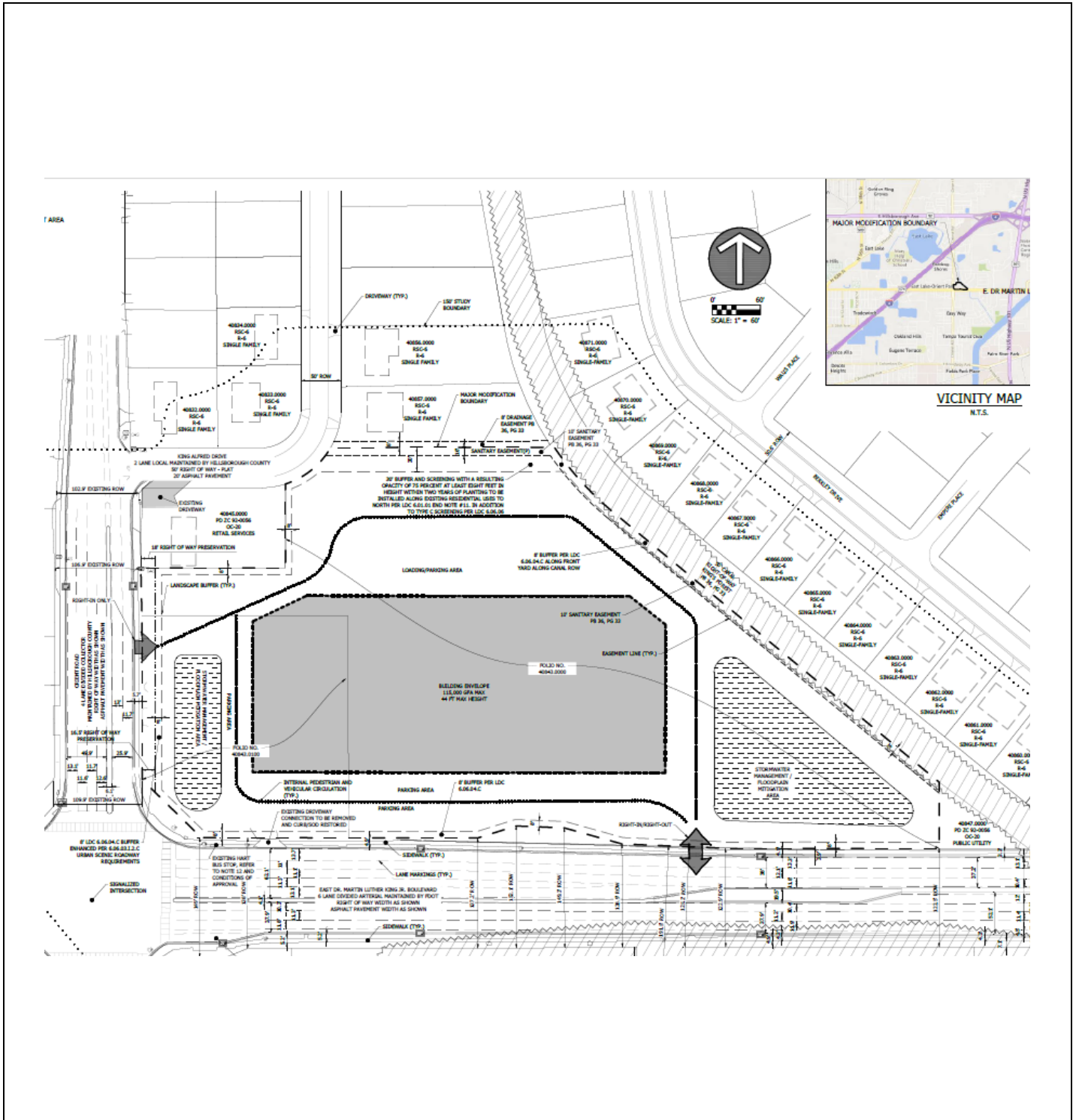
## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)





**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
Martin Luther King Jr. Blvd.	FDOT 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
Orient Road	County Collector - Urban	8 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
King Alfred Road	County Local - Urban	2 Lanes <input checked="" 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 type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	8,660	312	569
Proposed	532	80	74
Difference (+/1)	(-) 8,128	(-) 232	(-) 495

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

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

<b>Design Exception/Administrative Variance</b> <input type="checkbox"/> Not applicable for this request		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
Orient Rd./Substandard Rd.	Design Exception Requested	Approvable
King Alfred Rd./Substandard Rd.	Design Exception Requested	Approvable
Multiple Roads/Number of Access Connections	Administrative Variance Requested	Approvable
Orient Rd./Vehicular Cross Access	Administrative Variance Requested	Approvable
Orient Rd./Access Spacing	Administrative Variance Requested	Approvable
Notes:		

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

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other __ Airport Height Restriction Zone – 110’ AMSL				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	See report.
<b>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 type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<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 type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

Staff finds the proposed uses are similar to the existing commercial development across Orient Road to the west and Martin Luther King to the south. Staff finds the request variation to buffer and screening provisions between residentially zoned property folio 40843.0000 and the proposed building footprint. The existing homes that would be impacted by the increased entitlements are approximately 180 feet from the proposed building footprint.

Staff finds the request variation approvable. The existing commercial property to the northwest that would most potentially be impacted by the increased building height are separated by a row of mature trees, maintaining the character of existing development.

Based on these considerations, Staff recommends approval, subject to conditions.

### 5.2 Recommendation

Staff finds the request is supportable and recommends approval.

## 6.0 PROPOSED CONDITIONS

Prior to certification, the label stating the proposed buffer and screening along the east PD boundary shall be removed from the site plan.

1. Permitted uses shall also include the following:
  - A. Agricultural, horticulture and general farming, including pasturage, forestry, livestock citrus groves, stables, barns, sheds, plant nurseries (wholesale and retail), greenhouses, truck gardening, fish hatcheries or fish pools;
  - B. Animal Hospitals or Veterinary Clinics, Aquariums, Auditorium, Automobile, Boat, Recreational Vehicle or Truck Sales (new vehicles and boats only), Automotive Service Stations, Automotive Parts (new only, and excluding service);
  - C. Banks (including drive-in), Bowling Alley, Club (private), Lodge, Fraternity and Sorority, Convenience Store, Dairy Bars and Ice Cream Manufacturers, Dry Cleaners;
  - D. Food Catering Service, Food Delicatessen Meat and Fish Store (excluding any slaughtering and warehousing), Food Distribution (wholesale w/o outside storage), Funeral Parlor or Mortuaries, Golf Courses and Driving Ranges (no miniature golf course), Ice Delivery Station;
  - E. Light Industrial with related office and showroom (industrial uses permitted are those which manufacture, assemble, process, package, store and distribute small unit products such as optical devices, precision instruments, electronic equipment, toys, and fishing tackle).

- F. Mail Order Offices, Medical, Dental, or Research Laboratories (including facilities devoted to commercial industrial or scientific research), Motels and Hotels, Office (including administrative, business or professional use);
- G. Parks, Park Security Mobile Home, Radio and Television Stations, Recreational Vehicle Park (as provided in the zoning code, as amended), Recyclable Household Goods Collection Facilities (permanent structures), Schools (including industrial or business training), Skating Rink (enclosed structures), Tennis Clubs, Theater (no drive-in), Warehousing (only wholesale/distribution with no outside storage);
- H. Special Use Permits are required for the following: Adult Care Facility, Public Use and Service Facilities, Recyclable Household Goods Collection Facilities (truck trailers), Temporary Mobile Home Permits, Wastewater Treatment Facilities;
- I. Dwellings (Single Family, Mobile Home w/agricultural use) shall be permitted except for areas designated RCP in the Future Land Use Plan. No new residential uses shall be permitted in RCP designated areas.
- J. Rental, sales, service and major repair of construction equipment;
- K. Outside storage of model homes for display. Screening of the model home display area shall not be required;
- L. Sales of portable storage buildings and gazebos; (See Special Note Below)
- M. General Retail (for MM 06-1472);
- N. Pharmacy; (for MM 06-1472) and
- O. Restaurant with drive-thru (for MM 06-1472)
- P. Contractor's office with accessory open commercial vehicle and equipment storage (for MM 15-1097)
- Q. Open Storage of 2 Semi-Tractor trailers to be located on the property as shown on the General Site Plan submitted (June 20, 2016) (PRS 16-0941).
- R. Under Folio Numbers 41144.0000 and 4114.5000, open storage for a maximum of 15 commercial vehicles with a 3,000 sq. ft. office and 1,420 sq. ft. parts storage building shall be permitted.
- S. Under Folio Number 43234.0000, a 4-story, 77 room hotel with a maximum of 41,329 square feet shall be permitted.
  - i. An evaluation of the property identified mature trees warranting preservation that may include grand oaks. The applicant is encouraged to consult with staff of the Natural Resource unit.
  - ii. The applicant shall be allowed one right-in/right-out access connection on East Doctor Martin Luther King Junior Boulevard. The general design and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations. The final design and location of the access point shall be regulated by the Hillsborough County Access Management regulations subject to FDOT approval.



- iii. The applicant shall provide cross access to the adjacent and eastern parcel located at 3942 North US Highway 301 and with folio number 43228.0000.
- iv. The applicant shall provide cross access to the adjacent and western parcel located at 8119 East Doctor Martin Luther King Junior Boulevard and with folio number 43240.0000.
- v. Pedestrian connectivity shall be provided from the external sidewalk on East Doctor Martin Luther King Junior Boulevard internal to the site.

T. Major/Minor Vehicle Repair (Folio 41148.0000/MM 24-0029)

- i. Development shall be consistent with the site plan dated April 16, 2024, with the provision that the fence on the north property line be no further than 5 feet from the edge of right-of-way.

U. In addition to all applicable conditions herein, the following conditions shall also apply to the parcels associated with MM 24-1044.

- i. The project shall allow Warehouse, Distribution and Minor Industry uses (to be defined as a non-intensive, relatively small-scale, light manufacturing operation in which the final product is crafted predominately from previously prepared materials. The operation may involve minor processing, assembly, treatment, packaging, incidental storage, sales and distribution of products. Minor Industry excludes basic industrial processing and shall not include any Heavy Industrial Use. Additionally, all minor industry use activities, with the exception of shipping and distribution of Minor Industry products shall be conducted indoors).

ii. Project development standards for the project shall be as following:

Gross floor area: 115,000 square feet

Floor Area Ratio: 0.327 FAR

Maximum building height: 44 feet\*

Maximum Building Coverage: 32.7%

Maximum Impervious Coverage: 75%

\* LDC Sec. 6.01.01 Endnote 8 provisions shall not be required.

A 66 feet wide Minimum Building Setback shall be required along all Right of Ways. Along the east PD boundary, buffer and screening shall be provided as required in LDC Sec. 6.06.06.

Adjacent to residential lot folio 40857.0000, to the north, a 160 feet wide minimum building setback shall be required. The required setbacks include a 45 feet wide setback to the truck court area. A 30 feet wide buffer and a type "C" Screening with a 6-foot height masonry wall and plantings shall also be required.

Adjacent to commercial lot folio 40845.0000, to the northwest, a 40 feet wide minimum building setback, and an 8 feet wide buffer, Type "A" Screening shall be required.

- iii. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.

- iv. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
  - v. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
  - vi. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
  - vii. If the notes and/or graphic on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
2. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
  3. Approval of this zoning petition by Hillsborough County does not 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 impact to wetlands, and does not grant any implied or vested right to environmental approvals.
  4. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
  5. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms to the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
  6. Subject to FDOT approval, the developer may need to construct a right turn lane (deceleration) into the site, and an acceleration lane out of the site, at the project's driveways. Pending the results of a transportation analysis, other improvements may include building/extending turn lanes at the adjacent intersections. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Development Services and Public Works Departments shall approve all exceptions. If it is determined by the results of the analysis submitted



by the developer, that adequate right-of-way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.

7. If required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage of sufficient length to accommodate anticipated U-turning traffic, for vehicles making U-turns, on US 301, at the median cut south of the site where a U-turn is permitted. Prior to detail site plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. The design and construction of this left turn lane shall be subject to FDOT approval.
8. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
9. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
10. All previous conditions of approval, except those in direct conflict with conditions stated above shall be applicable.
11. Retention facilities and any other construction-related activity shall not breach the clay confining layer, and in no event contact with the limestone aquifer be allowed.
12. All stormwater exiting the site shall meet all applicable State water quality standards.
13. Should any noticeable soil slumping or sinkhole formation become evident, the applicant/developer shall immediately notify the County, Tampa Bay Water and Southwest Florida Water Management District (SWFWMD), and adopt one (1) or more of the following procedures as determined to be appropriate by the County and SWFWMD:
  - 13.1 If the slumping or sinkhole formation becomes evident before or during construction activities, stop all work (except for mitigation activities) in the affected area and remain stopped until the County and SWFWMD approve resuming construction activities.
  - 13.2 Take immediate measures to ensure no surface water drains into the affected areas.
  - 13.3 Visually inspect the affected area.
  - 13.4 Excavate and backfill as required to fill the affected area and prevent further subsidence.
  - 13.5 Use geotextile materials in the backfilling operation, when appropriate.
  - 13.6 If the affected area is in the vicinity of a water retention area, maintain a minimum distance of five (5) feet from the bottom of the retention pond to the surface of the lime rock clay or karst connection.
  - 13.7 If the affected area is in the vicinity of a water retention area and the above methods do not stabilize the collapse, relocate the retention area.

14. Discharge of stormwater into depressions with direct or demonstrated hydrologic connection to the Floridian Aquifer is prohibited.
15. Sidewalks are provided along the front of the property on U.S. Highway 301 connecting to the existing sidewalks on Martin Luther King Boulevard. The internal sidewalks within the development will connect external sidewalks to help with pedestrian mobility to the bus stops. The sidewalks will comply with the Americans with Disabilities Act standards for accessible design.
16. The developer will provide an ADA landing pad that will connect to the sidewalk to accommodate ADA patrons entering and exiting the bus and to and from structure within the site.
17. Construction of this site must meet the criteria of the Stormwater Management Technical Manual in effect at the time of the Construction Plan submittal.
18. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer-of-Record shall be responsible for determining the onsite 100-year flood elevations if not defined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.
19. In addition to all applicable conditions herein, the following conditions shall also apply to the parcel associated with MM 21-0036.
  - A. Setbacks and buffers shall be as shown on the general site plan.
  - B. Landscaping and buffering shall be provided in accordance with Land Development Code LDC Sec, 6.06.06.C.7.a, unless otherwise specified herein. Required opaque screening shall consist of a 8-foot PVC fence and 6-foot PVC fence in the areas as shown on the general site plan.
  - C. Consistent with the Hillsborough County Corridor Preservation Plan, up to 26 feet of additional right-of-way shall be preserved along the project's Orient Road frontage, as measured from the edge of the existing right-of-way line, in order to accommodate a future four-lane roadway.
  - D. The applicant shall construct vehicular cross access to the southern property boundary.
  - E. Notwithstanding anything shown on the site plan, ADA/sidewalk connections shall be provided from all site access points to all building entrances.
  - F. Minimum off-street parking spaces shall be provided per Sec. 6.05.00 of the LDC or as identified on the PD site plan, whichever is greater.
20. Any jurisdictional wetlands existing on the property, as delineated by the Hillsborough County Environmental Protection Commission, as well the required 30-foot setback line from all conservation areas, must be shown on the revised general development plan prior to certification.
21. The maximum densities and intensities of any new use must not exceed the requirements of the RCP, CMU-12, and UMU-20 Land Use Category.

22. Any change to the existing general design, location, and number of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and the Florida Department of Transportation (see Rules of the Department of Transportation, Chapter 14-97). Final design, if approved by Hillsborough County Development Services Department and the Florida Department of Transportation may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s).
23. The applicant shall provide internal access to any existing or future outparcels on the site (LDC 5.03.05 H).
24. New development shall be in accordance with all applicable regulations and ordinances, including Subdivision and Site Development Regulations.
25. The maximum densities and intensities of any new use must not exceed the requirements of the RCP, UL-1, and UL-2 Land Use Category.
26. Permitted uses are all existing legally permitted uses and legal non-conforming activities, structures, or buildings existing or occurring on the subject property on December 19, 1991.
27. All previous conditions of approval, except those in direct conflict with conditions stated above, shall be applicable.
28. This development order/permit is issued with the understanding that the concurrency requirements of Chapter 163, Part II, Florida Statutes became effective on February 1, 1990 and that approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits.
29. The Development Services Department is authorized to approve minor changes in the approved original General Development Site Plan, as long as the changes are in harmony with the originally approved original General Development Site Plan, but shall not have the power to approve changes that constitute a conceptual modification.
30. Maximum height, minimum setbacks, maximum lot coverage, FAR, and other bulk requirements shall be that of the C-G zoning district. Parcels with tax folios 43226.0000, 43228.0000, 43230.0000, and 43232.0000 shall be permitted 0.75 impervious surface with a maximum 22,106 SF, and a maximum 0.25 FAR.
31. Required buffering of all non-residential uses shall meet the requirements of Section 7.12, Buffers and Screening, as set forth in the Hillsborough County Zoning and/or Land Development Code, as amended, unless otherwise specified herein. Buffering and screening associated with tax folios 43226.0000, 43228.0000, 43230.0000, and 43232.0000 on the western project boundary shall be as shown on the General Site Plan for PRS 11-0708.



**Zoning Administrator Sign Off:**



**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH 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.

## **7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

The applicant is requesting a variation to the LDC additional Building Height provisions to accommodate a 44 feet high building. Per Sec. 6.06.06, a 15 feet wide buffer, type "B" screening is required to the commercial property Folio No. 40845.0000, located to the northwest of the site. Per LDC Sec. 6.06.01, Endnote #8, an additional 48 feet wide buffer is required; resulting in a total 63 feet wide buffer requirement. The applicant is proposing a 40-foot building setback and an 8-foot wide buffer, Type B screening along the property lines abutting the commercial parcel describe above.

**APPLICATION NUMBER: MM 24-1044**

ZHM HEARING DATE: October 28, 2024

BOCC LUM MEETING DATE: December 10, 2024

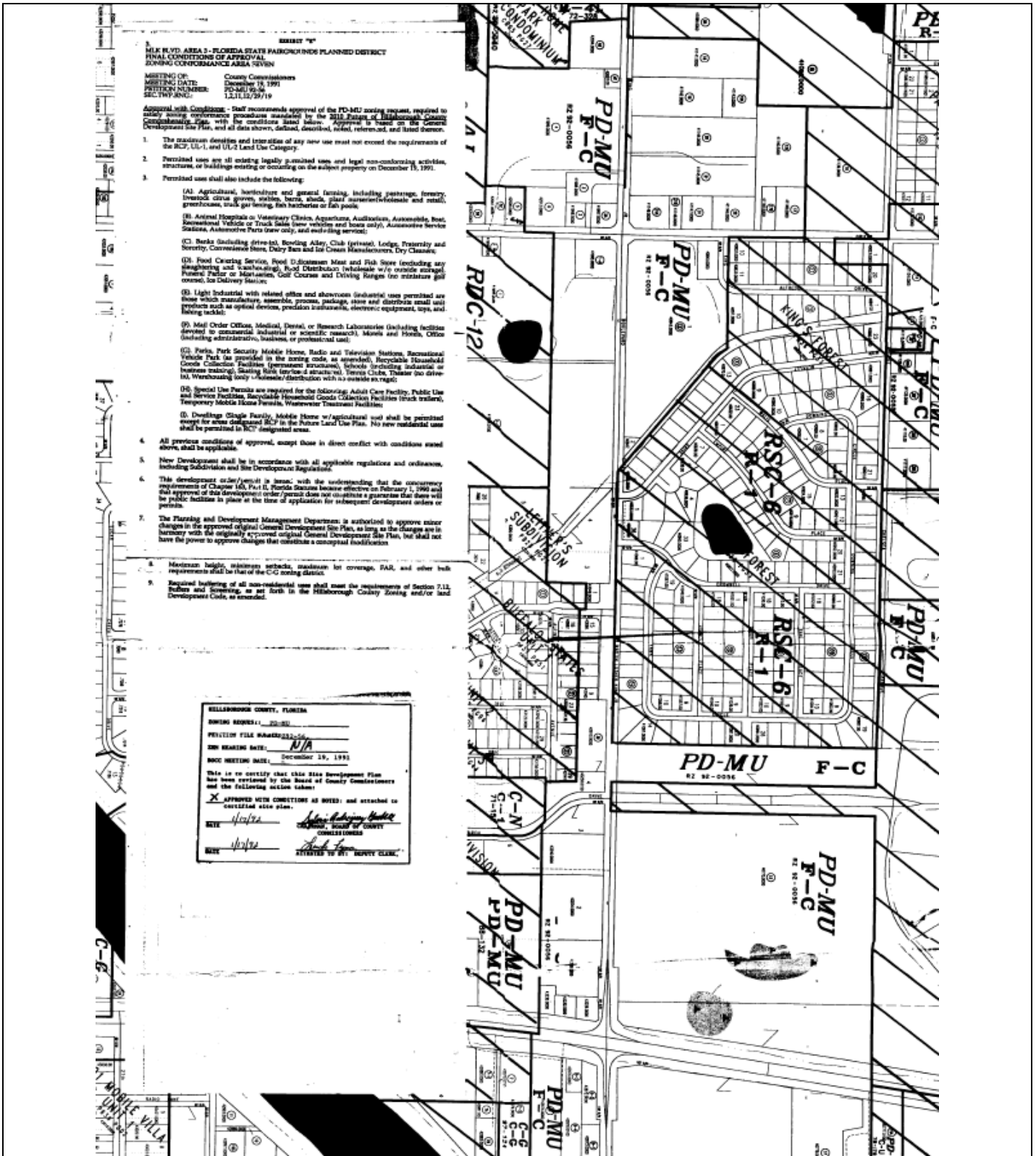
Case Reviewer: Tania C. Chapela

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## **8.0 SITE PLANS (FULL)**

### **8.1 Approved Site Plan (Full)**

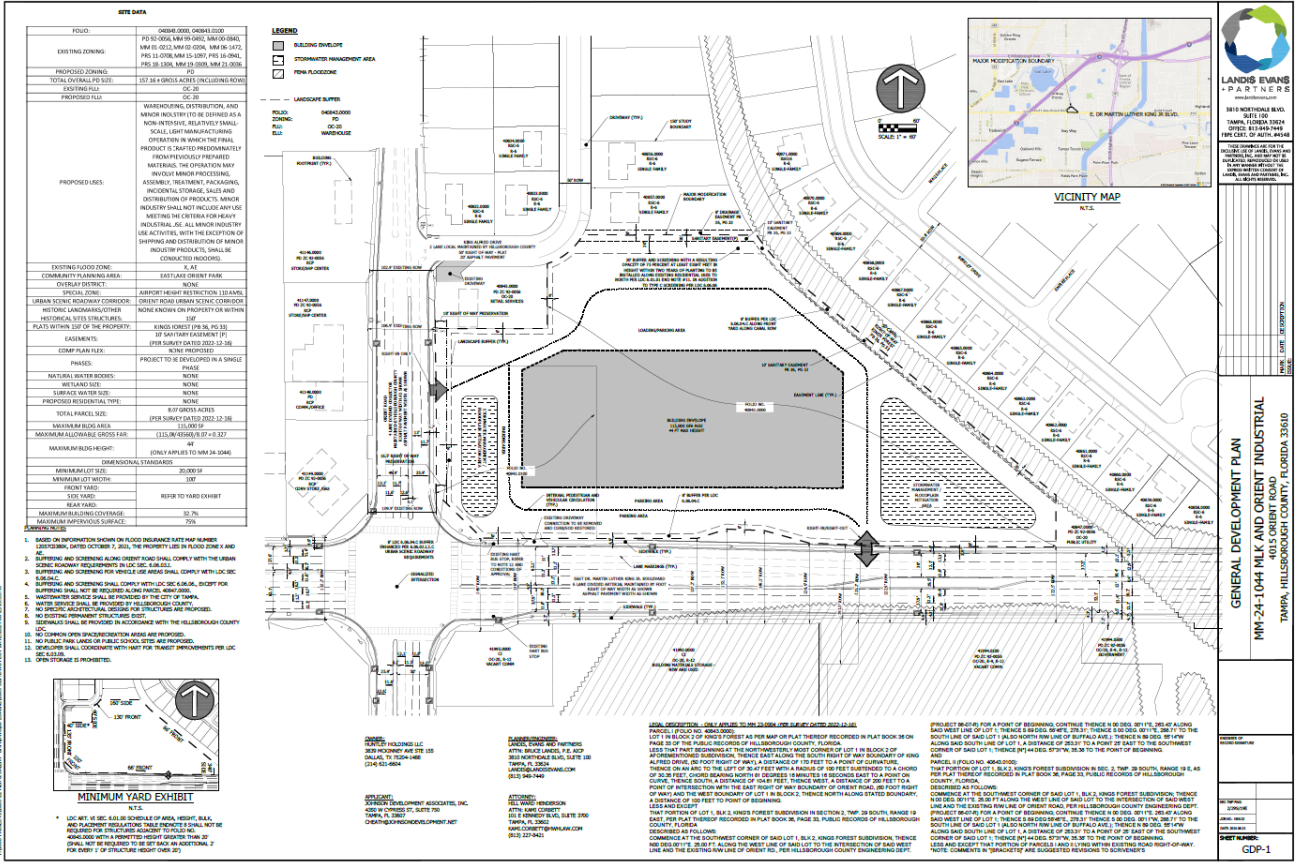
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8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)





Revised August 28, 2024  
Development Services

**LANDIS EVANS  
PARTNERS**  
INCORPORATED

1815 METROPOLIS BLVD., SUITE 100  
TAMPA, FLORIDA 33629  
PH: 813.281.1464  
WWW.LEP.COM

PROJECT NO. 24-1044  
DATE: 08/28/24  
SCALE: 1" = 40'

<p><b>GENERAL DEVELOPMENT PLAN</b></p> <p><b>MM-24-1044 MILK AND ORIENT INDUSTRIAL</b></p> <p>4015 ORIENT ROAD TAMPA, HILLSBOROUGH COUNTY, FLORIDA 33610</p>	<p>PROJECT NO. 24-1044</p> <p>DATE: 08/28/24</p> <p>SCALE: 1" = 40'</p>
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GDP-1

9.0 FULL TRANSPORTATION REPORT (see following pages)

## AGENCY REVIEW COMMENT SHEET

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**TO:** Zoning Technician, Development Services Department  
**REVIEWER:** Richard Perez, AICP  
**PLANNING AREA:** ELOP/Central

**DATE:** 10/07/2024  
**AGENCY/DEPT:** Transportation  
**PETITION NO:** MM 24-1044

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- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

### NEW AND REVISED CONDITIONS OF ZONING APPROVAL

#### New Conditions:

- If MM 24-1044 is approved, the County Engineer will approve a Design Exception related to the substandard road improvements on Orient Rd. The developer shall construct improvements to Orient Rd. consistent with the Design Exception (dated July 15, 2024) and found approvable by the County Engineer (October 4, 2024). Specifically, the developer shall construct a right turn lane to serve the project access on Orient Rd., consistent with the approved Design Exception.
- If MM 24-1044 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated July 15, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.Q. which was found approvable on October 4, 2024. Approval of this Administrative Variance will waive the vehicular cross-access requirement to the adjacent property at the corner of Orient Rd. and King Alfred Rd. The request does not apply to the required pedestrian cross access.
- If MM 24-1044 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated July 15, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.I. – number of access points - which was found approvable on October 4, 2024. Approval of this Administrative Variance will allow two (2) access connections as described herein the conditions of approval.
- If MM 24-1044 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated July 15, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.07 – access spacing - which was found approvable on October 4, 2024. Approval of this Administrative Variance will allow the proposed Orient Rd. access connection to be located within 114 feet of the next closet access connection.
- The project shall be permitted the following access connections:
  - a. Restricted right-in/right-out access at Martin Luther King Jr. Blvd., subject to FDOT approval.

b. Restricted right-in access only from Orient Rd.

- At the time of site development, the developer shall remove existing driveways identified on the PD site plan, and restore to curb, gutter and sod consistent with the existing roadway section detail.
- Notwithstanding anything shown on the PD site plan or the conditions of approval to contrary, pedestrian cross access shall be provided to the adjacent commercial parcel at the corner of Orient Rd. and King Alfred Dr.
- As Orient Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway, the developer shall preserve a range of +/- 16.5 and 18 feet of right-of-way along its Orient Rd. frontage for future improvements, as shown in the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. Building setbacks shall be calculated from the future right-of-way line.
- With the initial increment of development, the developer shall provide a transit accessory pad including shelter, seating, trash receptacle, and bicycle rack, subject to FDOT approval.
- A sidewalk shall be constructed along the project's King Alfred Rd. frontage consistent with the LDC.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
- Notwithstanding anything shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- At the time of site development, the developer shall provide the public transit stop facilities (eg. transit accessory pad including shelter, seating, trash receptacle, and bicycle rack) consistent with the requirements of LDC, Sec. 6.02.17.C.3, as shown on the PD site plan or other location determined by FDOT to meet their requirements.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

Other Conditions:

- Prior to certification, the applicant shall revise the proposed PD site plan to include a Planning Note stating that "Parking shall be provided consistent with the County Land Development Code requirements".

**PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a major modification to Planned Development (PD) #92-0056, as most recently amended by MM#21-0036, to allow for 115,000 square feet of warehouse, distribution and minor industry uses without outdoor storage.

The subject property consists of two parcels, totaling +/-8.07 acres, and is currently approved to allow a variety of commercial, office, light industrial and agricultural uses under the current approved PD zoning.

The site is located at the northeast corner of Orient Rd. and Martin Luther King Jr. Blvd. The Future Land Use designation is Office Commercial 20 (OC-20).

**Trip Generation Analysis**

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11<sup>th</sup> Edition.

**Approved PD:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 52,000sf Food Deli/Meat and Fish Store (ITE 850)	4,876	149	456
PD: 49,000sf Medical Office (ITE 720)	1,998	127	196
PD: 12,000sf Bank w/ Drive Thru (ITE 912)	1,204	119	252
PD: 10,000sf Auto Parts Store (ITE 843)	582	25	49
<b>TOTAL</b>	<b>8,660</b>	<b>420</b>	<b>953</b>
Internal Capture	N/A	108	146
Pass-By Trips	N/A	0	238
Net External Trips	<b>8,660</b>	<b>312</b>	<b>569</b>

**Proposed PD Modification:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 115,000 sf, Warehouse/Distribution (ITE 156)	532	80	74

**Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference (+/-)</b>	<b>(-)8,128</b>	<b>(-)232</b>	<b>(-)495</b>

The proposed rezoning would generally result in a decrease of trips potentially generated by -8,128 average daily trips, -232 trips in the a.m. peak hour, and -495 trips in the p.m. peak hour.

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on MLK Blvd., Orient Rd, and King Alfred Rd.

Martin Luther King Jr. Blvd. is a 6-lane, divided, urban principal arterial roadway characterized by +/- 12-foot-wide travel lanes in average condition. The roadway is owned and maintained by the Florida Department of Transportation (FDOT). The road lies within a variable width right-of-way along the project’s frontage (between +/- 122 and +/- 191 feet). There are +/- 5 to 6-foot wide sidewalks along both sides of Dr. Martin Luther King Jr. Blvd. in the vicinity of the proposed project. There is a +/- 4-foot wide bicycle lane along the south side of Dr. Martin Luther King Jr. Blvd., there are no bicycle facilities along the north side in the vicinity of the proposed project.



The portion of Dr. Martin Luther King Jr. Blvd. along which the project fronts is not included within the Hillsborough County Corridor Preservation Plan.

There is an existing HART bus stop along the project's frontage.

Orient Road is a 2-lane, substandard, divided, urban collector roadway characterized by +/- 12-foot wide travel lanes within the +/- 107 and 110 feet of right-of-way. The segment along the project frontage includes 4 auxiliary (turn) lanes. There is a +/- 6-foot sidewalk at the back of curb, adjacent to the proposed project. No bicycles facilities are present in the vicinity of the project.

Orient Road is shown on the Hillsborough County Corridor Preservation Plan as a future four-lane roadway. The typical section for a four-lane urban roadway, as outlined in the County's Transportation Technical Manual (TTM), is 110 feet plus 33 feet for additional turn lanes. Given the existing +/-107 to 110 feet of right-of-way along the project frontage and the applicant is required to set aside +/- 16.5 and 18 feet of right-of-way preservation as depicted on their proposed site plan.

According to the Hillsborough County Transportation Technical Manual a TS-6 urban collector roadway typical section has 11-foot lanes with buffered bike lanes, curb, gutter and sidewalks on both sides within a minimum of 110 feet of right-of-way. The applicant has submitted a Design Exception to make improvements to Orient Rd., consisting of 90 foot northbound right turn lane in to the project site. See additional detail under the section titled "Requested Design Exception" found herein.

King Alfred Rd. is a 2-lane, substandard, urban local roadway characterized by +/- 10-foot wide travel lanes, curb, gutter and a sidewalk on the north side. The roadway lines within a +/- 50-foot wide right-of-way along the project's frontage.

According to the Hillsborough County Transportation Technical Manual a TS-3 non-residential, urban local roadway typical section has 12-foot lanes, curb and gutter and sidewalks on both sides within a minimum of 54 feet of right-of-way. No Access is proposed to King Alfred Rd.

## **SITE ACCESS**

The site is located at the northeast corner of Martin Luther King Jr. Blvd. and Orient Rd. and has frontage on Martin Luther King Jr. Blvd, Orient Rd., and King Alfred Dr.

The PD site plan proposes three access connection as follows:

- a. Restricted right-in/right-out access at Martin Luther King Jr. Blvd., subject to FDOT approval.
- b. Restricted right-in access only from Orient Rd.

The PD site plan shows one existing driveway on MLK Blvd. that will be remove and restored to the existing roadway section (i.e. sod, curb and sidewalk) at the time of site development.

As shown in the trip generation analysis hereinabove, the project's peak hour traffic (80 Am Peak Hour Trips) does not meet the LDC, Sec. 6.04.03. I. threshold to permit the proposed 2 project access connections. LDC, Sec. 6.04.03. Table 2 requires 300 peak hour trips to justify each additional project access. As such, the applicant has submitted a Sec. 6.04.02.B. administrative variance request to allow the additional access connections. See the section titled Requested Administrative Variance: Number of Access Connections hereinbelow for additional details.

The County LDC, Sec. 6.04.03.Q. requires vehicular and pedestrian cross access between the subject property and the smaller commercial property at the corner of Orient Rd. and King Alfred Rd., which appears to be operating as laundromat. The applicant is proposing a Sec. 6.04.02.B. administrative variance to waive the vehicular cross access requirement. See the section titled Requested Administrative Variance: Cross Access hereinbelow for additional details.

As demonstrated by the site access analysis submitted by the applicant's traffic engineer, the project does not meet warrants for site access improvements (i.e. turn lanes) at the projects access connection. However, the applicant is proposing a 90-foot northbound right turn (auxiliary) lane to serve the project's right-in only access on Orient Rd. As the proposed auxiliary lane is not warranted and is shorter than the standard auxiliary lane length in the County Transportation Technical Manual, the applicant has submitted a design exception to County Engineer to determine approvability. See the section titled Requested Design Exception: Orient Rd Substandard Roadway hereinbelow.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access may be permitted anywhere along the project boundary consistent with the LDC. Furthermore, internal pedestrian connectivity and ADA accessible routes shall be provided for consistent with the LDC, Sec. 6.03.02. at the time of site construction plan review.

Pursuant to LDC, Sec. 6.03.09.C., the applicant is required to coordinate with the Hillsborough Area Regional Transit (HART) to provide a transit accessory pad including: shelter, seating, trash receptacle, and bicycle rack.

Parking shall be provided consistent with LDC, Sec. 6.05.02. standards.

#### **REQUESTED DESIGN EXCEPTION– ORIENT RD SUBSTANDARD ROADWAY**

As Orient Rd is a substandard urban collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception (dated July 15, 2024) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on October 4, 2024). The developer will be required to construct a 90-foot northbound right turn lane at the project access on Orient Rd.

If this zoning is approved, the County Engineer will approve the Design Exception request.

#### **REQUESTED ADMININSTRARTIVE VARIANCE: CROSS ACCESS**

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance request (dated July 15, 2024) seeking relief from the Section 6.04.03.Q requirement to provide vehicular cross access to the adjacent commercial property fronting Orient Rd. On October 4, 2024, the County Engineer found the variance approvable. As such, no vehicular cross-access connection would be required. Notwithstanding anything shown on the PD site plan or the conditions of approval to contrary, pedestrian cross access shall be provided.

If this zoning is approved, the County Engineer will approve the Administrative Variance request.

#### **REQUESTED ADMININSTRARTIVE VARIANCE: ACCESS SPACING**

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance request (dated July 15, 2024) for the proposed Orient Rd. access connection to seek relief from the Section 6.04.07 requirement of 245 feet minimum driveway access spacing. On October 4, 2024, the County Engineer found the variance

approvable. As such, the driveway access spacing on Orient Rd. shall be permitted at +/-235 feet from MLK Jr. Blvd. and 114 feet from the driveway access serving the commercial use to the north.

If this zoning is approved, the County Engineer will approve the Administrative Variance request.

**REQUESTED ADMININSTRARTIVE VARIANCE: NUMBER OF ACCESS CONNECTIONS**

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance request (dated July 15, 2024) seeking relief from the Section 6.04.03.I. requirement maximum number of driveway connections to allow the site to have two driveway access connections. On October 4, 2024, the County Engineer found the variance approvable. As such, the project will be permitted three driveway access connections as proposed.

If this zoning is approved, the County Engineer will approve the Administrative Variance request.

**LEVEL OF SERVICE (LOS)**

See roadway level of service below for informational purposes only.

<b>FDOT Generalized Level of Service</b>				
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>LOS Standard</b>	<b>Peak Hr Directional LOS</b>
MLK JR. BLVD	I-4	US Hwy 301	D	C
ORIENT RD	HILLSBOROUGH AVE.	SR 60/ADAMO DR.	D	D

*Source: 2020 Hillsborough County LOS Report*

**From:** Williams, Michael [WilliamsM@hcfl.gov]  
**Sent:** Friday, October 4, 2024 11:14 AM  
**To:** Steven Henry [shenry@lincks.com]  
**CC:** Jessica Kowal [jkowal@landisevans.com]; Chapela, Tania [ChapelaT@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]  
**Subject:** FW: MM 24-1044 - Administrative Variances Review (1 of 2)  
**Attachments:** 24-1044 AVReq 07-16-24\_2.pdf; 24-1044 DEReq 07-16-24.pdf

Steve,

I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and Design Exception (DE) for PD 24-1044 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon ([DeLeonE@hcfl.gov](mailto:DeLeonE@hcfl.gov) or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hcfl.gov](mailto:PW-CEIntake@hcfl.gov)

Mike

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**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Tuesday, October 1, 2024 10:47 PM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** Perez, Richard <PerezRL@hcfl.gov>  
**Subject:** MM 24-1044 - Administrative Variances Review

Hello Mike,

The attached AVs are approvable/approvable with conditions to me, please include the following people in your response:

[shenry@lincks.com](mailto:shenry@lincks.com)



[jkowal@landisevans.com](mailto:jkowal@landisevans.com)  
[chapelat@hcfl.gov](mailto:chapelat@hcfl.gov)  
[perezrl@hcfl.gov](mailto:perezrl@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

E: [TiradoS@HCFL.gov](mailto:TiradoS@HCFL.gov)  
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602  
[HCFL.gov](http://HCFL.gov)

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

**Hillsborough County Florida**

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



**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

**Instructions:**

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at [padroni@hcpaf.fl.gov](mailto:padroni@hcpaf.fl.gov) or via telephone at (813) 307-1709 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
<b>Submittal Type</b> (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Number of Access Connections <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Number of Access Connections - Revised <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. Number of Access Connections - Revised <input type="checkbox"/> 6.
<p><b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
<b>Project Name/ Phase</b>	MLK and Orient Industrial
<p><b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
<b>Folio Number(s)</b>	40843.0000 & 40843.0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p><b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
<b>Name of Person Submitting Request</b>	Steve Henry, P.E.
<p><b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
<b>Current Property Zoning Designation</b>	PD
<p><b>Important:</b> For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a>. For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.</p>	
<b>Pending Zoning Application Number</b>	MM24-1044
<p><b>Important:</b> If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>	N/A
<p><b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



**LINCKS & ASSOCIATES, LLC**

July 15, 2024

Mr. Michael Williams, PE  
County Engineer Development Review Director  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: MLK and Orient Industrial  
MM 24-1044  
Folio 040843.0000  
040843.0100  
Lincks Project Number: 23030

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03I of the Hillsborough County Land Development Code, for the number of accesses to the project.

The developer proposes to rezone the property to Planned Development (PD) to allow a 115,000 square foot Warehouse/Distribution Facility.

The access to serve the project is proposed to be as follows:

- One (1) right-in/right-out access to Dr. Martin Luther King Jr. Boulevard
- One (1) right-in only access to Orient Road

Table 1 provides the trip generation for the proposed land use and a copy of the PD plan is included with this letter.

Based on the trip generation for the project, the adjacent roadways and Section 6.04.03 of the Hillsborough County LDC, one (1) access would be allowed for the project, as shown in Table 2. This letter is to request a waiver to the number of accesses to serve the project.

**(a) there is an unreasonable burden on the applicant,**

Although the project has two (2) accesses, each of the accesses are restricted as indicated above. Therefore, the two (2) accesses are needed to allow the project to function adequately as a warehouse/distribution facility. The restrictions on the access, limit the circulation of trucks as follows:

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
July 15, 2024  
Page 2

1. The access to Dr. Martin Luther King Jr. Boulevard is restricted to right-in/right-out. However, FDOT has requested a further restriction to not allow vehicles to turn left into the car park area as they enter the site.
2. The access to Orient Road is restricted to right-in only. Therefore, neither trucks nor passenger vehicles can exit the driveway.

Based on the above, it would be an unreasonable burden on the applicant to restrict the project to one (1) access.

**(b) the variance would not be detrimental to the public health, safety and welfare,**

Although not warranted, a right turn lane is proposed for the project access on Orient Road. This would allow vehicles to get out of the through lanes of Orient Road thus reducing the potential for rear end collisions. In addition, a large ingress radius is to be provided for the access to Dr. Martin Luther King Jr. Boulevard. The larger radius allows both trucks and passenger vehicles to enter the site at a higher speed thus reducing the impact to the through vehicles on Dr. Martin Luther King Jr. Boulevard. Therefore, the number of accesses would not be detrimental to the public health, safety and welfare.

**(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.**

Given the type of facility and the restrictions to each of the accesses, the two (2) accesses are needed to provide reasonable access to the project.

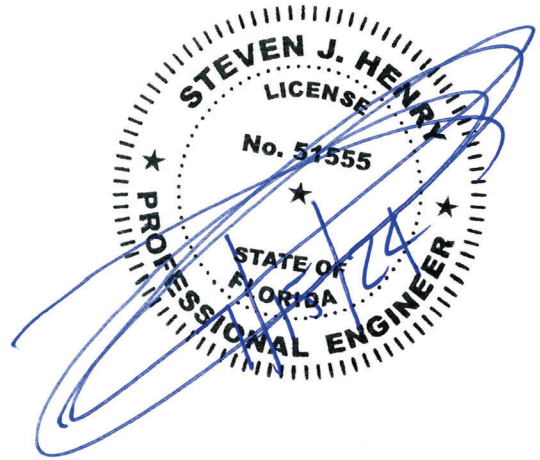


Mr. Mike Williams  
July 15, 2024  
Page 3

Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

  
Steven J Henry  
President  
Lincks & Associates, LLC  
P.E. #51555



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Based on the information provided by the applicant, this request is:

- Disapproved
- Approved
- Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Date \_\_\_\_\_

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

TABLE 1  
TRIP GENERATION (1)

Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends		PM Peak Hour Trip Ends			
				In	Out	In	Out		
Warehouse/Distribution	156	115,000 SF	532	41	40	81	50	24	74

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.

TABLE 2  
NUMBER OF ACCESS DETERMINATION

<u>Roadway</u>	<u>Classification</u>	<u>Maximum Vehicle/HR</u>	<u>Peak Hour Project Trip Ends (1)</u>	<u>Number of Accesses</u>
Dr. Martin Luther King Jr. Blvd	Arterial	300/HR	81	1

(1) See Table 1.  
(2)  $81/300 = 0.27$  Use 1

APPENDIX



PD PLAN







HILLSBOROUGH COUNTY  
ROADWAYS FUNCTIONAL  
CLASSIFICATION MAP



**HILLSBOROUGH COUNTY  
ROADWAYS  
FUNCTIONAL CLASSIFICATION**  
*Infrastructure & Development Services*



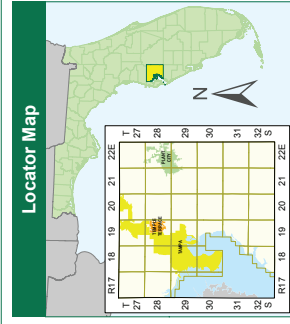
**Legend**

- Functional Classifications  
Authority Classification
- State, Principal Arterial
  - State, Arterial
  - Hillsborough, Arterial
  - Hillsborough, Collector
  - Urban Service Area Boundary
  - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS  
PART 3.03.00 STATE-90 PLANNED DEVELOPMENT DISTRICTS  
PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS  
PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES  
PART 6.07.00 FENCES AND WALLS  
PART 7.01.00 SIGNAGE AND SIGNAGE PLACEMENT STANDARDS  
PART 12.01.00 DEFINITIONS  
OTHER PARTS OF THE LDC NOT LISTED ABOVE.

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.

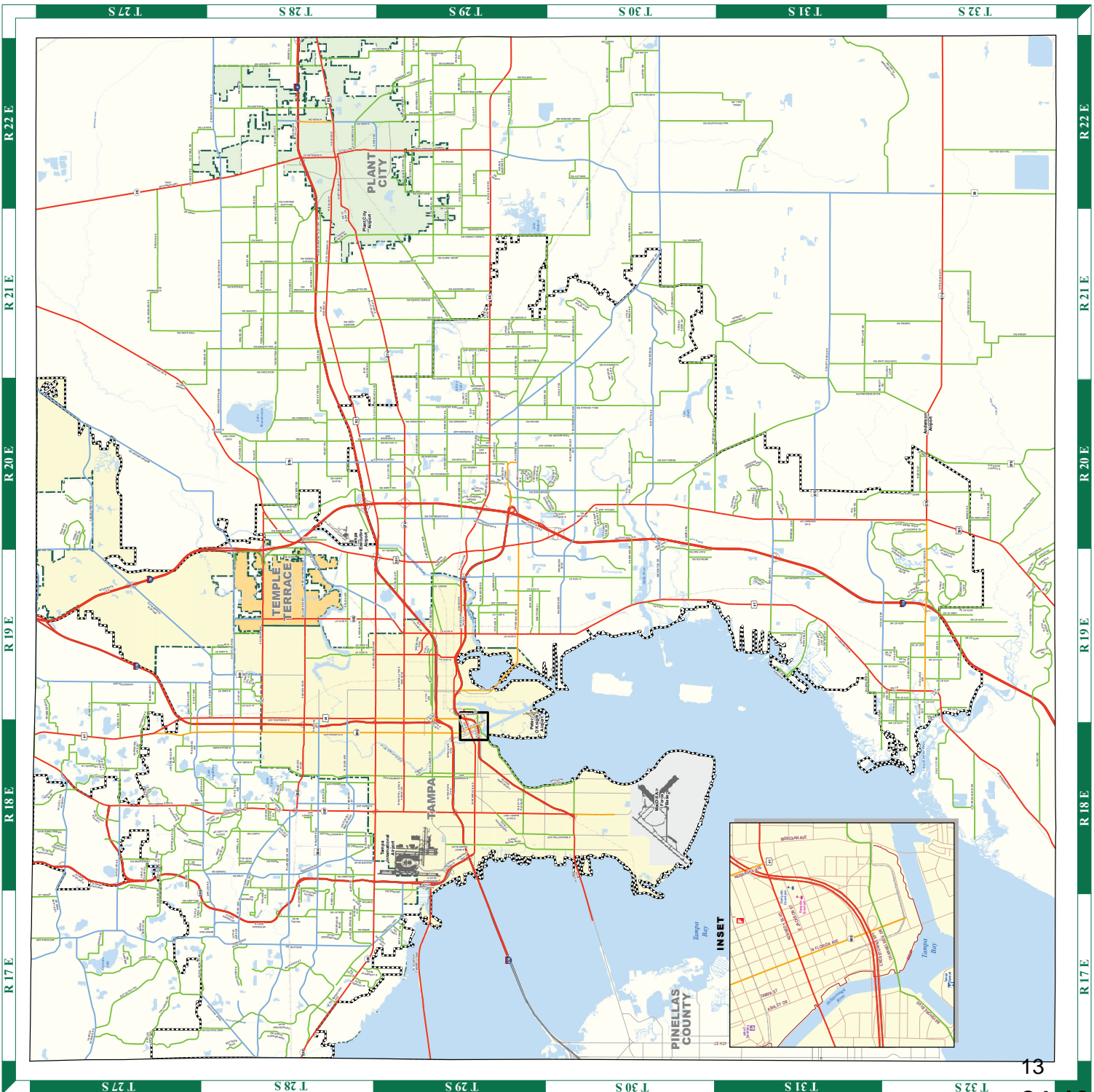


NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map, and it is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

SOURCE: This map has been prepared for the inventory of road property lines within Hillsborough County and is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

For verification of the information contained on this map, please contact the Planning and Development Department, Hillsborough County, Florida, at the following address:

601 E. Kennedy Blvd  
Tampa, FL 33602  
(813) 272-5610  
printroom@hillsboroughcounty.org



HILLSBOROUGH COUNTY LDC



**LINCKS & ASSOCIATES, LLC.**



## Sec. 6.04.03. - General Access Standards

## A. Applicability

The following standards apply to all Connection Types.

## B. Access to Residential Property

Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector roadway, unless it can be demonstrated by the applicant that access to the arterial roadway will provide a greater public benefit.

## C. Primary Access to Non-Residential Property

If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility, unless it can be demonstrated by the applicant that primary access to the arterial roadway will provide a greater public benefit.

## D. Shared Access

Shared access facilities onto arterial and collector streets are encouraged when two or more contiguous sites are planned for compatible uses. Shared access is desirable where the trip generation from the anticipated land uses will not be large enough to warrant a traffic signal.

## E. Off-site Street Parking

Except for Single Family Residential Units or other types of residential units approved by the County, off-site street parking shall be designed to insure that all vehicles leaving or entering the public street right-of-way shall be traveling in a forward motion.

## F. Sight Distance; Visibility At Intersections

1. Sight Distance Access points shall be located along the property frontage in such a manner as to provide adequate sight distance per the requirements of the Hillsborough County Transportation Technical Manual latest edition and Florida Department of Transportation Standard(s).
2. No structure or portion of any structure shall be placed or erected, no motor vehicle, trailer or equipment shall be allowed to park, stand, stop or be stored, and no vegetation shall be maintained, planted or allowed to grow in a manner which materially impedes the visibility from a street, alley or driveway of lawfully oncoming traffic from any direction in the intersecting public street, between heights of two and one-half feet and eight feet, as measured from the pavement edge, of the adjacent roadway across sight distances complying with the Hillsborough County Transportation Technical Manual. Alternatively, the comparable design standards of the Florida Department of Transportation may be utilized.

## G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throat shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his particular site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.

## H. Access Along Acceleration/Deceleration Lanes

A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.

## I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
- 2.



The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.

3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development Code.
5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

**Table 1: Function and Driveway Guidelines**

**Residential Uses**

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	90
Collector/Arterial	180

**Table 2: Function and Driveway Guidelines**

**Non-Residential Uses**

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	180
Collector/Arterial	300

Calculation Formula

Number of Driveways = Peak Hour Total Project Traffic/Maximum Vehicle Flow. Fractional results shall be rounded up to the next highest whole number.

Sample Calculation:

Example: A developer plans to construct a shopping center at a site near the intersection of two arterial roadways, which will house 250,000 square feet leasable area. The developer proposes three arterial connections.

Are three arterial connections adequate for this site? As with the above sample, we start by calculating the number of peak hour trips generated by the site. In this case the ITE trip generation indicates a total of 1,146 peak hour vehicle trips. We reference Table 2 and find the non-residential collector maximum vehicle flow figure. Dividing the peak hour total by 300 results in the need for 3.82 or four driveways. Therefore, the number of collector connections should be four.

J. Spacing of Accesses and Median Openings

The minimum spacing between adjacent access points and between adjacent median openings are a function of the Access Class assigned to the main roadway. The distances shown in 6.04.07 are minimums and may not be sufficient if extensive right or left turn storage is required. Greater distances may be required to provide sufficient site-specific storage. Right turn in/right turn out movement and accesses which do not meet the minimum spacing may be permitted where, due to size, configuration, or location of the parcel, there is no feasible alternative access meeting the desired standard.

K. Drainage Considerations

Access shall be constructed in accordance with the requirements of Hillsborough County Stormwater Management Technical Manual.

L. Existing Facilities

1. Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.
2. Where driveways are constructed within the limits of existing curb and gutter construction, the existing curb and gutter shall be removed either to the nearest joints or to the extent that no remaining section is less than five feet long. If the curb is not removed to the nearest joint, the curb will be cleanly cut with a concrete saw. Driveways materials type should conform to the original construction on a section unless otherwise specifically provided on the permit.

M. Intersections

At an intersection, no driveway shall be allowed within the radius return of the intersecting roadways. An exception for existing developments may be considered when driveways are reconstructed as part of a roadway reconstruction project.

N. Emergency Access

In addition to minimum yard and building spacing requirements specified in this Code, all buildings and other structures, land preparation, and landscaping shall be so located and arranged on lots as to provide safe and convenient access for emergency purposes, fire protection, servicing, and off-street parking and loading located on the premises.

O. Prohibition of Use of Residentially Zoned Private Property for Access to Uses Not Permitted in Residential Districts; Exceptions

No private land which is agriculturally or residentially zoned shall be used for vehicular or pedestrian access to land or structures in other districts used for any purpose not permitted in agricultural or residential districts, except as provided below or otherwise authorized by this Code or other lawful regulations:

1. Where provision does not exist for safe access for emergency and public service vehicles and such access is not reasonably feasible except through privately owned residential or agricultural land, access reserved for and limited to such vehicles may be authorized by the Land Use Hearing Officer, subject to conditions and safeguards designed to protect the tranquility and character of the residential land so traversed.
2. Where convenience and safety would be promoted, walkways and bicycle paths to non-residentially zoned land may be authorized by the Land Use Hearing Officer across privately owned residentially zoned land, subject to conditions and safeguards to protect the tranquility and character of the residential land so traversed.

P. Right-of-Way Protection and Acquisition

1. No development activity (buildings, parking areas, water retention, etc.) shall be permitted within existing right-of-way

corridors, as established and recorded through the Hillsborough County Thoroughfare Plan Regulations.

2. Prior to the development of land contiguous to public transportation corridors, right-of-way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with an adopted Hillsborough County Transportation Corridor Map. In the absence of an adopted Corridor Map, right of way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with the current MPO Long Range Transportation Needs Assessment Map in effect at the time of the request for reservation or conveyance. No development activity shall be permitted within the designated transportation corridors.

Q. Cross-Access Criteria and Requirements

1. The purpose of requiring cross-access in certain situations is to reduce the necessity to use the public street system in order to move between adjacent and complementary land uses where such interchange of vehicular or pedestrian trips are likely to occur.
2. When each of the following conditions exist, provisions for vehicular and pedestrian cross-access must be provided:
  - a. The site is on at least one roadway with an Access Management Classification of 1 through 6.
  - b. The site has a commercial or office land use or zoning designation, and is adjacent to a parcel which also has a commercial or office land use designation or zoning and which has access on the same roadway.
3. When each of the following conditions exists, provisions for pedestrian cross-access must be provided.
  - a. The site has frontage on at least one roadway with an Access Management Classification of 1 through 6.
  - b. The site has a commercial or office land use or zoning designation and is adjacent to a parcel having frontage on the same roadway which has a land use or zoning designation allowing 12 dwelling units per acre or more, or
  - c. The site has a residential land use or zoning designation allowing 12 dwelling units or more per acre and is adjacent to a parcel having a land use or zoning designation of 12 dwelling units or more per acre or a commercial or office land use or zoning designation and which has access on the same roadway.
4. As used herein, "provisions for cross-access" shall mean that the developer of the property shall design his site in such a manner as to make cross-access possible as provided in this division.
5. When the criteria in 2 or 3 above are met, provisions for cross-access must be provided as established below:
  - a. If the adjacent site is developed and, in the opinion of Hillsborough County, cross-access is feasible, the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.
  - b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
  - c. If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.
  - d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".

3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
  - a. There will be no more than one connection per frontage.
  - b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20)



# Additional / Revised Information Sheet

Office Use Only		
Application Number: MM 24-1044	Received Date:	Received By:

The following form is required when submitted changes for any application that was previously submitted. A cover letter must be submitted providing a summary of the changes and/or additional information provided. If there is a change in project size the cover letter must list any new folio number(s) added. Additionally, **the second page of this form must be included indicating the additional/revised documents being submitted with this form.**

Application Number: MM 24-1044 Applicant's Name: Johnson Development Associates, Inc.

Reviewing Planner's Name: Tania Chapela Date: 07/16/2024

Application Type:

- Planned Development (PD)
- Minor Modification/Personal Appearance (PRS)
- Standard Rezoning (RZ)
- Variance (VAR)
- Development of Regional Impact (DRI)
- Major Modification (MM)
- Special Use (SU)
- Conditional Use (CU)
- Other \_\_\_\_\_

Current Hearing Date (if applicable): 10/15/2024

### Important Project Size Change Information

Changes to project size may result in a new hearing date as all reviews will be subject to the established cut-off dates.

Will this revision add land to the project?  Yes  No

If "Yes" is checked on the above please ensure you include all items marked with \* on the last page.

Will this revision remove land from the project?  Yes  No

If "Yes" is checked on the above please ensure you include all items marked with \* on the last page.

**Email this form along with all submittal items indicated on the next page in pdf form to:**

[ZoningIntake-DSD@hcflgov.net](mailto:ZoningIntake-DSD@hcflgov.net)

Files must be in pdf format and minimum resolution of 300 dpi. Each item should be submitted as a separate file titled according to its contents. All items should be submitted in one email with application number (including prefix) included on the subject line. Maximum attachment(s) size is 15 MB.

For additional help and submittal questions, please call (813) 277-1633 or email [ZoningIntake-DSD@hcflgov.net](mailto:ZoningIntake-DSD@hcflgov.net).

***I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.***

**Jessica Kowal** Digitally signed by Jessica Kowal  
Date: 2024.07.16 09:28:50 -04'00'  
Signature

**July 16, 2024**  
Date



**Hillsborough  
County Florida**  
Development Services

# Identification of Sensitive/Protected Information and Acknowledgement of Public Records

Pursuant to [Chapter 119 Florida Statutes](#), all information submitted to Development Services is considered public record and open to inspection by the public. Certain information may be considered sensitive or protected information which may be excluded from this provision. Sensitive/protected information may include, but is not limited to, documents such as medical records, income tax returns, death certificates, bank statements, and documents containing social security numbers.

While all efforts will be taken to ensure the security of protected information, certain specified information, such as addresses of exempt parcels, may need to be disclosed as part of the public hearing process for select applications. If your application requires a public hearing and contains sensitive/protected information, please contact [Hillsborough County Development Services](#) to determine what information will need to be disclosed as part of the public hearing process.

Additionally, parcels exempt under [Florida Statutes §119.071\(4\)](#) will need to contact [Hillsborough County Development Services](#) to obtain a release of exempt parcel information.

**Are you seeking an exemption from public disclosure of selected information submitted with your application pursuant to Chapter 119 FS?**     Yes     No

I hereby confirm that the material submitted with application MM 24-1044

Includes sensitive and/or protected information.

Type of information included and location \_\_\_\_\_

Does not include sensitive and/or protected information.

**Please note:** Sensitive/protected information will not be accepted/requested unless it is required for the processing of the application.

If an exemption is being sought, the request will be reviewed to determine if the applicant can be processed with the data being held from public view. Also, by signing this form I acknowledge that any and all information in the submittal will become public information if not required by law to be protected.

Signature: Jessica Kowal

Digitally signed by Jessica Kowal  
Date: 2024.07.16 09:28:29 -04'00'

(Must be signed by applicant or authorized representative)

Intake Staff Signature: \_\_\_\_\_ Date: \_\_\_\_\_





# Additional / Revised Information Sheet

Please indicate below which revised/additional items are being submitted with this form.

Included	Submittal Item
----------	----------------

1  **Cover Letter\*\*** If adding or removing land from the project site, the final list of folios must be included

2  **Revised Application Form\*\***

3  **Copy of Current Deed\*** Must be provided for any new folio(s) being added

4  **Affidavit to Authorize Agent\*** (If Applicable) Must be provided for any new folio(s) being added

5  **Sunbiz Form\*** (If Applicable) Must be provided for any new folio(s) being added

6  **Property Information Sheet\*\***

7  **Legal Description of the Subject Site\*\***

8  **Close Proximity Property Owners List\*\***

9  **Site Plan\*\*** All changes on the site plan must be listed in detail in the Cover Letter.

10  **Survey**

11  **Wet Zone Survey**

12  **General Development Plan**

13  **Project Description/Written Statement**

14  **Design Exception and Administrative Variance requests/approvals**

15  **Variance Criteria Response**

16  **Copy of Code Enforcement or Building Violation**

17  **Transportation Analysis**

18  **Sign-off form**

19  **Other Documents** (please describe):

\*Revised documents required when adding land to the project site. Other revised documents may be requested by the planner reviewing the application.

\*\*Required documents required when removing land from the project site. Other revised documents may be requested by the planner reviewing the application.





**LINCKS & ASSOCIATES, LLC**

July 15, 2024

Mr. Michael Williams, PE  
County Engineer Development Review Director  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: MLK and Orient Industrial  
MM 24-1044  
Folio 040843.0000  
040843.0100  
Lincks Project No. 23030

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Orient Road from the project access to Dr. Martin Luther King Jr. Boulevard.

The developer proposes to rezone the property to Planned Development (PD) to allow up to 115,000 square feet of Warehouse/Distribution Facility.

Table 1 provides the trip generation for the proposed project. The proposed PD plan is included in the Appendix of this letter.

The access for the project is proposed to be as follows:

- One (1) right-in/right-out access to Dr. Martin Luther King Jr. Boulevard
- One (1) right-in only access to Orient Road

According to the Hillsborough County Roadways Functional Classification Map, Orient Road is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for a Design Exception to TS-6 of the Hillsborough County Transportation Technical Manual for Orient Road. The segment of Orient Road from the project access to Dr. Martin Luther King Jr. Boulevard currently has the following characteristics:

- Four (4) lane urban roadway
- Twelve (12) foot lanes
- Curb and Gutter
- Sidewalk on both sides of the road
- 50 foot right-of-way

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
July 15, 2024  
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The following provides a summary of the existing road compared to the elements of TS-6 for the segment from the project access to Orient Road:

- 1) Right of Way – TS-6 has 110 feet of right of way. The existing right of way is approximately 100 feet.
- 2) Lane Width – TS-6 has 12 foot lanes. The existing roadway has 12 foot lanes.
- 3) Curb and Gutter – TS-6 has curb and gutter. The existing roadway has curb and gutter.
- 4) Sidewalk – TS-6 has 5 foot sidewalk on both sides of the road. There are sidewalks along both sides of Orient Road along the subject segment.
- 5) Bike Lanes – TS-6 has 7 foot buffered bike lanes. The existing road does not have bike lanes.

The project proposes to provide between 16.5 feet and 18 feet of right of way for future improvements to Orient Road.

The developer does not control the property on the west side of Orient Road and there is not sufficient right of way on the west side of Orient Road to add bike lanes. In addition, there is not sufficient right of way north of the subject parcel to add bike lanes.

Based on Access Management Analysis for the project, a northbound right turn lane is not warranted for the project access to Orient Road. However, to attenuate the impact of the project, a 90 foot northbound right turn lane is to be provided.

Based on the above, it is our opinion, the proposed improvements to Orient Road will attenuate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

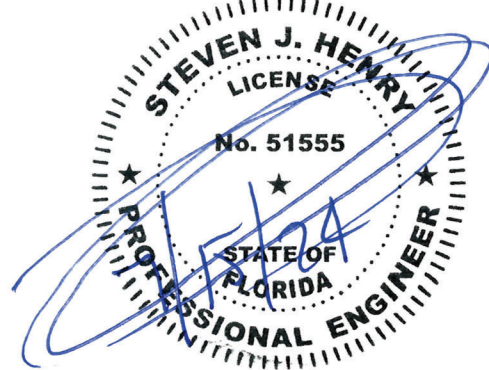


Mr. Mike Williams  
July 15, 2024  
Page 3

Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

Steven J Henry  
President  
Lincks & Associates, LLC  
P.E. #51555



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Based on the information provided by the applicant, this request is:

- Disapproved
- Approved
- Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

TABLE 1  
TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>		<u>PM Peak Hour</u> <u>Trip Ends</u>			
				<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>		
Warehouse/Distribution	156	115,000 SF	532	41	40	81	50	24	74
					<u>Total</u>	<u>Total</u>			

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.



APENDIX



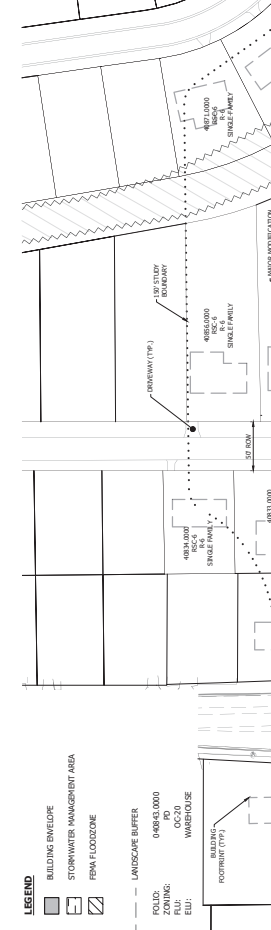
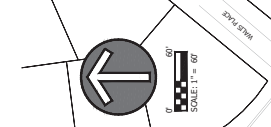
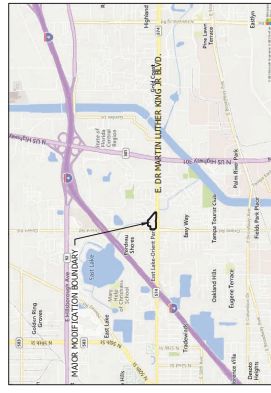
PD PLAN





GENERAL DEVELOPMENT PLAN  
MM-23-094 MLK AND ORIENT ROAD  
TAMPA, HILLSBOROUGH COUNTY, FLORIDA 33610

DATE	DESCRIPTION



**LEGEND**

- BUILDING ENVELOPE
- STORMWATER MANAGEMENT AREA
- FORM FLOODZONE
- LANDSCAPE BUFFER
- POLE
- ZONING
- UTILITIES
- WATERWISE

**SITE DATA**

PROJECT NO.	0943.0000.0008.0100
PROJECT NAME	MM-23-094 MLK AND ORIENT ROAD
PROPOSED ZONING	MM-01-0212, MM-02-0204, MM-06-1472, PMS 11-0708, MM-15-1077, PMS 16-0941, PMS 18-1304, MM-13-0350, MM-21-0358
TOTAL GROSS ACRES (INCLUDING ROW)	157.184
PROPOSED A.U.	OC-20
PROPOSED USES	WAREHOUSING, DISTRIBUTION, AND MINOR INDUSTRY TO BE DEFINED AS A MANUFACTURING AND DISTRIBUTION PRODUCT IS GRANTED PREDOMINANTLY FROM PREVIOUSLY PREPARED MATERIALS, THE OPERATION WAY ASSEMBLY, TREATMENT, PACKAGING, INCIDENTAL STORAGE, SALES AND DISTRIBUTION OF PRODUCTS, MINOR INDUSTRIAL USES THAT DO NOT REQUIRE MEETING THE CRITERIA FOR HEAVY INDUSTRIAL USES, WITH THE EXCEPTION OF SHIPPING AND DISTRIBUTION OF MINOR INDUSTRY PRODUCTS, SHALL BE CONDUCTED (INDOORS).
EXISTING FLOOD ZONE	X, A, E
CONVEYANCE AREA	NONE
URBAN SCENIC ROADWAY CORRIDOR	ORIENT ROAD URBAN SCENIC CORRIDOR
HISTORICAL LANDMARKS/OTHER HISTORICAL SITES/STRUCTURES	NONE KNOWN ON PROPERTY OR WITHIN 75 FEET OF PROPERTY
PLATS WITHIN 50' OF THE PROPERTY	150' (PER SANITARY DISTRICT)
EASEMENTS	NONE PROPOSED
COMPLIANCE PLAN	PROJECT TO BE DEVELOPED IN A SINGLE PHASE
NATURAL WATER BODIES	NONE
WETLANDS	NONE
SURFACE WATER	NONE
PROPOSED RESIDENTIAL TYPE	NONE
TOTAL PARCEL SIZE	8.07 GROSS ACRES (PER SURVEY DATED 2022-12-16)
MAXIMUM ALLOWABLE GROSS FAR	(115,007/4360)/8.07 = 0.327
MAXIMUM BUILDING HEIGHT	4'
MINIMUM LOT SIZE	20,000 SF
MINIMUM FRONT YARD SETBACK	10'
REAR YARD SETBACK	REFER TO YARD DIBBIT
MAXIMUM BUILDING COVERAGE	37.7%
MAXIMUM IMPERVIOUS SURFACE	75%

- PLANNING NOTES**
- BASED ON INFORMATION SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 13075C008K, DATED OCTOBER 7, 2021, THE PROPERTY LIES IN FLOOD ZONE X AND BUFFERING AND SCREENING ALONG ORIENT ROAD SHALL COMPLY WITH THE URBAN SCENIC ROADWAY REQUIREMENTS IN LDC SEC. 6.06.0311.
  - FOR ALL NEW AND EXISTING STRUCTURES, THE DESIGN SHALL COMPLY WITH LDC SEC. 6.06.04-C AND SCREENING FOR VEHICLES USE RIGID-SHAPE, 60% EXCEPT FOR BUFFERING SHALL NOT BE REQUIRED ALONG PARCEL 4087.0001.
  - WATERWATER SERVICE SHALL BE PROVIDED BY THE CITY OF TAMPA.
  - NO SPECIFIC ARCHITECTURAL DESIGN FOR STRUCTURES ARE PROPOSED.
  - NO EXISTING OR PROPOSED STRUCTURES SHALL BE DEMOLISHED.
  - NO PUBLIC PARK LANDS OR PUBLIC SCHOOL SITES ARE PROPOSED.
  - NO PUBLIC PARK LANDS OR PUBLIC SCHOOL SITES ARE PROPOSED.
  - DEVELOPERS SHALL COORDINATE WITH HARTY FOR TRAVEL IMPROVEMENTS PER LDC 11.02.01.0001.
  - OPEN STORAGE IS PROHIBITED.

**MINIMUM YARD EXHIBIT**

1. LDC ART. 15 SEC. 6.06.04-B AND 6.06.04-C AND PLACING REGULATIONS TABLE 6.06.04-B SHALL BE REQUIRED FOR STRUCTURES ADJACENT TO FLOOD ROADS (SHALL NOT BE REQUIRED TO BE SET BACK AN ADDITIONAL 2' FOR EVERY 1' OF STRUCTURE HEIGHT OVER 20').

**LEGAL DESCRIPTION - ONLY APPLIES TO MM-23-094 (PER SURVEY DATED 2022-12-16)**

PARCEL 4087.0001 (LDC NO. 4087.0001) AS THE MAIN PART THEREOF, RECORDED IN PLAT BOOK 38 ON PAGE 33 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, LESS THAT PART BEGINNING AT THE NORTHWESTERLY CORNER OF LOT 1 IN BLOCK 2 OF KING ALFRED DRIVE, 150 FEET RIGHT OF WAY A DISTANCE OF 170 FEET TO A POINT OF CURVATURE, CURVE THENCE SOUTH A DISTANCE OF 1046.1 FEET, THENCE WEST A DISTANCE OF 300 FEET TO A POINT OF BEGINNING, THENCE NORTH 89 DEGREES 58 MINUTES 18 SECONDS WEST ALONG THE WEST LINE OF LOT 1 IN BLOCK 2, THENCE NORTH ALONG STATED BOUNDARY A DISTANCE OF 100 FEET TO POINT OF BEGINNING.

THAT PORTION OF LOT 1, BLOCK 2, KINGS FOREST SUBDIVISION IN SECTION 2, TWP. 29 SOUTH, RANGE 19 WEST, 82 WEST CORNER OF SAID LOT 1, BLOCK 2, KINGS FOREST SUBDIVISION, THENCE NORTH 89 DEGREES 58 MINUTES 18 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 283.31 TO THE INTERSECTION OF SAID WEST LINE AND THE EXISTING RWLINE OF ORIENT RD., PER HILLSBOROUGH COUNTY ENGINEERING DEPT. NOTE COMMENTS IN "B" COLUMN, ARE SUGGESTED REVISIONS TO SUBMITTERS.

**LANDIS PARTNERS**  
ATTN: BRUCE LANDIS, P.E., ACP  
TAMPA, FL 33609  
LANDISPARTNERS.COM  
(813) 949-7449

**ATTORNEY:**  
HILLWARD HENDERSON  
ATTN: KIMBERLY CORNETT  
TAMPA, FL 33602  
KIMBERLY@HILLWARD.COM  
(813) 227-8621

**APPLICANT:**  
APRILKITE DEVELOPMENT ASSOCIATES, INC.  
4330 W. CYPRESS ST., SUITE 720  
TAMPA, FL 33609  
AWALKER@APRILKITEDEVELOPMENT.NET  
(813) 227-8621

HILLSBOROUGH COUNTY ROADWAYS  
FUNCTIONAL CLASSIFICATION MAP



# HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

*Infrastructure & Development Services*



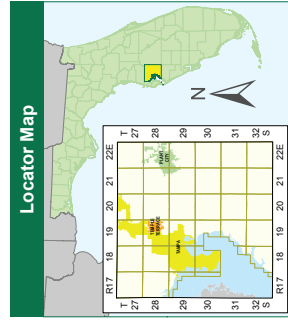
## Legend

- Functional Classifications  
Authority Classification
- State, Principal Arterial
  - State, Arterial
  - Hillsborough, Arterial
  - Hillsborough, Collector
  - Urban Service Area Boundary
  - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS  
 PART 3.03.00 STATE PLANNED DEVELOPMENT DISTRICTS  
 PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS  
 PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES  
 PART 6.07.00 FENCES AND WALLS  
 PART 12.01.00 DEFINITIONS AND SPECIAL USES  
 OTHER PARTS OF THE LDC NOT LISTED ABOVE.

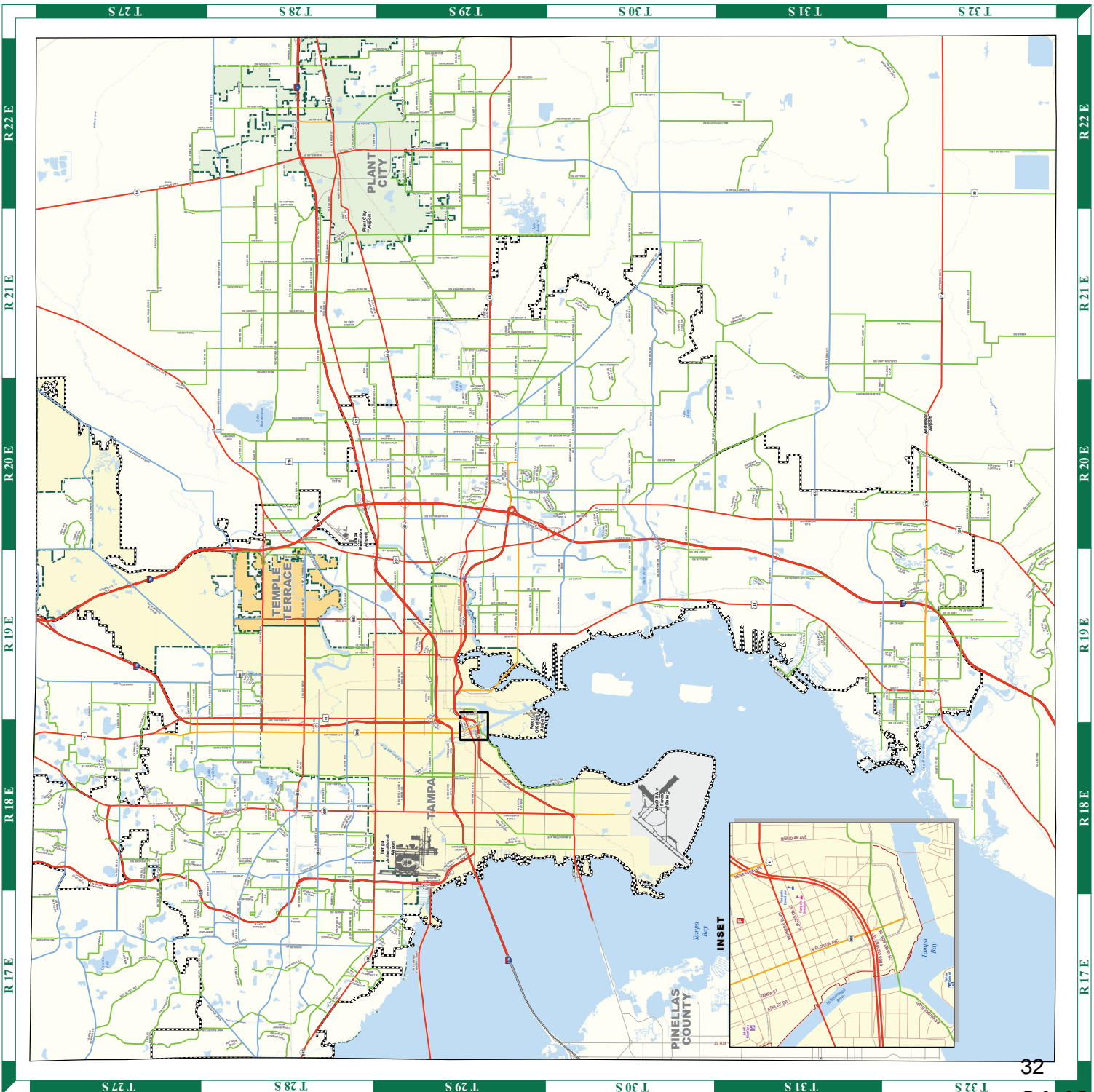
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NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant, represent, or guarantee the accuracy of the information shown on this map. Hillsborough County does not enter expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of road property from Hillsborough County and is not intended to be used for any other purpose. The map is hereby certified that the aforementioned public information sources should be consulted for verification of the information contained on this map.

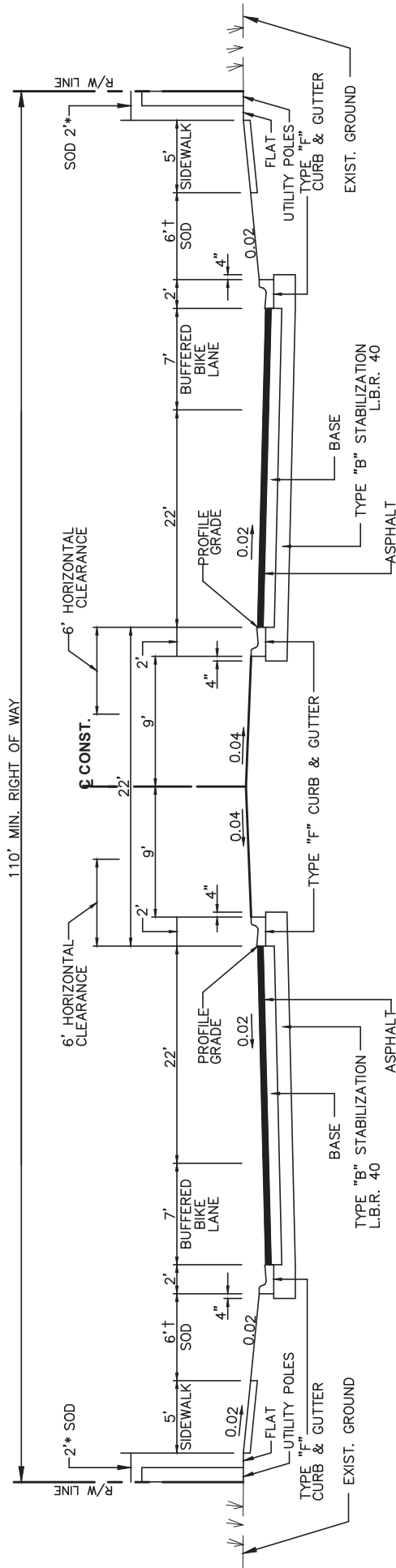
601 E. Kennedy Blvd  
Tampa, FL 33602  
(813) 272-5610  
printroom@hillsboroughcounty.org



TS-6







**TYPICAL SECTION**

N.T.S.

10,000 TO LESS THAN 20,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 45 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- \* 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:  
10/17  
34

**TRANSPORTATION  
TECHNICAL  
MANUAL**



**Hillsborough  
County Florida**

**URBAN COLLECTORS  
(4 LANE DIVIDED)  
TYPICAL SECTION**

DRAWING NO. **TS-6**  
SHEET NO. 1 OF 1

**From:** Williams, Michael [WilliamsM@hcfll.gov]  
**Sent:** Friday, October 4, 2024 11:17 AM  
**To:** Steven Henry [shenry@lincks.com]  
**CC:** Jessica Kowal [jkowal@landisevans.com]; Chapela, Tania [ChapelaT@hcfll.gov]; Perez, Richard [PerezRL@hcfll.gov]; Tirado, Sheida [TiradoS@hcfll.gov]; De Leon, Eleonor [DeLeonE@hcfll.gov]; PW-CEIntake [PW-CEIntake@hcfll.gov]  
**Subject:** RE: MM 24-1044 - Administrative Variances Review (2 of 2)  
**Attachments:** 24-1044 AVReq 07-16-24\_1.pdf; 24-1044 AVReq 07-16-24\_3.pdf

Part 2

---

**From:** Williams, Michael  
**Sent:** Friday, October 4, 2024 11:14 AM  
**To:** shenry@lincks.com  
**Cc:** Jessica Kowal <jkowal@landisevans.com>; Chapela, Tania <ChapelaT@hcfll.gov>; Perez, Richard <PerezRL@hcfll.gov>; Tirado, Sheida <TiradoS@hcfll.gov>; De Leon, Eleonor <DeLeonE@hcfll.gov>; PW-CEIntake <PW-CEIntake@hcfll.gov>  
**Subject:** FW: MM 24-1044 - Administrative Variances Review (1 of 2)

Steve,

I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and Design Exception (DE) for PD 24-1044 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon ([DeLeonE@hcfll.gov](mailto:DeLeonE@hcfll.gov) or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hcfll.gov](mailto:PW-CEIntake@hcfll.gov)

Mike

---

**From:** Tirado, Sheida <[TiradoS@hcfll.gov](mailto:TiradoS@hcfll.gov)>  
**Sent:** Tuesday, October 1, 2024 10:47 PM

**To:** Williams, Michael <[WilliamsM@hcfl.gov](mailto:WilliamsM@hcfl.gov)>  
**Cc:** Perez, Richard <[PerezRL@hcfl.gov](mailto:PerezRL@hcfl.gov)>  
**Subject:** MM 24-1044 - Administrative Variances Review

Hello Mike,

The attached AVs are approvable/approvable with conditions to me, please include the following people in your response:

[shenry@lincks.com](mailto:shenry@lincks.com)  
[jkowal@landisevans.com](mailto:jkowal@landisevans.com)  
[chapelat@hcfl.gov](mailto:chapelat@hcfl.gov)  
[perezrl@hcfl.gov](mailto:perezrl@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

E: [TiradoS@HCFL.gov](mailto:TiradoS@HCFL.gov)  
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602  
**[HCFL.gov](http://HCFL.gov)**

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

**Hillsborough County Florida**

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



**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

**Instructions:**

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at [padroni@hcpaf.fl.gov](mailto:padroni@hcpaf.fl.gov) or via telephone at (813) 307-1709 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
<b>Submittal Type</b> (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Cross Access <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Cross Access - Revised AV <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. Cross Access - Revised AV <input type="checkbox"/> 6.
<p><b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
<b>Project Name/ Phase</b>	MLK and Orient Industrial
<p><b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
<b>Folio Number(s)</b>	40843.0000 & 40843.0100
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p><b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
<b>Name of Person Submitting Request</b>	Steve Henry, P.E.
<p><b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
<b>Current Property Zoning Designation</b>	PD
<p><b>Important:</b> For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a>. For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.</p>	
<b>Pending Zoning Application Number</b>	MM 24-1044
<p><b>Important:</b> If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>	N/A
<p><b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



**LINCKS & ASSOCIATES, LLC**

July 15, 2024

Mr. Michael Williams, PE  
County Engineer Development Review Director  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: MLK and Orient Industrial  
MM 24-1044  
Folio 040843.0000  
040843.0100  
Lincks Project Number: 23030

The purpose of this letter is to request a Section 6.04.02B Administrative Variance to Section 6.04.03Q of the Hillsborough County Land Development Code (LDC) for vehicle Cross-Access from the project to the adjoining parcel to the north (Folio No. 40845.0000). It should be noted, the developer will provide pedestrian and bike cross access to the subject parcel.

The developer proposes to rezone the property to Planned Development (PD) to allow a 115,000 square foot Warehouse/Distribution Facility.

The proposed PD plan is included in the Appendix of this letter.

The access for the project is proposed to be as follows:

- One (1) right-in/right-out access to Dr. Martin Luther King Jr. Boulevard
- One (1) right-in only access to Orient Road

The subject site is within the Hillsborough County Urban Service Area.

The request is for an Administrative Variance from the vehicular Cross-Access Criteria of the Hillsborough County LDC Section 6.04.03.Q, which, if approved, would not require the Applicant to provide cross-access to the adjacent parcel referenced above.

Each of these criteria is evaluated separately below:

**(a) there is an unreasonable burden on the applicant,**

Due to the layout and access configuration for the project, there is not a good location for the cross-access. The cross-access to the west (A) as shown in Figure 1, would require

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website



Mr. Mike Williams  
July 15, 2024  
Page 2

vehicles to enter and exit in the area of the truck court. The site is designed to discourage passenger vehicles from traversing the truck court area. The cross-access to the north would require a connection to the entrance driveway for Orient Road. This access to Orient Road is proposed to be a right-in only. This access driveway is designed to prohibit vehicles from coming out of the truck court area and continuing west to Orient Road via a median within the access. As shown in the attached exhibit, if the cross-access is provided to the north, the connection would impact the median, which could potentially allow vehicles to exit Orient Road.

**(b) the variance would not be detrimental to the public health, safety and welfare,**

Given the size of the retail parcel, the amount of cross-access vehicles would be minimal; therefore, it would not be detrimental to the public health, safety and welfare.

**(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.**

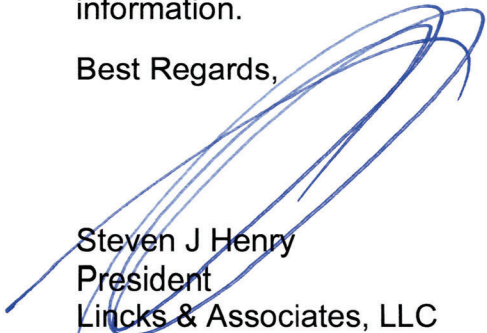
Without this variance, vehicles would have to traverse the truck court or potentially impact the access to Orient Road, therefore without the variance, reasonable access cannot be provided.

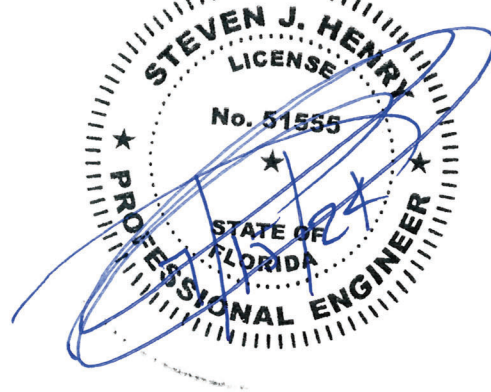


Mr. Mike Williams  
July 15, 2024  
Page 3

Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

  
Steven J Henry  
President  
Lincks & Associates, LLC  
P.E. #51555



---

**Based on the information provided by the applicant, this request is:**

- \_\_\_\_\_ **Disapproved**
- \_\_\_\_\_ **Approved**
- \_\_\_\_\_ **Approved with Conditions**

Condition: Developer will provide pedestrian and bike cross access to parcel at folio 40845.0000, despite not being shown on zoning Site Plan. This AV only applies to cross access.

**If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.**

**Date** \_\_\_\_\_

**Sincerely,**

**Michael J. Williams  
Hillsborough County Engineer**

PRE-SITE

DATE: 07/16/24  
DRAWN BY: [REDACTED]  
CHECKED BY: [REDACTED]  
SCALE: AS SHOWN

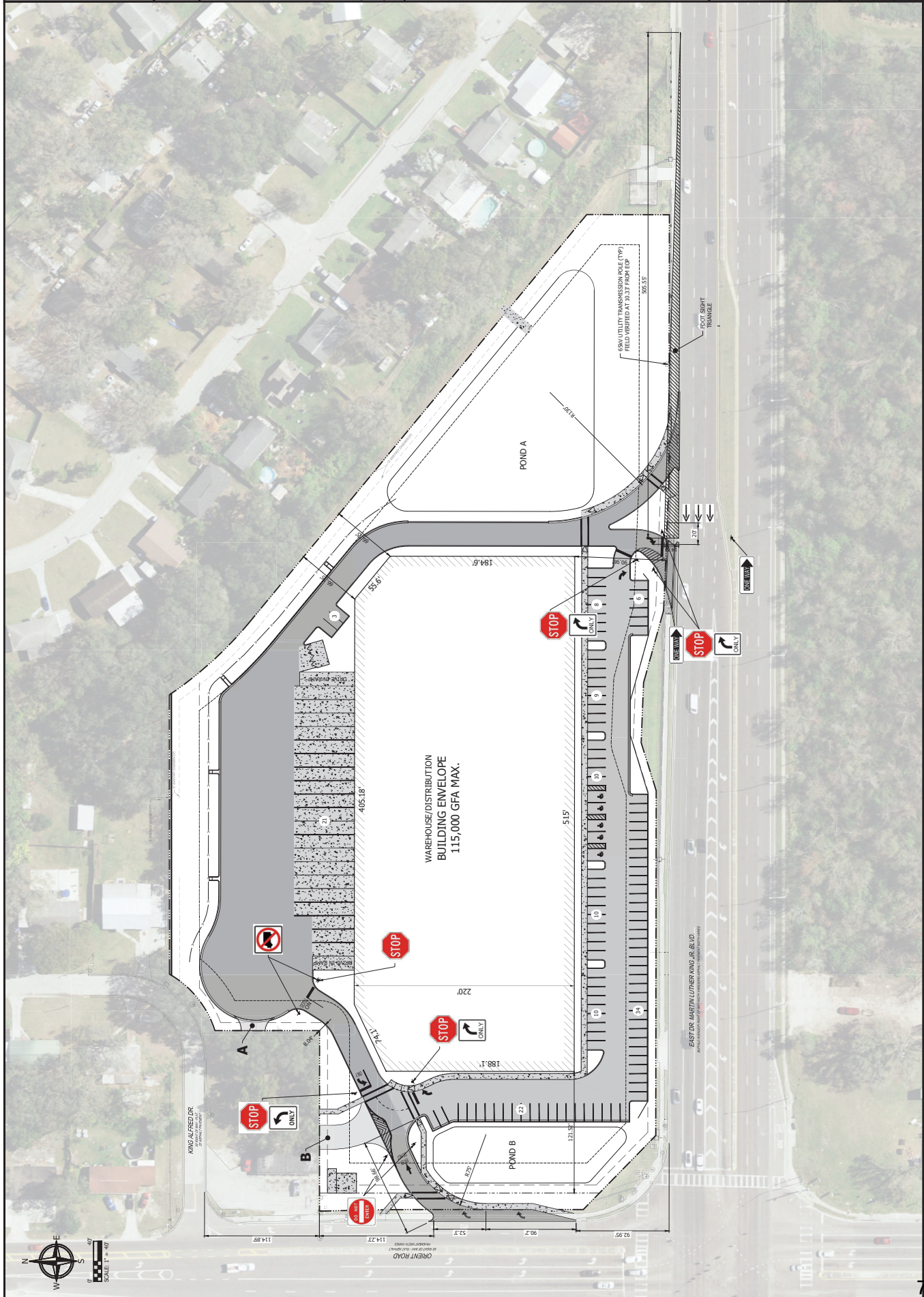
CROSS ACCESS EXHIBIT  
MM-23-0904 MLK AND ORIENT INDUSTRIAL  
4015 ORIENT ROAD  
TAMPA, HILLSBOROUGH COUNTY, FLORIDA 33610

MARK	DATE	DESCRIPTION	ISSUE



**LANDIS EVANS PARTNERS**  
www.landisevans.com  
3810 NORTHDALE BLVD.  
TAMPA, FLORIDA 33624  
OFFICE: 813-949-7448  
FAX: 813-949-7449  
PROJECT: 2024-06-26-13-55-17

THIS PLAN IS THE PROPERTY OF LANDIS EVANS PARTNERS AND IS NOT TO BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF LANDIS EVANS PARTNERS. ALL RIGHTS RESERVED.



APENDIX



PD PLAN







HILLSBOROUGH COUNTY ROADWAYS  
FUNCTIONAL CLASSIFICATION MAP





**HILLSBOROUGH COUNTY  
ROADWAYS  
FUNCTIONAL CLASSIFICATION**  
*Infrastructure & Development Services*



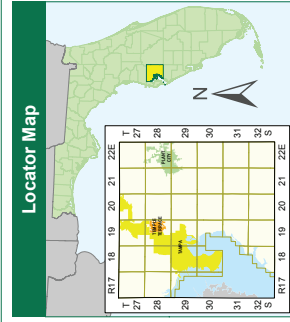
**Legend**

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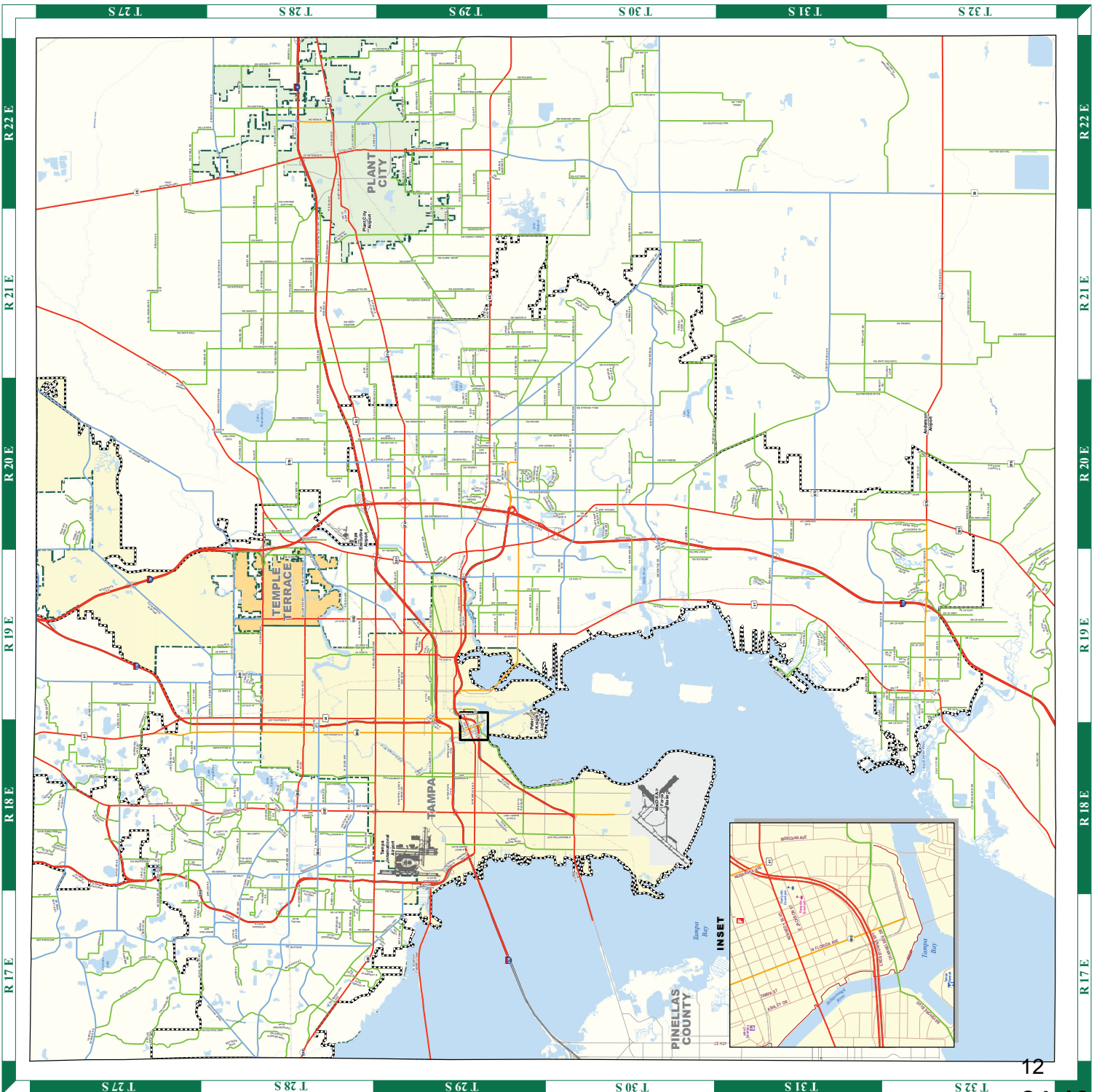
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601 E. Kennedy Blvd  
Tampa, FL 33602  
(813) 272-5610  
printroom@hillsboroughcounty.org



HILLSBOROUGH COUNTY LDC



## Sec. 6.04.03. - General Access Standards

## A. Applicability

The following standards apply to all Connection Types.

## B. Access to Residential Property

Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector roadway, unless it can be demonstrated by the applicant that access to the arterial roadway will provide a greater public benefit.

## C. Primary Access to Non-Residential Property

If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility, unless it can be demonstrated by the applicant that primary access to the arterial roadway will provide a greater public benefit.

## D. Shared Access

Shared access facilities onto arterial and collector streets are encouraged when two or more contiguous sites are planned for compatible uses. Shared access is desirable where the trip generation from the anticipated land uses will not be large enough to warrant a traffic signal.

## E. Off-site Street Parking

Except for Single Family Residential Units or other types of residential units approved by the County, off-site street parking shall be designed to insure that all vehicles leaving or entering the public street right-of-way shall be traveling in a forward motion.

## F. Sight Distance; Visibility At Intersections

1. Sight Distance Access points shall be located along the property frontage in such a manner as to provide adequate sight distance per the requirements of the Hillsborough County Transportation Technical Manual latest edition and Florida Department of Transportation Standard(s).
2. No structure or portion of any structure shall be placed or erected, no motor vehicle, trailer or equipment shall be allowed to park, stand, stop or be stored, and no vegetation shall be maintained, planted or allowed to grow in a manner which materially impedes the visibility from a street, alley or driveway of lawfully oncoming traffic from any direction in the intersecting public street, between heights of two and one-half feet and eight feet, as measured from the pavement edge, of the adjacent roadway across sight distances complying with the Hillsborough County Transportation Technical Manual. Alternatively, the comparable design standards of the Florida Department of Transportation may be utilized.

## G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throat shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his particular site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.

## H. Access Along Acceleration/Deceleration Lanes

A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.

## I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
- 2.

The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.

3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development Code.
5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

**Table 1: Function and Driveway Guidelines**

**Residential Uses**

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	90
Collector/Arterial	180

**Table 2: Function and Driveway Guidelines**

**Non-Residential Uses**

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	180
Collector/Arterial	300

Calculation Formula

Number of Driveways = Peak Hour Total Project Traffic/Maximum Vehicle Flow. Fractional results shall be rounded up to the next highest whole number.

Sample Calculation:

Example: A developer plans to construct a shopping center at a site near the intersection of two arterial roadways, which will house 250,000 square feet leasable area. The developer proposes three arterial connections.

Are three arterial connections adequate for this site? As with the above sample, we start by calculating the number of peak hour trips generated by the site. In this case the ITE trip generation indicates a total of 1,146 peak hour vehicle trips. We reference Table 2 and find the non-residential collector maximum vehicle flow figure. Dividing the peak hour total by 300 results in the need for 3.82 or four driveways. Therefore, the number of collector connections should be four.

J. Spacing of Accesses and Median Openings

The minimum spacing between adjacent access points and between adjacent median openings are a function of the Access Class assigned to the main roadway. The distances shown in 6.04.07 are minimums and may not be sufficient if extensive right or left turn storage is required. Greater distances may be required to provide sufficient site-specific storage. Right turn in/right turn out movement and accesses which do not meet the minimum spacing may be permitted where, due to size, configuration, or location of the parcel, there is no feasible alternative access meeting the desired standard.

K. Drainage Considerations

Access shall be constructed in accordance with the requirements of Hillsborough County Stormwater Management Technical Manual.

L. Existing Facilities

1. Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.
2. Where driveways are constructed within the limits of existing curb and gutter construction, the existing curb and gutter shall be removed either to the nearest joints or to the extent that no remaining section is less than five feet long. If the curb is not removed to the nearest joint, the curb will be cleanly cut with a concrete saw. Driveways materials type should conform to the original construction on a section unless otherwise specifically provided on the permit.

M. Intersections

At an intersection, no driveway shall be allowed within the radius return of the intersecting roadways. An exception for existing developments may be considered when driveways are reconstructed as part of a roadway reconstruction project.

N. Emergency Access

In addition to minimum yard and building spacing requirements specified in this Code, all buildings and other structures, land preparation, and landscaping shall be so located and arranged on lots as to provide safe and convenient access for emergency purposes, fire protection, servicing, and off-street parking and loading located on the premises.

O. Prohibition of Use of Residentially Zoned Private Property for Access to Uses Not Permitted in Residential Districts; Exceptions

No private land which is agriculturally or residentially zoned shall be used for vehicular or pedestrian access to land or structures in other districts used for any purpose not permitted in agricultural or residential districts, except as provided below or otherwise authorized by this Code or other lawful regulations:

1. Where provision does not exist for safe access for emergency and public service vehicles and such access is not reasonably feasible except through privately owned residential or agricultural land, access reserved for and limited to such vehicles may be authorized by the Land Use Hearing Officer, subject to conditions and safeguards designed to protect the tranquility and character of the residential land so traversed.
2. Where convenience and safety would be promoted, walkways and bicycle paths to non-residentially zoned land may be authorized by the Land Use Hearing Officer across privately owned residentially zoned land, subject to conditions and safeguards to protect the tranquility and character of the residential land so traversed.

P. Right-of-Way Protection and Acquisition

1. No development activity (buildings, parking areas, water retention, etc.) shall be permitted within existing right-of-way



corridors, as established and recorded through the Hillsborough County Thoroughfare Plan Regulations.

2. Prior to the development of land contiguous to public transportation corridors, right-of-way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with an adopted Hillsborough County Transportation Corridor Map. In the absence of an adopted Corridor Map, right of way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with the current MPO Long Range Transportation Needs Assessment Map in effect at the time of the request for reservation or conveyance. No development activity shall be permitted within the designated transportation corridors.

Q. Cross-Access Criteria and Requirements

1. The purpose of requiring cross-access in certain situations is to reduce the necessity to use the public street system in order to move between adjacent and complementary land uses where such interchange of vehicular or pedestrian trips are likely to occur.
2. When each of the following conditions exist, provisions for vehicular and pedestrian cross-access must be provided:
  - a. The site is on at least one roadway with an Access Management Classification of 1 through 6.
  - b. The site has a commercial or office land use or zoning designation, and is adjacent to a parcel which also has a commercial or office land use designation or zoning and which has access on the same roadway.
3. When each of the following conditions exists, provisions for pedestrian cross-access must be provided.
  - a. The site has frontage on at least one roadway with an Access Management Classification of 1 through 6.
  - b. The site has a commercial or office land use or zoning designation and is adjacent to a parcel having frontage on the same roadway which has a land use or zoning designation allowing 12 dwelling units per acre or more, or
  - c. The site has a residential land use or zoning designation allowing 12 dwelling units or more per acre and is adjacent to a parcel having a land use or zoning designation of 12 dwelling units or more per acre or a commercial or office land use or zoning designation and which has access on the same roadway.
4. As used herein, "provisions for cross-access" shall mean that the developer of the property shall design his site in such a manner as to make cross-access possible as provided in this division.
5. When the criteria in 2 or 3 above are met, provisions for cross-access must be provided as established below:
  - a. If the adjacent site is developed and, in the opinion of Hillsborough County, cross-access is feasible, the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.
  - b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
  - c. If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.
  - d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".



3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
  - a. There will be no more than one connection per frontage.
  - b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20)



**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

**Instructions:**

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at [padroni@hcpaf.fl.gov](mailto:padroni@hcpaf.fl.gov) or via telephone at (813) 307-1709 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
<b>Submittal Type</b> (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Orient Road (Access Spacing) <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Orient Road (Access Spacing) Revised <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. Orient Road (Access Spacing) Revised <input type="checkbox"/> 6.
<p><b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
<b>Project Name/ Phase</b>	MLK and Orient Industrial
<p><b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
<b>Folio Number(s)</b>	40843.0000 & 40843.0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p><b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
<b>Name of Person Submitting Request</b>	Steve Henry, P.E.
<p><b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
<b>Current Property Zoning Designation</b>	PD
<p><b>Important:</b> For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a>. For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.</p>	
<b>Pending Zoning Application Number</b>	MM 24-1044
<p><b>Important:</b> If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>	N/A
<p><b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



**LINCKS & ASSOCIATES, LLC**

July 15, 2024

Mr. Michael Williams, PE  
County Engineer Development Review Director  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: MLK and Orient Industrial  
MM 24-1044  
Folio 040843.0000  
040843.0100  
Lincks Project Number: 23030

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access spacing on Orient Road.

The developer proposes to rezone the property to Planned Development (PD) to allow a 115,000 square foot Warehouse/Distribution Facility.

Table 1 provides the trip generation for the proposed land use. The proposed PD plan is included in the Appendix of this letter.

The access for the project is proposed to be as follows:

- One (1) right-in/right-out access to Dr. Martin Luther King Jr. Boulevard
- One (1) right-in only access to Orient Road

Orient Road in the vicinity of the project is an Access Class 5 roadway which has a spacing of 245 feet. The project access is approximately 235 feet from Dr. Martin Luther King Jr. Boulevard and approximately 114 feet from the access serving the retail center to the north.

**(a) there is an unreasonable burden on the applicant,**

Each of the accesses serving the project have restrictions of the type of access including the project access to Orient Road which is restricted to right-in only. If the access to Orient Road was not provided, eastbound vehicles on Dr. Martin Luther King Jr. Boulevard and northbound vehicles on Orient Road south of Dr. Martin Luther King Jr. Boulevard would have only one (1) option to enter the site which is to go east on Dr. Martin Luther King Jr.

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
July 15, 2024  
Page 2

Boulevard past the site to the median opening at Berkley Drive, make a U-turn then enter the site via the right-in/right-out access on Dr. Martin Luther King Jr. Boulevard.

Due to the limitations on the accesses serving the project, it would be an unreasonable burden to not allow the access to Orient Road, as stated above.

**(b) the variance would not be detrimental to the public health, safety and welfare,**

Although not warranted, the developer proposes to provide a 90 foot northbound right turn lane for the project access on Orient Road. This would allow vehicles to get out of the through lane of Orient Road thus reducing the potential for rear end collisions. Therefore, the variance would not be detrimental to the public health, safety and welfare.

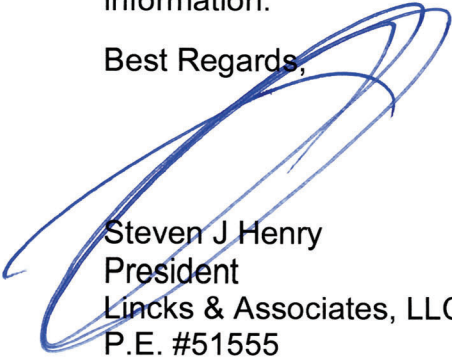
**(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.**

As indicated, each of the accesses serving the project are to be restricted; therefore, the access to Orient Road is needed to provide reasonable access to the project.

Mr. Mike Williams  
July 15, 2024  
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Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

  
Steven J Henry  
President  
Lincks & Associates, LLC  
P.E. #51555



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**Based on the information provided by the applicant, this request is:**

- Disapproved**
- Approved**
- Approved with Conditions**

**If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.**

**Date** \_\_\_\_\_

**Sincerely,**

**Michael J. Williams  
Hillsborough County Engineer**



TABLE 1  
TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>		<u>PM Peak Hour</u> <u>Trip Ends</u>			
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Warehouse/Distribution	156	115,000 SF	532	41	40	81	50	24	74

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.



APENDIX



PD PLAN





HILLSBOROUGH COUNTY ROADWAYS  
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY  
ROADWAYS  
FUNCTIONAL CLASSIFICATION**  
*Infrastructure & Development Services*



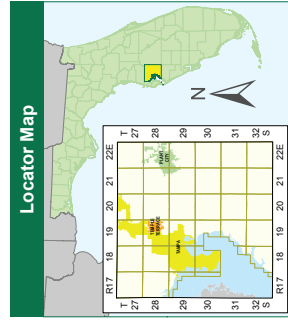
**Legend**

- Functional Classifications  
Authority Classification
- State, Principal Arterial
  - State, Arterial
  - Hillsborough, Arterial
  - Hillsborough, Collector
  - Urban Service Area Boundary
  - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS  
PART 3.03.00 STATE PLANNED DEVELOPMENT DISTRICTS  
PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS  
PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES  
PART 6.07.00 FENCES AND WALLS  
PART 7.01.00 ZONING REGULATIONS  
PART 12.01.00 DEFINITIONS  
OTHER PARTS OF THE LDC NOT LISTED ABOVE.

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.

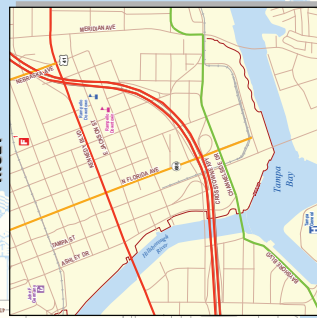
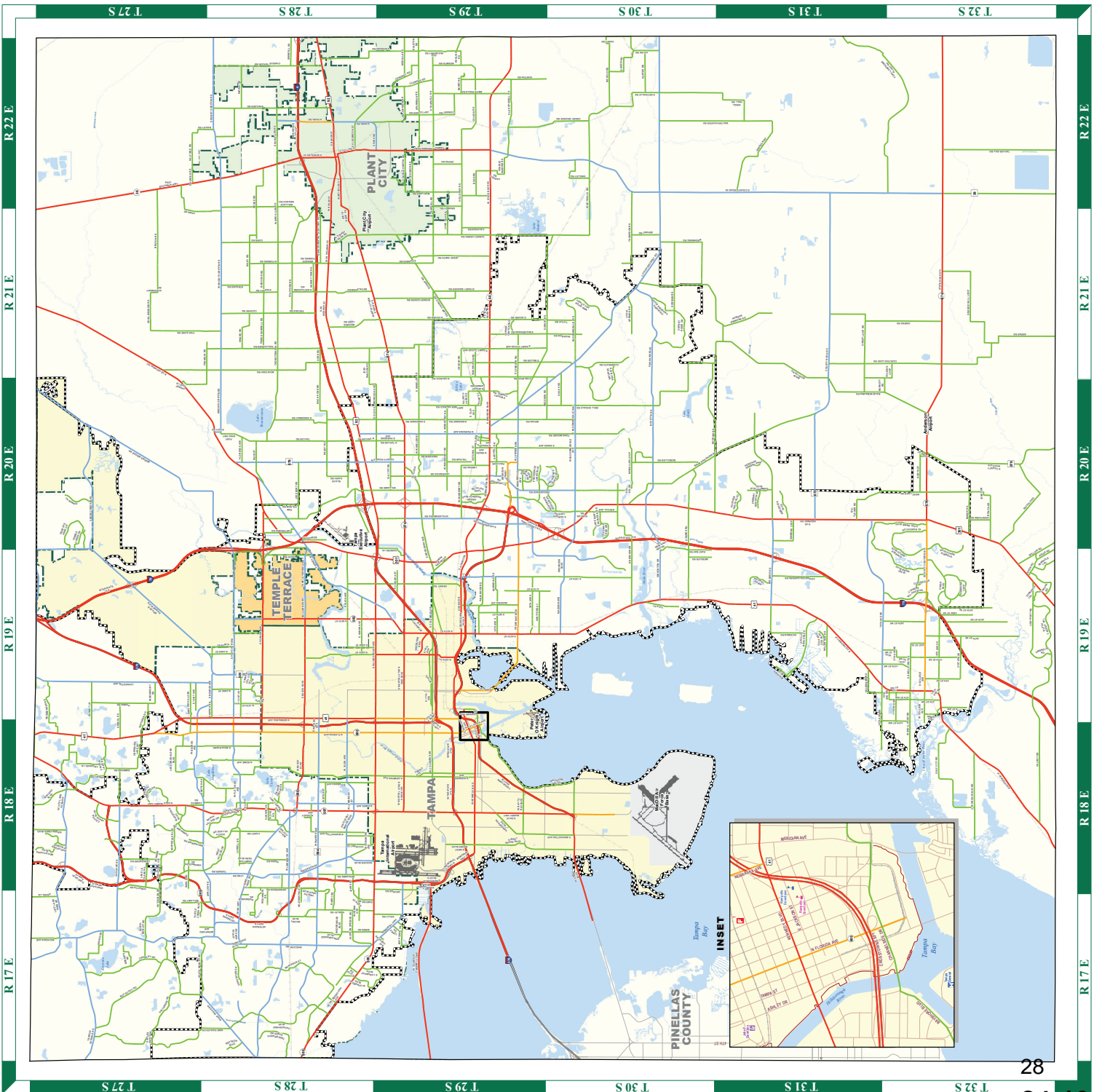


NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map, and it is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

SOURCE: This map has been prepared for the inventory of road property from Hillsborough County and is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

For verification of the information contained on this map, please contact the Planning and Development Services Department, Hillsborough County, Florida, at the following address:

601 E. Kennedy Blvd  
Tampa, FL 33602  
(813) 272-5610  
printroom@hillsboroughcounty.org





HILLSBOROUGH COUNTY LDC



Sec. 6.04.07. - Table: Minimum Spacing

MINIMUM SPACING			
ACCESS CLASSIFICATION(See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway Administration and FDOT Requirements)		
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			
A specially protected corridor distinguished by an extensive existing or planned system of access roads and restrictive median treatments.	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 1320 ft ≤ 45 mph 660'	>45 mph 2640 ft ≤ 45 mph 1320 ft
CLASS 3			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by existing or desired restrictive median treatments. Two lane highways with a desired high degree of access management should also be included.	>45 mph 660 ft ≤45 mph 330 ft	>45 mph 1320 ft ft ≤45 mph 660	>45 mph 2640 ft ft ≤45 mph 1320 ft
CLASS 4			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by nonrestrictive median treatments or highways with two-way left turn lanes.	>45 mph 660 ft ft≤45 mph 330 ft	N.A.	N.A.
CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤ 45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ft ≤ 45 mph 660 ft

CLASS 6			
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected non restrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤45 mph 245 ft	N.A.	N.A.
CLASS 7			
Subdivision roads and all other local roadways functioning as subdivision roads.	TYPE I = 10 ft Type II = 50 ft (<5000 vpd*) 175 ft (≥ 5000 vpd*)	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
March 1, 1991	Type III =50 ft (<5000 vpd*) 250 ft (≥ 5000 vpd*) * refers to volume on adjacent roadway		

NOTES AND SPECIAL REQUIREMENTS

1. Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
2. Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage.
3. Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
  - a. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.
  - b. The minimum distance to the first median opening shall be at least 1,320 feet as measured from the end of the taper of the egress ramp.
  - c. Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the

safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
Martin Luther King Jr. Blvd.	FDOT 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
Orient Road	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
King Alfred Rd.	County Local - Urban	2 Lanes <input checked="" 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 type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	8,660	312	569
Proposed	532	80	74
Difference (+/-)	(-)8,128	(-)232	(-)495

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

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

<b>Design Exception/Administrative Variance</b> <input checked="" type="checkbox"/> Not applicable for this request		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
Orient Rd./Substandard Rd.	Design Exception Requested	Approvable
Orient Rd./Vehicular Cross Access	Administrative Variance Requested	Approvable
Orient Rd./Access Spacing	Administrative Variance Requested	Approvable
Multiple Roads/Number of Access Connections	Administrative Variance Requested	Approvable
Notes:		

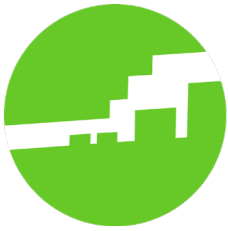
**4.0 Additional Site Information & Agency Comments Summary**

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



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**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 – 272 – 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

<b>Unincorporated Hillsborough County Rezoning Consistency Review</b>	
<b>Hearing Date:</b> October 15, 2024 <b>Report Prepared:</b> October 3, 2024	<b>Case Number:</b> MM 24-1044 <b>Folio(s):</b> 40843.0000; 40843.0100 <b>General Location:</b> Northeast corner of the intersection of Orient Road and East Dr. Martin Luther King Boulevard
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Office Commercial-20 (20 du/ga;0.75 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	East Lake-Orient Park
<b>Rezoning Request</b>	Major Modification (MM) to PD 92-0056 to update language of permitted warehouse use
<b>Parcel Size</b>	+/- 8.07 acres
<b>Street Functional Classification</b>	East Dr. Martin Luther King Jr. Boulevard. – <b>State Principal Arterial</b> Orient Road. – <b>County Collector</b>
<b>Commercial Locational Criteria</b>	NA
<b>Evacuation Area</b>	NA

**Table 1: COMPARISON OF SURROUNDING PROPERTIES**

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Office Commercial-20	PD	Heavy Industrial
North	Office Commercial-20 + Residential-6	PD RSC-6	Light Commercial + Single-Family
South	Office Commercial-20	CI	Heavy Industrial
East	Residential-6	RSC-6	Single Family
West	Research Corporate Park	PD	Light Commercial + Heavy Commercial

**Staff Analysis of Goals, Objectives and Policies:**

The site is located on +/- 8.07 acres at the northeast corner of Orient Road and East Dr. Martin Luther King Boulevard. The subject site is in the Urban Service Area and is located within the limits of the East Lake-Orient Park Community Plan. The applicant is requesting to update existing terminology specific to the uses of the site. The approved existing Planned Development (PD) permits light Industrial with related office and showroom (industrial uses permitted are those which manufacture, assemble, process, package, store and distribute small unit products such as optical devices, precision instruments, electronic equipment, toys, and fishing tackle). The applicant states the term *small unit product* is a broad term that is no longer the standard within the industry.

The applicant requests a maximum Floor Area Ratio (FAR) of 0.327 (Parcels 40843.0000; 40843.0100) and the prohibition of open storage on the site. The applicant also requests reducing the maximum allowable building height from 50 feet to 44 feet to ensure compatibility with the community's surrounding character. Per the Land Development Code (LDC), an additional 2 feet of building setback is required for each foot of a structure that exceeds 20 feet in height. The applicant requests the modifications to allow for a 44-foot-high structure, which would require an additional 48 feet of building setback. Along the north of the site, a minimum 78-foot setback would be required (48+30-buffer = 78). However, the applicant proposes a minimum building setback of 160 feet, more than double the required setback, to minimize impacts to the adjacent residential properties North and East of the site. Along the southern and western rights-of-way, a minimum building setback of 66 feet, which is 10 feet over the code requirement, is also proposed. This development is consistent with Community Design Component (CDC) Objective 12-1, 17-1, and Policies 12-1.4 and 17-1.4. Furthermore, the Comprehensive Plan requires that all developments

meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1, and FLUE Policy 9.2).

According to Objective 1 of the Future Land Use Element (FLUE), 80% of the County's growth is to be directed into the Urban Service Area (USA). Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." That area along East Dr. Martin Luther King Jr. Blvd is an existing appropriate area for light industrial and commercial uses.

Per Objective 8, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. The applicant requests a maximum of 115,000 square feet. For the 8.07-acre site, a 0.35 FAR allows for a maximum of 123,035 square feet. Appendix A contains a description of the character and intent permitted in each of the Future Land Use categories. The site is within the Office Commercial-20 Future Land Use category. The OC-20 Future Land use category allows the following uses: "community commercial type uses, office uses, mixed use developments, and compatible residential uses". The language also describes that any use that is not office or residential support use may only have a maximum FAR of 0.35. The proposed warehouse use can be considered in OC-20 and therefore the proposed use is consistent with development expected in the OC-20 Future Land Use category.

The proposal meets the intent of the Neighborhood Protection policies under Objective 16 of the Future Land Use Element (FLUE). Policy 16.1 requires established neighborhoods to be protected by buffer areas and screening devices. Policy 16.5 requires that higher-intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials. Residential uses are located to the north and east of the site. Access is proposed from a county collector (Orient Rd.) and a state principal arterial (East Dr. Martin Luther King Jr. Blvd.), meeting the intent of Policy 16.5. Additionally, the site's location is uniquely situated, and the development is consistent with the East Lake-Orient Park Community Plan, which encourages the creation of a commercial/mixed-use district along Orient Road from Hillsborough Avenue to Columbus Drive. Community Design Component (CDC) provides various policies, such as Objective 12-1 and Policy 12-1.4, which state site compatibility may be achieved through Objective 17-1 and CDC Policy 17.1-4, calling for facilitating site development patterns to appear purposeful and organized.

### **Recommendation**

Based upon the above considerations and the following Goals, Objectives, and Policies, Planning Commission staff finds the proposed major modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

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**Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:**

**FUTURE LAND USE ELEMENT**

## **Urban Service Area**

**Objective 1:** Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

**Policy 1.4:** Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

## **Land Use Categories**

**Objective 8:** The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.

**Policy 8.1:** The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

## **Relationship to Land Development Regulations**

**Objective 9:** All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

**Policy 9.1:** Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

**Policy 9.2:** Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

## **Neighborhood/Community Development**

**Objective 16: Neighborhood Protection** – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will

emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.

*Policy 16.1: Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as: locational criteria for the placement of non-residential uses as identified in this plan, limiting commercial development in residential land use categories to neighborhood scale; requiring buffer areas and screening devices between unlike land uses.*

**Policy 16.2:** *Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering, and screening techniques and control of specific land uses.*

**Policy 16.5:** *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

## **Community Design Component (CDC)**

### **5.0 NEIGHBORHOOD LEVEL DESIGN**

#### **5.1 COMPATIBILITY**

**OBJECTIVE 12-1:** *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

**Policy 12-1.4:** *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

### **7.0 SITE DESIGN**

#### **7.1 DEVELOPMENT PATTERN**

**GOAL 17:** *Develop commercial areas in a manner which enhances the County's character and ambiance.*

**OBJECTIVE 17-1:** *Facilitate patterns of site development that appear purposeful and organized.*

**Policy 17-1.4:** *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

## **LIVABLE COMMUNITIES ELEMENT: EAST LAKE-ORIENT PARK**

### **Economic Development**

*Economic Development – Provide opportunities for business growth and jobs in the East Lake-Orient Park community.*



- *Create a commercial/mixed-use district along Orient Road from Hillsborough Avenue to Columbus Drive*

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 24-1044

Rezoning  
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

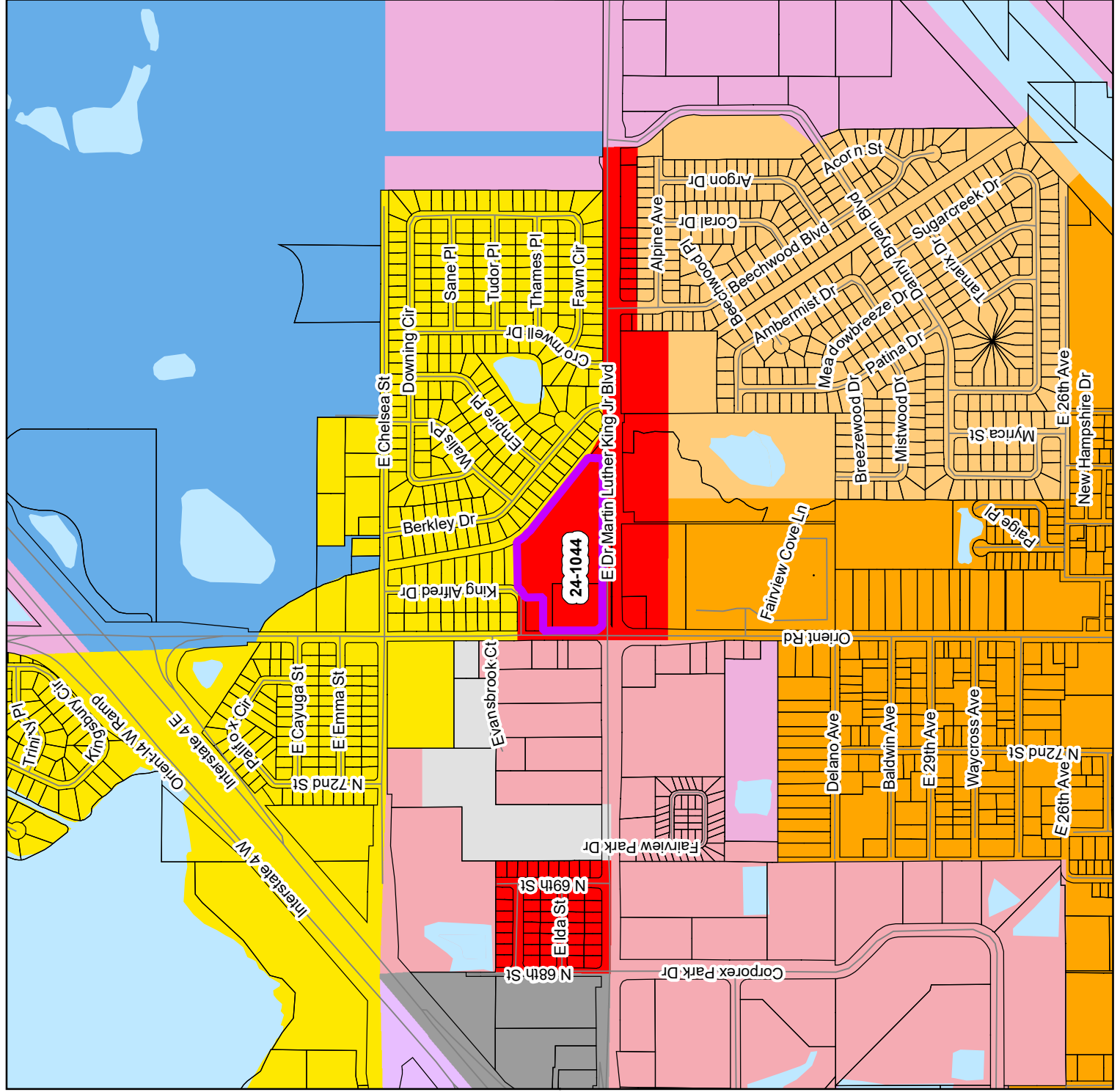
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- WATER NATURAL LULC\_Wet\_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is for informational purposes only. It is intended that the rezoning status is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 7/10/2024  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HCR\Rezoning - Copy.mxd



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