

**PD Modification Application: PRS 23-0458****Zoning Hearing Master Date:** N/A**BOCC Land Use Meeting Date:** July 18, 2023**Hillsborough  
County Florida**

Development Services Department

**1.0 APPLICATION SUMMARY****Applicant:** David Wright / TSP Companies, Inc.**FLU Category:** Suburban Mixed Use-6 (SMU-6)**Service Area:** Urban**Site Acreage:** 0.51 MOL**Community  
Plan Area:** Riverview**Overlay:** Riverview Downtown-Uptown  
Overlay**Introduction Summary:**

The subject site is located within PD 05-1787 which consists of approximately 8.29 acres and multiple parcels. PD 05-1787, as most recently modified by PRS 08-0260 is approved to allow for a maximum of 60 storage units, 52,800 square feet of flex space, storage and non-retail commercial uses and 25,000 square feet of retail commercial general uses. If approved, the height of "Future Building C " would increase from the previously permitted 20-feet maximum to 34-feet maximum to allow a church sanctuary.

Existing Approval(s):	Proposed Modification(s):
The PD is approved to allow for a maximum of 60 storage units, 52,800 square feet of flex space, storage and non-retail commercial uses and 25,000 square feet of retail commercial general uses. "Future Building C " is permitted a maximum height of 20 feet, 1 story for flex space, storage, and non-retail commercial general uses.	Allow "Future Building C " to be permitted the maximum height of 34-feet.

**Additional Information:**

PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

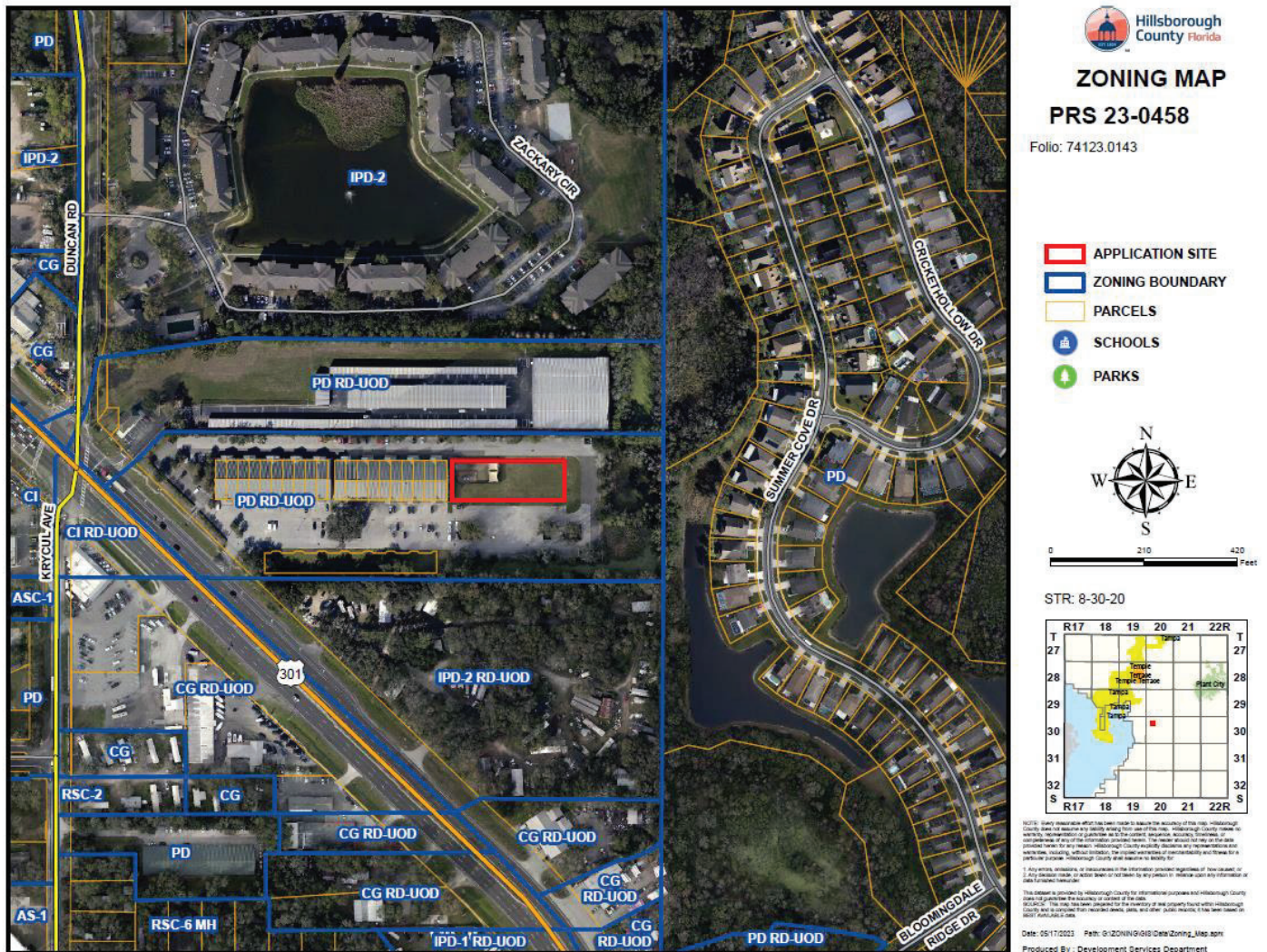
<b>Planning Commission Recommendation:</b> N/A	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Immediate Area Map

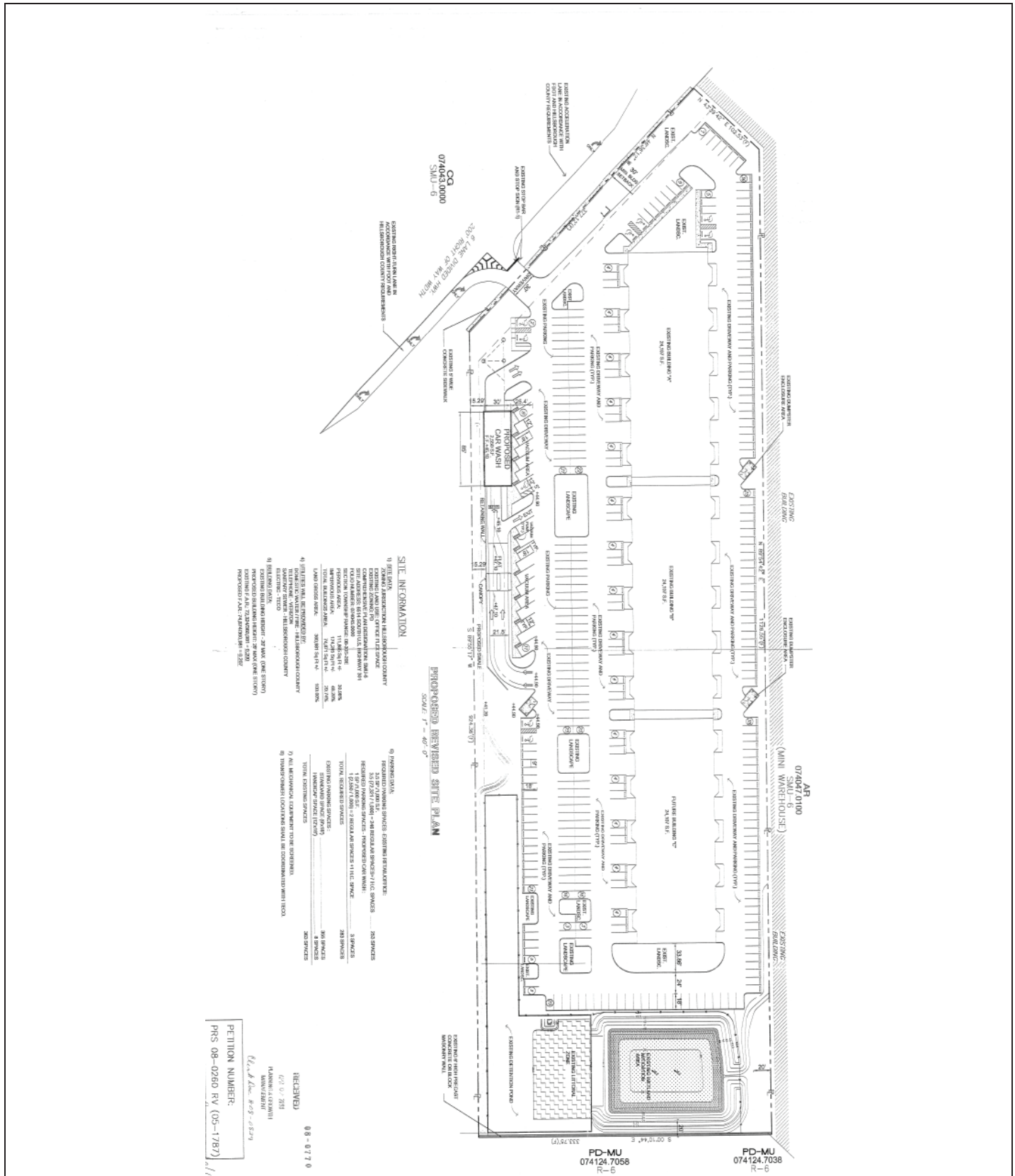


#### Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 97-0372	0.35 F.A.R.	Mini warehousing	Mini-warehouse Storage
South	IPD-2 92-0029	Per IPD-2 92-0029	Office Uses and Mobile Home Sales & Used Vehicle Sales	Office Uses and Mobile Home Sales & Used Vehicle Sales
East	PD 86-0103	NA	Wetland Conservation & Drainage easement	Wetland Conservation & Drainage easement
West	CI	0.30 F.A.R.	Commercial	Restaurant

## 2.0 LAND USE MAP SET AND SUMMARY DATA

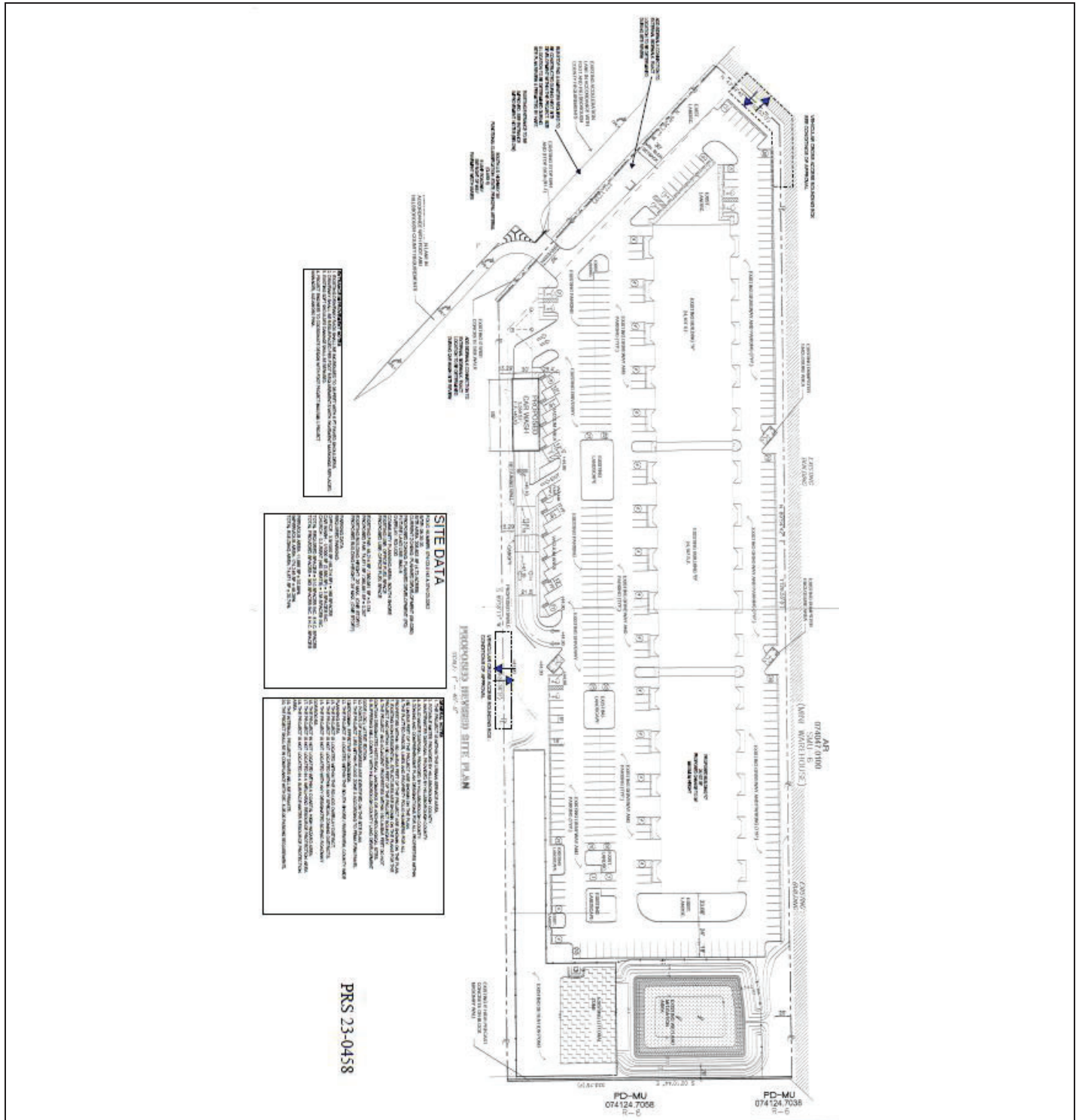
### 2.3 Approved Site Plan (partial provided below for size and orientation purposes. See Section 7.1 for full site plan)





## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 7.2 for full site plan)



**APPLICATION NUMBER:** PRS 23-0458

ZHM HEARING DATE: N/A

BOCC LUM MEETING DATE: July 18, 2023

Case Reviewer: Chris Grandlienard, AICP

**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)****Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
US Highway 301	FDOT Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

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

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,582	219	234
Proposed	2,758	210	234
Difference (+/-)	+176	-9	+0

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

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

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

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

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



## 4.0 ADDITIONAL SITE INFORMATION &amp; AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other: Riverview Downtown Uptown Overlay				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<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	See report. Other improvements include Public Transit Facilities required per Code.
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The subject application requests to allow folio # 74123.0143 within PD 05-1787, identified as “Proposed Building C” on the site plan to be permitted a maximum height of 34 feet. No changes are proposed to the entitlements or site plan layout for PD 05-1787. Staff has not identified any compatibility issues related to the request.

### 5.2 Recommendation

Based on the above considerations, staff recommends approval subject to the proposed conditions.



**6.0 PROPOSED CONDITIONS**

Approval - Approval, subject to the conditions listed below, is based on site plan received ~~December 5, 2007~~ June 27, 2023.

1. The site shall be developed in accordance with the following design standards. A maximum 77,800 square feet of Commercial General uses shall be permissible.
  - 1.1 Maximum of 60 storage units
  - 1.2 52,800 square feet of flex space, storage and non-retail Commercial General uses
  - 1.3 25,000 square feet of retail Commercial General uses
  - 1.4 Maximum building height 20 feet or one story for Building A and B. Maximum building height of 34 feet for Building C.
  - 1.5 Convenience stores with or without gasoline sales, stand alone banking facilities, or fast food facilities shall not be permitted at this location.
2. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
  - 2.1 Ground Signs shall be limited to Monument Signs.
  - 2.2 Billboards, pennants and banners shall be prohibited.
3. Buffering and screening shall be in accordance with the Land Development Code unless otherwise indicated herein.
  - 3.1 Within the 30 foot setback along U.S. 301 the applicant shall provide a 10 foot wide buffer containing enhance landscaping. Landscaping shall include a berm of varying elevations, hedge material, under story trees and canopy trees. The use of canopy trees will be subject to the existence of overhead utility lines.
  - 3.2 At the time of site development, either a precast concrete wall or block masonry wall shall be provided along the eastern property line.
4. Prior to General Site Plan Certification the applicant shall change site plan to reflect a 30 foot setback along U.S. 301.
5. 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.
6. An evaluation of the property identified a number of existing trees qualifying as Grand Oaks as defined by the Land Development Code. The existence of these trees shall require identification of their location on the submitted preliminary plan/plat through the Site Development/Subdivision Review process.

Design efforts are to be displayed on the submitted preliminary plan to avoid the removal of these trees.

7. The subject property shall be subject to the parking requirements of Section 6.06.06 of the Hillsborough County Land Development Code.
8. Dumpster location and enclosure must be in compliance with the LDC.
9. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
10. Approval of this rezoning 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 impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
11. Prior to the issuance of any building or land alteration permits or other development, the wetland must be field delineated by EPC or SWFWMD staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.
  - 11.1 The project may be permitted the above intensities and uses. The site will be subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum square footage for the project as permitted herein exceeds the maximum intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the square footage of the project shall decrease as necessary to conform to the Comprehensive Plan.
12. ~~The general design, number and location 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 Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and FDOT may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~ Vehicular and pedestrian cross access shall be provided to folio# 74047.0100 and folio#74049.0000 within the bounding boxes depicted on the PD site plan consistent with County LDC, Section 6.04.03.Q.
13. ~~Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided.~~ The developer shall construct an ADA accessible sidewalk and route from the sidewalk along US Hwy 301 to all building primary entrances.




14. ~~Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site. The developer shall construct a transit accessory pad including shelter, seating, trash receptable and bicycle rack as generally shown on the PD site plan, subject to HART and FDOT approval.~~
15. The Developer shall construct and maintain sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet. Pedestrian interconnectivity shall be provided between uses and adjacent parcels. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.
- ~~16. The developer will need to construct a right turn lane (deceleration) into the site, and an acceleration lane out of the site. Pending the results of the transportation analysis, other improvements may include building /extending turn lanes at the adjacent intersections. 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.~~
- ~~17. As is noted in the Land Development Code, one of the major reasons for diminished capacity of public roads is an increase in access points along roadways which increases the potential conflict points. Because of this, the applicant shall show the ability to provide cross access to adjacent parcels of like land uses. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.~~
- ~~18.~~16. If required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, for vehicles making U-turns, on US 301, at each median cut adjacent (north and south of the site) to the project where a U-turn/left 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 these left turn lanes shall be subject to FDOT approval.
- ~~19.~~17. 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.
- ~~20.~~18. The 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.
- ~~21.~~19. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant

shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms 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.

~~22. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.~~

**Zoning Administrator Sign Off:**

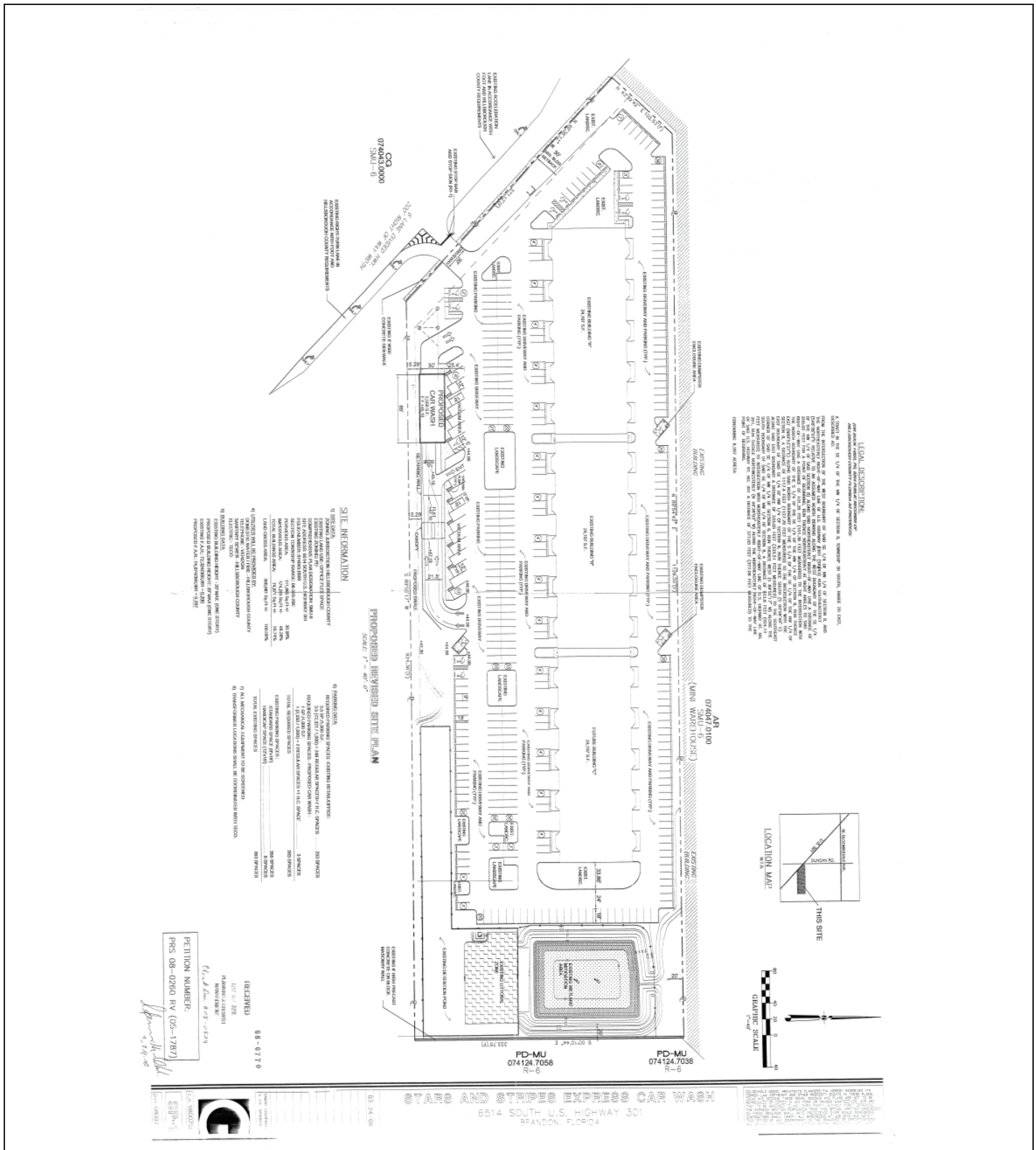
  
J. Brian Grady  
Tue Jun 27 2023 15:54:30

**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 SITE PLANS (FULL)

## 7.1 Approved Site Plan (Full)







**8.0 FULL TRANSPORTATION REPORT****AGENCY REVIEW COMMENT SHEET**

TO: Zoning Technician, Development Services Department

DATE: 6/27/2023

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/South

PETITION NO: PRS 23-0458

- ☐ 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.

**CONDITIONS OF APPROVAL****NEW CONDITIONS**

- Vehicular and pedestrian cross access shall be provided to folio# 74047.0100 and folio#74049.0000 within the bounding boxes depicted on the PD site plan consistent with County LDC, Section 6.04.03.Q.
- The developer shall construct an ADA accessible sidewalk and route from the sidewalk along US Hwy 301 to all building primary entrances.
- The developer shall construct a transit accessory pad including shelter, seating, trash receptacle, and bicycle rack as generally shown in the PD site plan, subject to HART and FDOT approval.

**REVISED CONDITIONS**

- ~~12. The general design, number and location of the access points 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 Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and FDOT may include, but is not limited to: left turn lanes, acceleration lanes) and deceleration lanes). Access points may be restricted in movements.~~

*[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the number and location of access points are governed by the PD site plan and conditions of approval. Furthermore, the applicant's transportation analysis indicates where auxiliary turn lanes are anticipated. Final evaluation of turn lane warrants will be done in accordance with Section 6.04.04.D. at the time of plat/site/construction plan review.]*

- ~~13. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided.~~



*[Staff recommends deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable.]*

- ~~14. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.~~

*[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the throat depth is governed by the PD site plan and conditions of approval. Furthermore, the site accesses an FDOT highway and FDOT has authority over the final determination of the access connection throat depth.]*

- ~~16. The developer will need to construct a right turn lane (deceleration) into the site, and an acceleration lane out of the site. Pending the results of the transportation analysis, other improvements may include building /extending turn lanes at the adjacent intersections. 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.~~

*[Staff recommends deletion of this condition. The right turn lane has been constructed. Any further evaluation of turn lane capacity will be conducted by FDOT as the roadway is a State facility.]*

- ~~17. As is noted in the Land Development Code, one of the major reasons for diminished capacity of public roads is an increase in access points along roadways which increases the potential conflict points. Because of this, the applicant shall show the ability to provide cross access to adjacent parcels of like land uses. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.~~

*[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the cross-access connections are provided for in the PD site plan and proposed conditions of approval.]*

#### **PROJECT SUMMARY AND ANALYSIS**

The subject PD is +/- 8.29 acres located with the Riverview Downtown Uptown Overlay and designated future land use of Suburban Mixed Use 6 (SMU-6). The applicant is requesting a Personal Appearance to modify PD 05-1787, as amended by PRS 08-0260, which currently allows:

- 60 storage units
- 52,800 sf of flex space, storage and non-retail Commercial General uses
- 25,000 sf of Commercial General uses
- Convenient stores with or without gasoline sales, stand along banks, and fast-food restaurants are not permitted.

The proposed modification requests an increase in height to the eastern most building (Building "C") on folio#74123.0143 from 20 feet to 34 feet for a maximum of 2 stories to accommodate a 460-seat church sanctuary. No increase in FAR is proposed.



As required by the Development Review Procedures Manual (DRPM), the applicant submitted a letter indicating that the proposed development does not trigger the threshold whereby a transportation analysis is required to process this rezoning. Utilizing data from the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, staff has prepared a comparison of the trips generated by development under the existing approvals and proposed modifications, utilizing a generalized worst-case scenario.

## Existing Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 25,000 sf, Strip Plaza Retail (ITE LUC 822)	1,284	53	150
PD: 52,800 sf, Specialty Trade Contractor (ITE LUC 180)	518	88	102
PD: 1-Tunnel Carwash (ITE LUC 948)	780	78	78
Pass-by Trips	N/A	0	42
Internal Capture	N/A	0	54
<b>Net External Trips</b>	<b>2,582</b>	<b>219</b>	<b>234</b>

## Proposed Modification:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 25,000 sf, Strip Plaza Retail (ITE LUC 822)	1,284	53	150
PD: 28,693 sf, Specialty Trade Contractor (ITE LUC 180)	282	47	56
PD: 1-Tunnel Carwash (ITE LUC 948)	780	78	78
PD: 460-seat, Church (ITE LUC 560)	412	32	46
Pass-by Trips	N/A	0	42
Internal Capture	N/A	0	54
<b>Net External Trips</b>	<b>2,758</b>	<b>210</b>	<b>234</b>

## Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak	Hour Trips
		AM	PM
<b>Difference (+/-)</b>	<b>+176</b>	<b>-9</b>	<b>+0</b>

The proposed modification will result in an increase in daily trips by +176 trips, a decrease in AM peak hour trips by -9 trips and no change in PM peak hour trips.

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

U. S. Highway 301 is a 6-lane divided major arterial roadway, maintained by FDOT, which lies within a +/- 200-foot wide right of-way and is characterized by +/- 12-foot lanes in good condition. There are paved shoulders and sidewalks on both sides within the vicinity of the project.

US Hwy 301 is shown of the County Corridor Preservation Plan as a 6-lane facility. No right of way preservation is needed as the 6-lane facility has already been constructed.

**SITE ACCESS AND CONNECTIVITY**

The site has an existing restricted right-in/right-out access on US Hwy 301 served by a right turn lane.

Vehicular and pedestrian cross access to the adjacent parcels to the north and south is required per LDC, Sec. 6.04.03. Q. access management general access standards and Sec. 3.20.04.A. Downton/Uptown Riverview overlay requirements. The applicant is proposing to provide those cross accesses with areas designated on the PD site plan as bounding boxes to allow for some flexibility in the final location at the time of site/subdivision construction plan review and approval.

The overall PD triggers the public transit facilities requirement to provide a transit accessory pad including shelter, seating, trash receptacle, and bicycle rack pursuant to Sec. 6.03.09.C.3. The applicant is showing the general location of the facilities subject to HART and FDOT approval at the time of site/subdivision construction plan review and approval.

Internal to the site, the developer is required to construct an ADA sidewalk from the existing sidewalk along the project frontage to the primary entrances of existing and future buildings consistent with LDC, Sec. 6.03.02.

**ROADWAY LEVEL OF SERVICE**

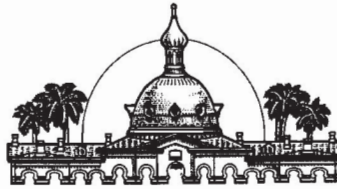
Below is the roadway level of service. For informational purposes only.

Generalized Level of Service				
ROADWAY	FROM	To	LOS	
			STANDARD	PK HR
US HWY 301	RIVERVIEW DR.	BLOOMINGDALE AVE.	D	C

*Source: 2020 Hillsborough County Level of Service (LOS) Report*

**CURRENTLY  
APPROVED**





Hillsborough County  
Florida

Office of the County Administrator  
Patricia G. Bean

February 1, 2008

Reference: PRS 08-0260 RV

BOARD OF COUNTY COMMISSIONERS

Brian Blair  
Rose V. Ferlita  
Ken Hagan  
Al Higginbotham  
Jim Norman  
Mark Sharpe  
Kevin White

Deputy County Administrator  
Wally Hill

Assistant County Administrators  
Kenneth C. Griffin  
Carl S. Harness  
Manus J. O' Donnell

Stars and Stripes Investments II LLC  
@ Stearns Weaver Miller et al  
401 E. Jackson St., Ste. 2200  
Tampa, FL 33602

Dear Applicant:

At the regularly scheduled public meeting on January 29, 2008, the Board of County Commissioners approved your request for a minor modification to PD (05-1787), with the attached amended final conditions.

A condition of approval is that the applicant submits a revised General Site Plan reflecting all changes, within 90 days of approval. Failure to submit the site plans within the time period will place your property in violation.

To comply with this condition, please complete and submit to the Planning and Zoning Division, 20th floor of the County Center, 601 E. Kennedy Boulevard, the enclosed application for General Site Plan Review / Certification. (See instructions sheet). For information concerning the certification process, please contact our office at 272-5920.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact me at 272-5920.

Sincerely,

Paula M. Harvey, AICP, Director  
Planning and Zoning Division

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AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: PRS 08-0260 RV (05-1787)  
BOCC MEETING DATE: January 29, 2008  
DATE TYPED: February 4, 2008

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Approval - Approval, subject to the conditions listed below, is based on site plan received December 5, 2007.

1. The site shall be developed in accordance with the following design standards. A maximum 77,800 square feet of Commercial General uses shall be permissible.
  - 1.1 Maximum of 60 storage units
  - 1.2 52,800 square feet of flex space, storage and non-retail Commercial General uses
  - 1.3 25,000 square feet of retail Commercial General uses
  - 1.4 Maximum building height 20 feet or one story
  - 1.5 Convenience stores with or without gasoline sales, stand alone banking facilities, or fast food facilities shall not be permitted at this location.
2. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
  - 2.1 Ground Signs shall be limited to Monument Signs.
  - 2.2 Billboards, pennants and banners shall be prohibited.
3. Buffering and screening shall be in accordance with the Land Development Code unless otherwise indicated herein.
  - 3.1 Within the 30 foot setback along U.S. 301 the applicant shall provide a 10 foot wide buffer containing enhance landscaping. Landscaping shall include a berm of varying elevations, hedge material, under story trees and canopy trees. The use of canopy trees will be subject to the existence of overhead utility lines.
  - 3.2 At the time of site development, either a precast concrete wall or block masonry wall shall be provided along the eastern property line.
4. Prior to General Site Plan Certification the applicant shall change site plan to reflect a 30 foot setback along U.S. 301.
5. 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.
6. An evaluation of the property identified a number of existing trees qualifying as Grand Oaks as defined by the Land Development Code. The existence of these trees shall require identification of their location on the submitted preliminary plan/plat through the Site Development/Subdivision Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid the removal of these trees.

AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: PRS 08-0260 RV (05-1787)  
BOCC MEETING DATE: January 29, 2008  
DATE TYPED: February 4, 2008

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7. The subject property shall be subject to the parking requirements of Section 6.06.06 of the Hillsborough County Land Development Code.
8. Dumpster location and enclosure must be in compliance with the LDC.
9. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
10. Approval of this rezoning 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 impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
11. Prior to the issuance of any building or land alteration permits or other development, the wetland must be field delineated by EPC or SWFWMD staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.
  - 11.1 The project may be permitted the above intensities and uses. The site will be subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum square footage for the project as permitted herein exceeds the maximum intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the square footage of the project shall decrease as necessary to conform to the Comprehensive Plan.
12. The general design, number and location 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 Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and FDOT may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
13. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided.



AMENDED  
FINAL CONDITIONS  
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14. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.
15. The Developer shall construct and maintain sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet. Pedestrian interconnectivity shall be provided between uses and adjacent parcels. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.
16. The developer will need to construct a right turn lane (deceleration) into the site, and an acceleration lane out of the site. Pending the results of the transportation analysis, other improvements may include building /extending turn lanes at the adjacent intersections. 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.
17. As is noted in the Land Development Code, one of the major reasons for diminished capacity of public roads is an increase in access points along roadways which increases the potential conflict points. Because of this, the applicant shall show the ability to provide cross access to adjacent parcels of like land uses. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.
18. If required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, for vehicles making U-turns, on US 301, at each median cut adjacent (north and south of the site) to the project where a U-turn/left 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 these left turn lanes shall be subject to FDOT approval.
19. 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.
20. The 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.

AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: PRS 08-0260 RV (05-1787)  
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21. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms 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.
22. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.



# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/27/2023

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/South

PETITION NO: PRS 23-0458

- ☐ 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.

### CONDITIONS OF APPROVAL

#### *NEW CONDITIONS*

- Vehicular and pedestrian cross access shall be provided to folio# 74047.0100 and folio#74049.0000 within the bounding boxes depicted on the PD site plan consistent with County LDC, Section 6.04.03.Q.
- The developer shall construct an ADA accessible sidewalk and route from the sidewalk along US Hwy 301 to all building primary entrances.
- The developer shall construct a transit accessory pad including shelter, seating, trash receptacle, and bicycle rack as generally shown in the PD site plan, subject to HART and FDOT approval.

#### *REVISED CONDITIONS*

~~12. The general design, number and location of the access points) 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 Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and FDOT may include, but is not limited too: left turn lanes, acceleration lanes) and deceleration lanes). Access points may be restricted in movements.~~

*[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the number and location of access points are governed by the PD site plan and conditions of approval. Furthermore, the applicant's transportation analysis indicates where auxiliary turn lanes are anticipated. Final evaluation of turn lane warrants will be done in accordance with Section 6.04.04.D. at the time of plat/site/construction plan review.]*

~~13. Prior to Concurrence approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided.~~



*[Staff recommends deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable.]*

- ~~14. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.~~

*[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the throat depth is governed by the PD site plan and conditions of approval. Furthermore, the site accesses an FDOT highway and FDOT has authority over the final determination of the access connection throat depth..]*

- ~~16. The developer will need to construct a right turn lane (deceleration) into the site, and an acceleration lane out of the site. Pending the results of the transportation analysis, other improvements may include building /extending turn lanes at the adjacent intersections. 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.~~

*[Staff recommends deletion of this condition. The right turn lane has been constructed. Any further evaluation of turn lane capacity will be conducted by FDOT as the roadway is a State facility.]*

- ~~17. As is noted in the Land Development Code, one of the major reasons for diminished capacity of public roads is an increase in access points along roadways which increases the potential conflict points. Because of this, the applicant shall show the ability to provide cross access to adjacent parcels of like land uses. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.~~

*[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the cross-access connections are provided for in the PD site plan and proposed conditions of approval.]*

## **PROJECT SUMMARY AND ANALYSIS**

The subject PD is +/- 8.29 acres located with the Riverview Downtown Uptown Overlay and designated future land use of Suburban Mixed Use 6 (SMU-6). The applicant is requesting a Personal Appearance to modify PD 05-1787, as amended by PRS 08-0260, which currently allows:

- 60 storage units
- 52,800 sf of flex space, storage and non-retail Commercial General uses
- 25,000 sf of Commercial General uses
- Convenient stores with or without gasoline sales, stand along banks, and fast-food restaurants are not permitted.

The proposed modification requests an increase in height to the eastern most building (Building "C") on folio#74123.0143 from 20 feet to 34 feet for a maximum of 2 stories to accommodate a 460-seat church sanctuary. No increase in FAR is proposed.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a letter indicating that the proposed development does not trigger the threshold whereby a transportation analysis is required to process this rezoning. Utilizing data from the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, staff has prepared a comparison of the trips generated by development under the existing approvals and proposed modifications, utilizing a generalized worst-case scenario.

Existing Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 25,000 sf, Strip Plaza Retail (ITE LUC 822)	1,284	53	150
PD: 52,800 sf, Specialty Trade Contractor (ITE LUC 180)	518	88	102
PD: 1-Tunnel Carwash (ITE LUC 948)	780	78	78
Pass-by Trips	N/A	0	42
Internal Capture	N/A	0	54
<b>Net External Trips</b>	<b>2,582</b>	<b>219</b>	<b>234</b>

Proposed Modification:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 25,000 sf, Strip Plaza Retail (ITE LUC 822)	1,284	53	150
PD: 28,693 sf, Specialty Trade Contractor (ITE LUC 180)	282	47	56
PD: 1-Tunnel Carwash (ITE LUC 948)	780	78	78
PD: 460-seat, Church (ITE LUC 560)	412	32	46
Pass-by Trips	N/A	0	42
Internal Capture	N/A	0	54
<b>Net External Trips</b>	<b>2,758</b>	<b>210</b>	<b>234</b>

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak	Hour Trips
		AM	PM
<b>Difference (+/-)</b>	<b>+176</b>	<b>-9</b>	<b>+0</b>

The proposed modification will result in an increase in daily trips by +176 trips, a decrease in AM peak hour trips by -9 trips and no change in PM peak hour trips.

### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

U. S. Highway 301 is a 6-lane divided major arterial roadway, maintained by FDOT, which lies within a +/- 200-foot wide right of-way and is characterized by +/- 12-foot lanes in good condition. There are paved shoulders and sidewalks on both sides within the vicinity of the project.

US Hwy 301 is shown of the County Corridor Preservation Plan as a 6-lane facility. No right of way preservation is needed as the 6-lane facility has already been constructed.

### **SITE ACCESS AND CONNECTIVITY**

The site has an existing restricted right-in/right-out access on US Hwy 301 served by a right turn lane.

Vehicular and pedestrian cross access to the adjacent parcels to the north and south is required per LDC, Sec. 6.04.03. Q. access management general access standards and Sec. 3.20.04.A. Downton/Uptown Riverview overlay requirements. The applicant is proposing to provide those cross accesses with areas designated on the PD site plan as bounding boxes to allow for some flexibility in the final location at the time of site/subdivision construction plan review and approval.

The overall PD triggers the public transit facilities requirement to provide a transit accessory pad including shelter, seating, trash receptacle, and bicycle rack pursuant to Sec. 6.03.09.C.3. The applicant is showing the general location of the facilities subject to HART and FDOT approval at the time of site/subdivision construction plan review and approval.

Internal to the site, the developer is required to construct an ADA sidewalk from the existing sidewalk along the project frontage to the primary entrances of existing and future buildings consistent with LDC, Sec. 6.03.02.

### **ROADWAY LEVEL OF SERVICE**

Below is the roadway level of service. For informational purposes only.

Generalized Level of Service				
ROADWAY	FROM	To	LOS	
			STANDARD	PK HR
US HWY 301	RIVERVIEW DR.	BLOOMINGDALE AVE.	D	C

*Source: 2020 Hillsborough County Level of Service (LOS) Report*

# Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US Highway 301	FDOT Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,582	219	234
Proposed	2,758	210	234
Difference (+/-)	+176	-9	+0

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

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

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

## 4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report. Other improvements include Public Transit Facilities required per Code.





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612

JARED W. PERDUE, P.E.  
SECRETARY

**MEMORANDUM**

DATE: May 18, 2023

TO: David Wright, TSP Companies

FROM: Lindsey Mineer, FDOT

COPIES: Daniel Santos, FDOT  
Donald Marco, FDOT  
Richard Perez, Hillsborough County

SUBJECT: PRS 23-0458, 6528 Hwy 301 South, Riverview

This project is on a state road, US 301.

This site was reviewed at a Pre-Application meeting with FDOT on 7/26/22. The FDOT Pre-Application Finding is attached.

Thank you for the opportunity to comment.

END OF MEMO

Attachment: FDOT Pre-Application Finding



## Florida Department of Transportation

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GOVERNOR

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Tampa, FL 33612-6456

JARED W. PERDUE, P.E.  
SECRETARY

July 26<sup>th</sup>, 2022

### True Life Church

SEC US 301 & Duncan Rd.

SR 43

10 010 000

MP 17.8

Class 5 @ 50 MPH

Folio # 074123-0143 & 074123-0252

RE: Pre-Application Meeting Request

#### THIS DOCUMENT IS NOT A PERMIT APPROVAL

THE COMMENTS AND FINDINGS FROM THIS PRE-APPLICATION MEETING MAY BE SUBJECT TO CHANGE  
AND MAY NOT BE USED AS A BASIS OF APPROVAL AFTER 1/26/2023

### Attendees:

**Guests:** David Wright and Rick Perez

**FDOT Staff:** Todd Croft, Mecale' Roth, Tom Allen, Dan Santos, Lindsey Mineer, Amanda Serra, Danielle Intrago and Luis Mejia

**Proposed Conditions:** This development is proposing to share existing access to **SR 43**, a **class 5** roadway with a posted speed limit of **50 MPH**. Florida Administrative Code, Rule Chapter 14-97, requires **440'** driveway spacing, **660'** directional, **2640'** full median opening spacing, and **2640'** signal spacing requirements.

### FDOT Recommendations:

1. Proposing to build a 2-story church that seats 460 people.
2. Increase radii to 35ft and add 5ft paved shoulders
3. Resurface driveway and replace all pavement markings.



## *Florida Department of Transportation*

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SECRETARY

4. Repair soft shoulder damage
5. Coordinate with FDOT Project # 441388-1 project manager, Alejandro Pina.
  - a. Anticipated completion date is this October.
6. Constructing a new bus stop in front of the property.
  - a. The Department would like it to be on the north side of the driveway.
  - b. Must be a minimum of 45' from the edge of travel on the driveway.
  - c. Will require an ADA connection.
  - d. County would like to have further discussion with FDOT and Hart about bus location before the final decision is made as to where it will go for sure.
7. Future plan is to build a new carwash on the southern property line.
8. Cross access stub-Out to the north with an easement will be required.
9. This would likely qualify as a safety upgrade access permit.
10. Drainage patterns for property are uncertain but will most likely require a drainage permit.
11. Provide existing and proposed drainage maps.
12. If site drains to the state system or there is an existing structure or system, either active or inactive, in the existing or proposed condition, then a drainage permit will be required. If it does not discharge to any state system, then it may qualify as a drainage exemption. Complete the attached exception questionnaire to determine which you will need to apply for.
13. If applying for an exception, include the completed questionnaire in the submittal package.

**Summary:** After reviewing and discussing the information presented in this meeting, the Department has determined we are

- ☒ in favor (considering the conditions stated above)
- ☐ not in favor
- ☐ willing to revisit a revised plan

If you do not agree with the pre application meeting findings or wish to appeal a permit denial, you may schedule a meeting with the AMRC. Contact Traffic Ops, David Ayala, at 813-975-6717.

The access, as proposed in this meeting, would be considered



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- ☐ conforming
- ☒ non-conforming
- ☐ N/A (no access proposed)

in accordance with the rule chapters 1996/97 for connection spacing. The following state permits will need to be applied for on our One Stop Permitting website ([osp.fdot.gov](http://osp.fdot.gov)):

- ☐ access-category A or B
- ☐ access-category C, D, E, or F
  - ☐ traffic study required
- ☒ access safety upgrade
- ☒ drainage
  - or
- ☒ drainage exception
- ☐ construction agreement
- ☐ utility
- ☐ general Use
- ☐ other \_\_\_\_\_

Thank you for giving us the opportunity to review and discuss this project in advance. Please feel free to contact me with any questions. We look forward to working with you again.

Respectfully,

*Mecale' Roth*

Permit Coordinator II  
Tampa Operations  
Office - 813-612-3237  
M-Th 7 AM-5:30 PM





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### Additional Comments/Standard Information:

(These comments may or may not apply to this project, they are standard comments)

1. Document titles need to reflect what the document is before it is uploaded into OSP, and please do not upload unnecessary documents.
2. Documents need to be signed and sealed or notarized.
3. Include these notes with the application submittal.
4. Permits that fall within the limit of a FDOT project must contact project manager, provide a work schedule, and coordinate construction activities prior to permit approval.
5. Plans shall be per the current Standard Plans and FDM.
6. Any relocation of utilities, utility poles, signs, or other agency owned objects must be coordinated with the Department and the **existing and proposed location** must be clearly labeled on the plans. Contact the Permits Department for more details and contact information.
7. All the following project identification information must be on the Cover Sheet of the plans:
  - a. all associated FDOT permit #'s
  - b. state road # (& local road name) and road section ID #
  - c. mile post # and left (Lt) or right (Rt) side of the roadway (when facing north or east)
  - d. roadway classification # and posted speed limit (MPH)
8. All typical driveway details are to be placed properly:
  - a. 24" thermoplastic white stop bar equal to the lane width placed 4' behind crosswalk or a minimum of 25' in front of it
  - b. 36" stop sign mounted on a 3" round post, aligned with the stop bar
  - c. if applicable, a "right turn only" sign mounted below the stop sign (FTP-55R-06 or FTP-52-06)
  - d. double yellow 6" lane separation lines
  - e. 6' wide, high emphasis, ladder style crosswalk straddling the detectable warning mats
  - f. warning mats to be red in color unless specified otherwise
  - g. directional arrow(s) 25' behind the stop bar
  - h. all markings on concrete are to be high contrast (white with black border)
  - i. all striping within and approaching FDOT ROW shall be thermoplastic
9. **Lighting of sidewalks and/or shared paths must be to current standards** (FDM section 231). Newly implemented FDOT Context classifications updated the required





## Florida Department of Transportation

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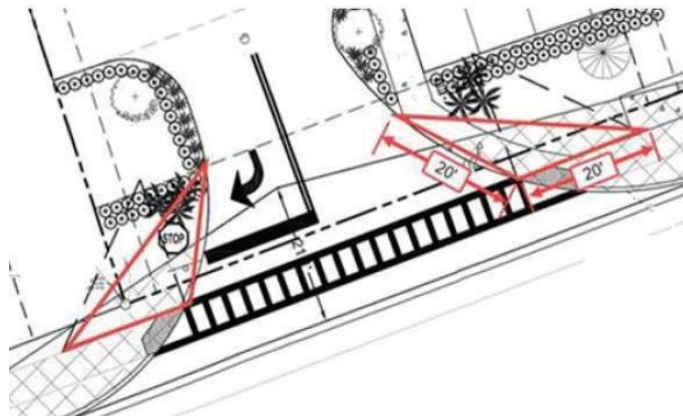
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SECRETARY

sidewalk widths (FDM section 222.2.1.1). Where sidewalk is being added and/or widened, the lighting will be analyzed to ensure sidewalks are properly lighted per FDOT FDM standards. Reference the following link for details:

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf_2)  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf_2)

10. Maintain 20' x 20' pedestrian sight triangles and draw the triangles on the plans to show there are no obstructions taller than 24" within the triangles. Also, no parking spaces can be in these triangles. Measure 20' up the sidewalk and 20' up the driveway from the point at which the sidewalk meets the driveway. Here is an example of what these triangles look like and how they are positioned.









Imagery ©2022 Google, Imagery ©2022 Maxar Technologies, U.S. Geological Survey, Map data ©2022

100 ft