



**PD Modification Application: MM 25-1372**

**Zoning Hearing Master Date:** February 23, 2026

**BOCC Land Use Meeting Date:** April 7, 2026

**1.0 APPLICATION SUMMARY**

**Applicant:** Torose 6302 LLC

**FLU Category:** Urban Mixed-Use –20 (UMU-20)

**Service Area:** Urban

**Site Acreage:** 50.01 MOL

**Community Plan Area:** East Lake Orient Park

**Overlay:** None



**Introduction Summary:**

The Applicant requests a major modification to the existing Planned Development (PD 83-0173, as most recently modified by PRS 08-1298) for a 50.01-acre property at 6302 E. Dr. Martin Luther King Jr. Blvd. in the East Lake Orient Park Community Plan Area. The PD is currently approved for Commercial Office use, this will be retained as Option A. The proposed modification adds All M uses except Heavy Industrial as Option B. The change allows up to 588,490 sf of industrial space (F.A.R. 0.27) and updates to site development standards.

Existing Approval(s):	Proposed Modification(s):
Allows C-3A and C-1 uses (FAR 0.22)	Option A: (C-3A and C-1 uses) and Option B: All M uses except Heavy Industrial (FAR 0.27)

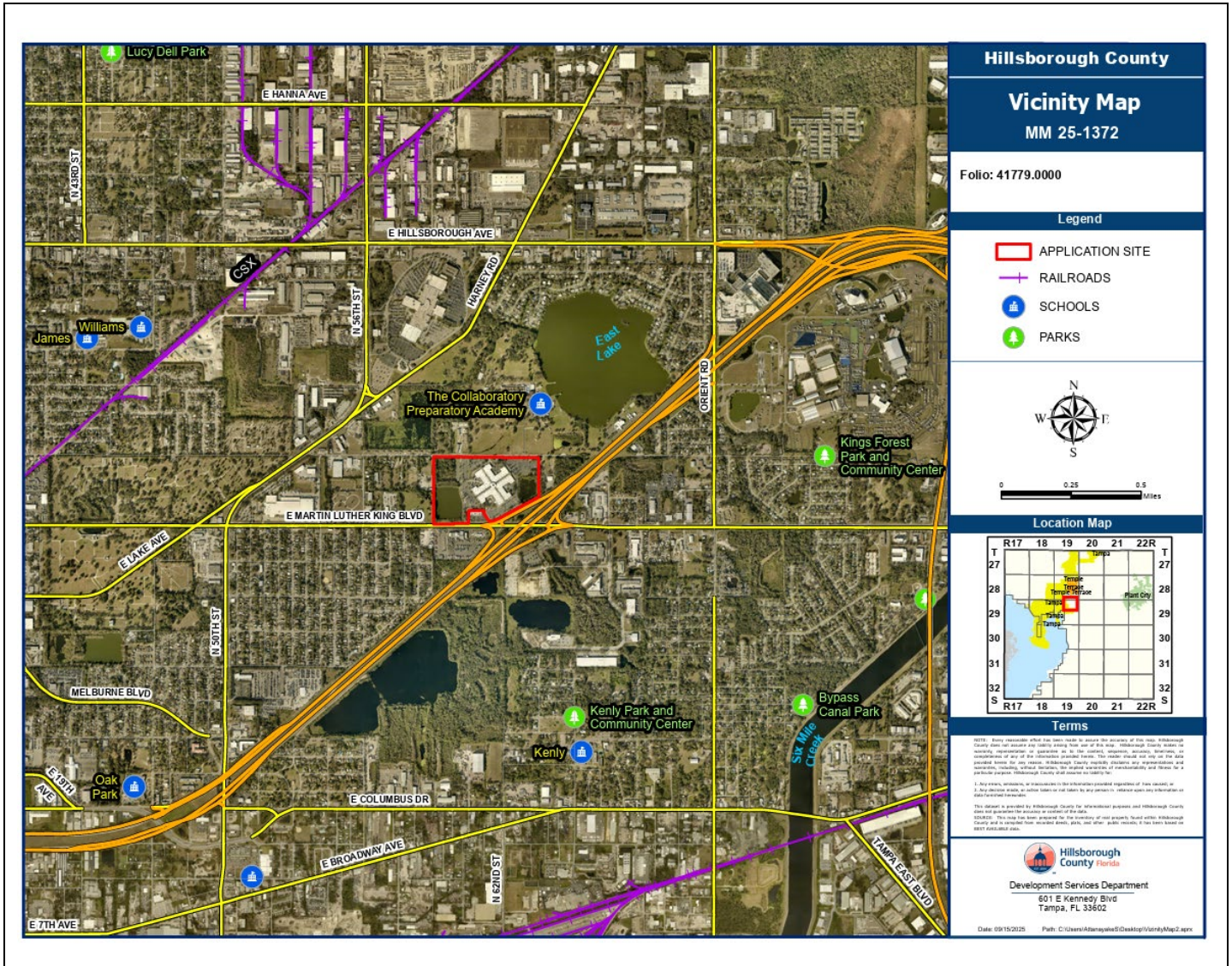
**Additional Information:**

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> 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

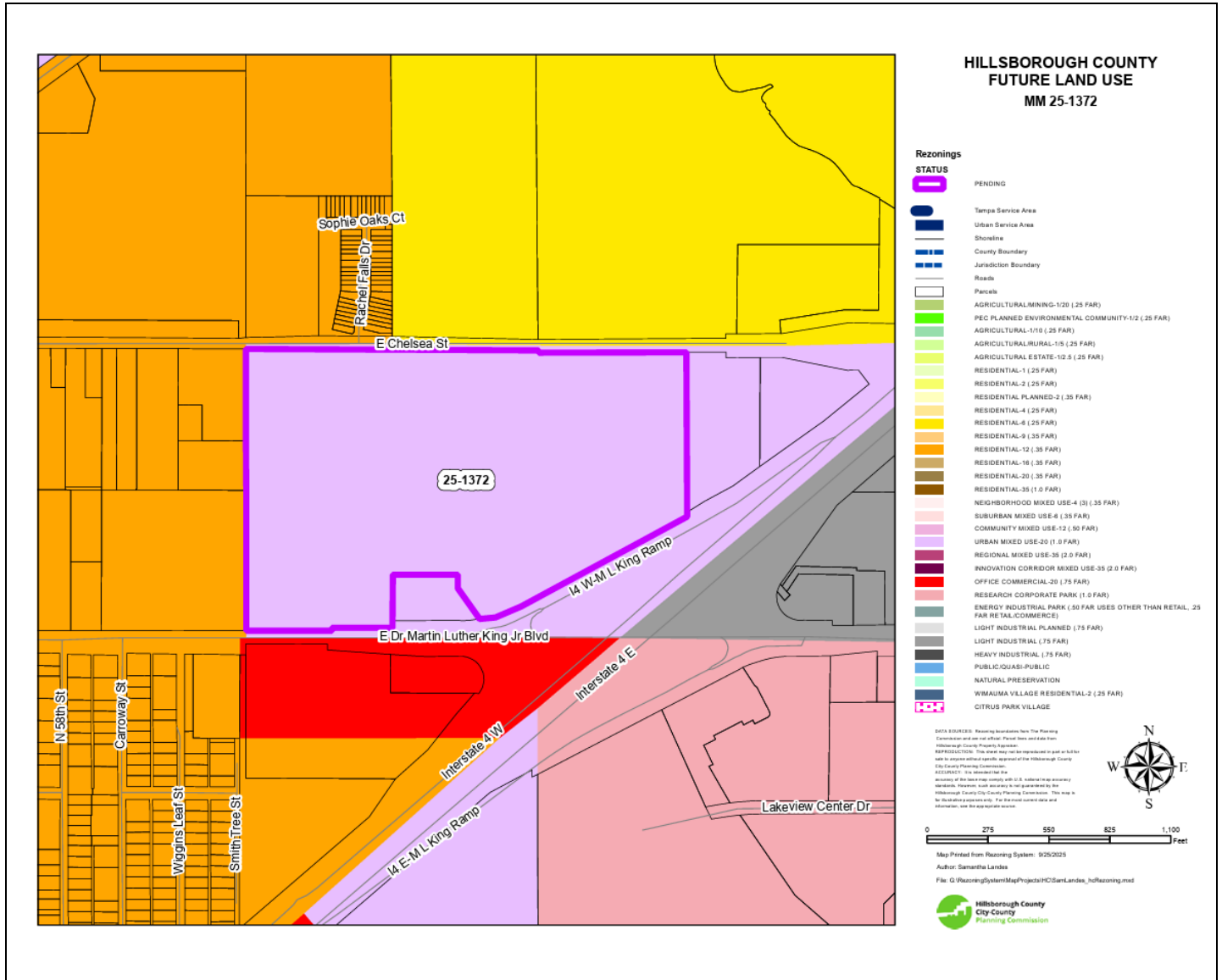


### Context of Surrounding Area:

The subject property is located at 6302 E. Dr. Martin Luther King Jr. Boulevard. The area is a mix of single-family residential, institutional, commercial and light industrial. To the north across East Chelsea Street is single-family residential zoned RMC-12 and a church with a school and rectory zoned PD 17-1006. To the south across E. Dr. Martin Luther King Jr. Boulevard is a truck stop zoned CI, immediately south of the site is a hotel zoned PD 09-0509. Adjacent to the east is a union hall zoned CN. Adjacent to the west is a vacant parcel zoned RMC-12, an open storage use permitted under NCU 92-0036, and a union hall zoned PD 90-0149.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

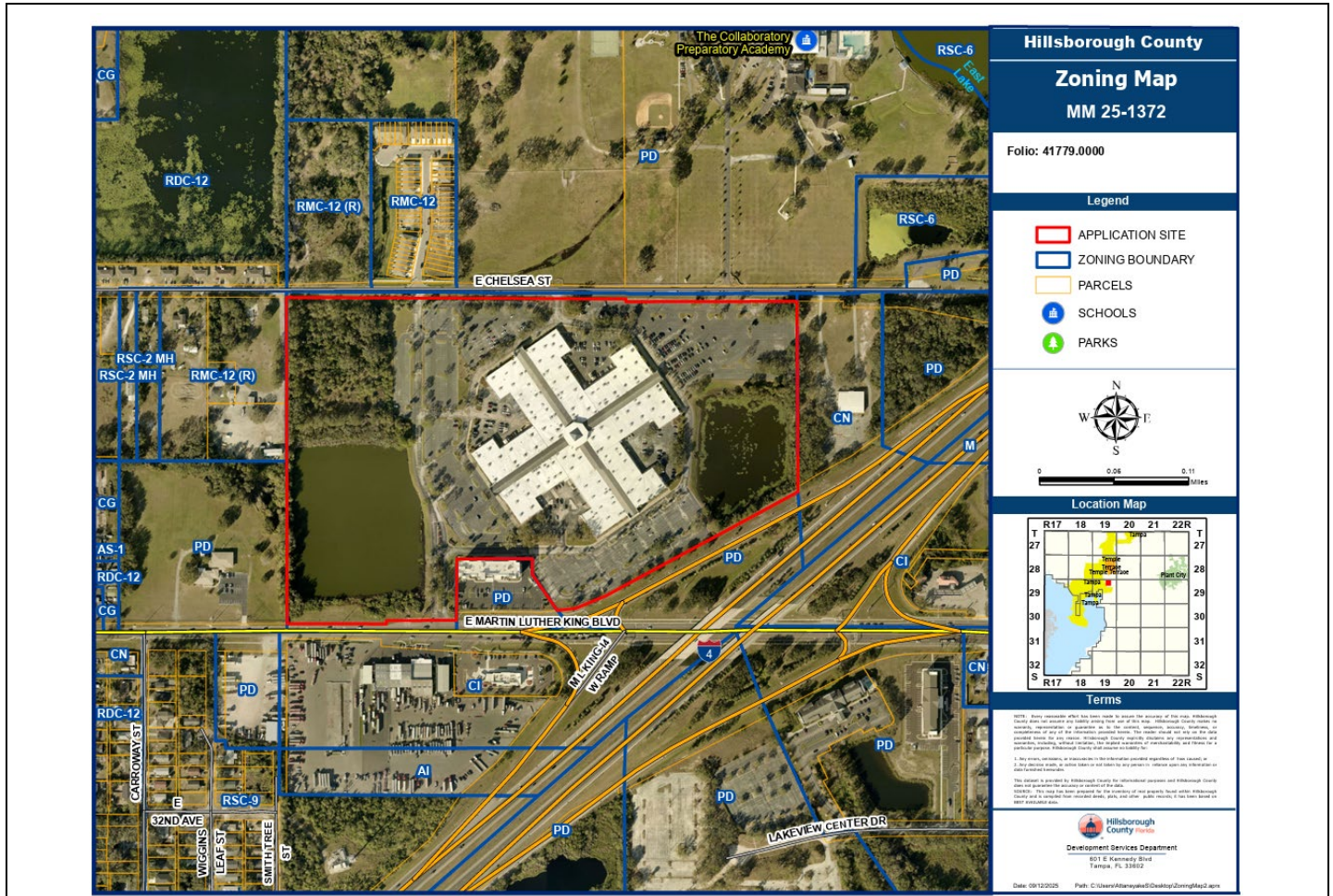
### 2.2 Future Land Use Map



Subject Site Future Land Use Category:	Urban Mixed-Use –20 (UMU-20)
Maximum Density/F.A.R.:	20 du/ ga; 1.00 F.A.R.
Typical Uses:	Agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

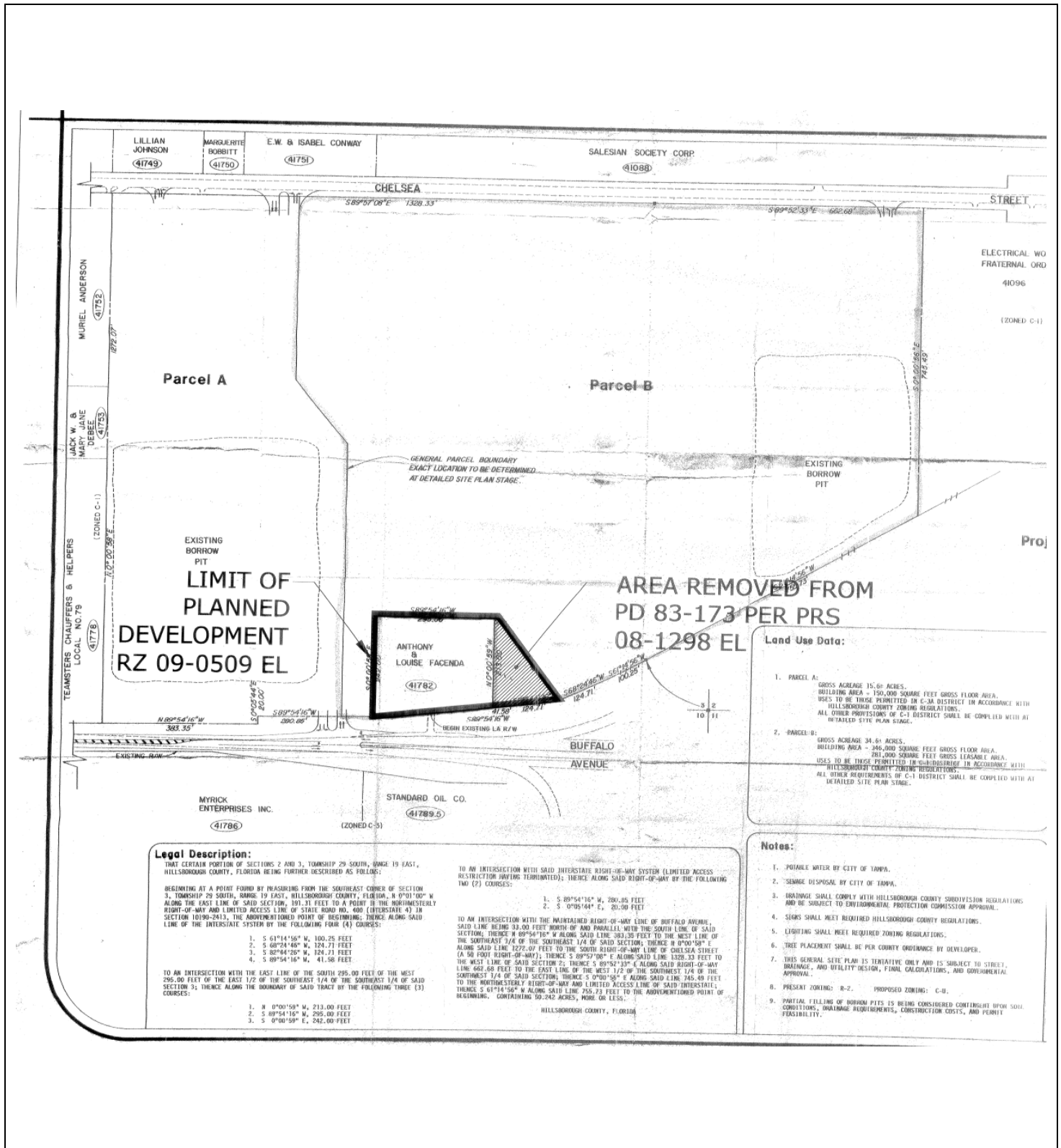


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RMC-12, PD 17-1006	12 du/ga, 0.07 F.A.R./ 6 du/ga	Multi-Family Residential, Church/School/Rectory	Vacant, SFR, Church/School/Rectory
South	PD 09-0509, CI	0.84 F.A.R., 0.30 F.A.R.	Hotel, Intensive Commercial	Hotel, Truck Stop
East	CN	0.20 F.A.R.	Neighborhood Commercial	Union Hall
West	RMC-12, PD 90-0149	12 du/ga, .0165 F.A.R.	Multi-Family Residential, Union Hall	Vacant, Open Storage, Union Hall

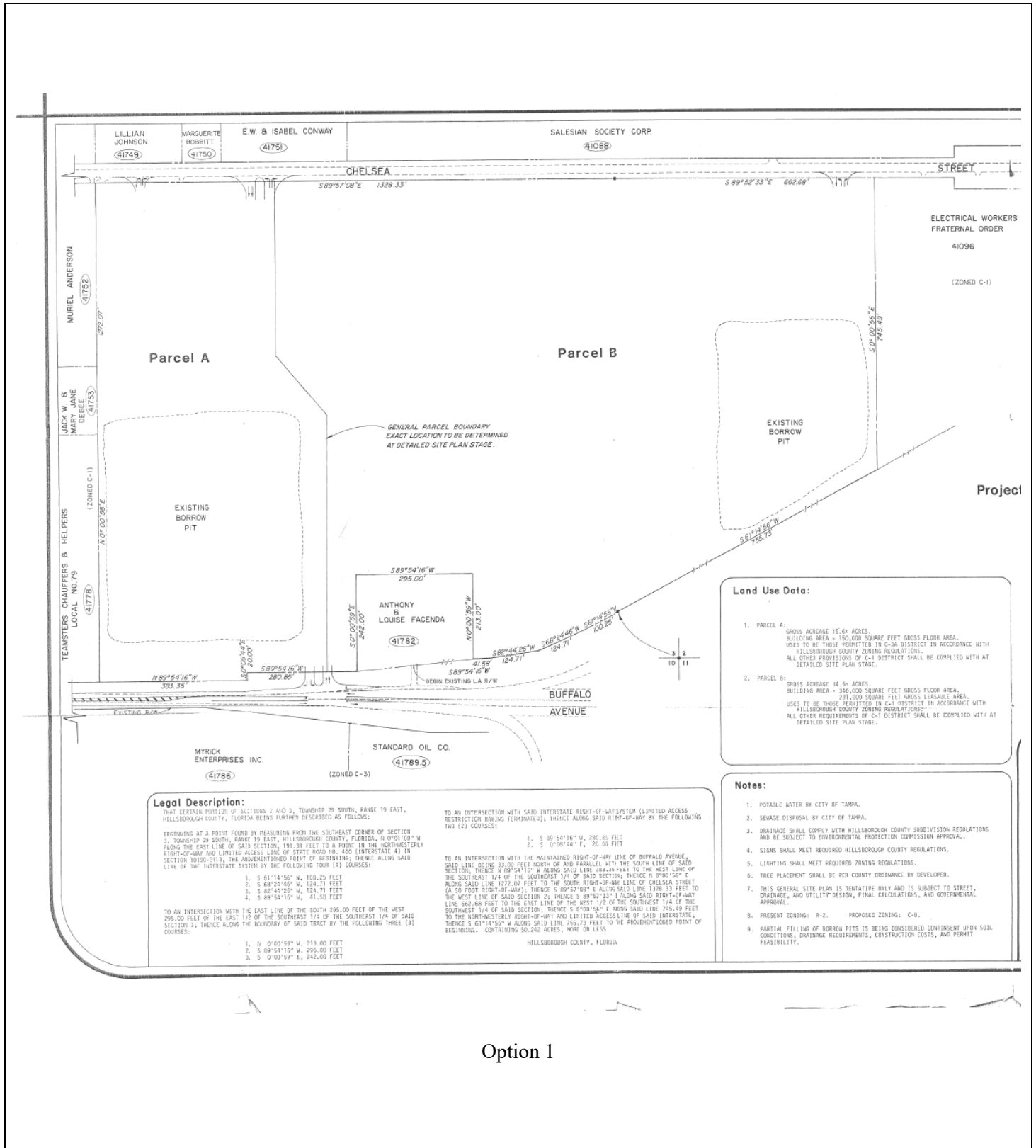
2.0 LAND USE MAP SET AND SUMMARY DATA

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

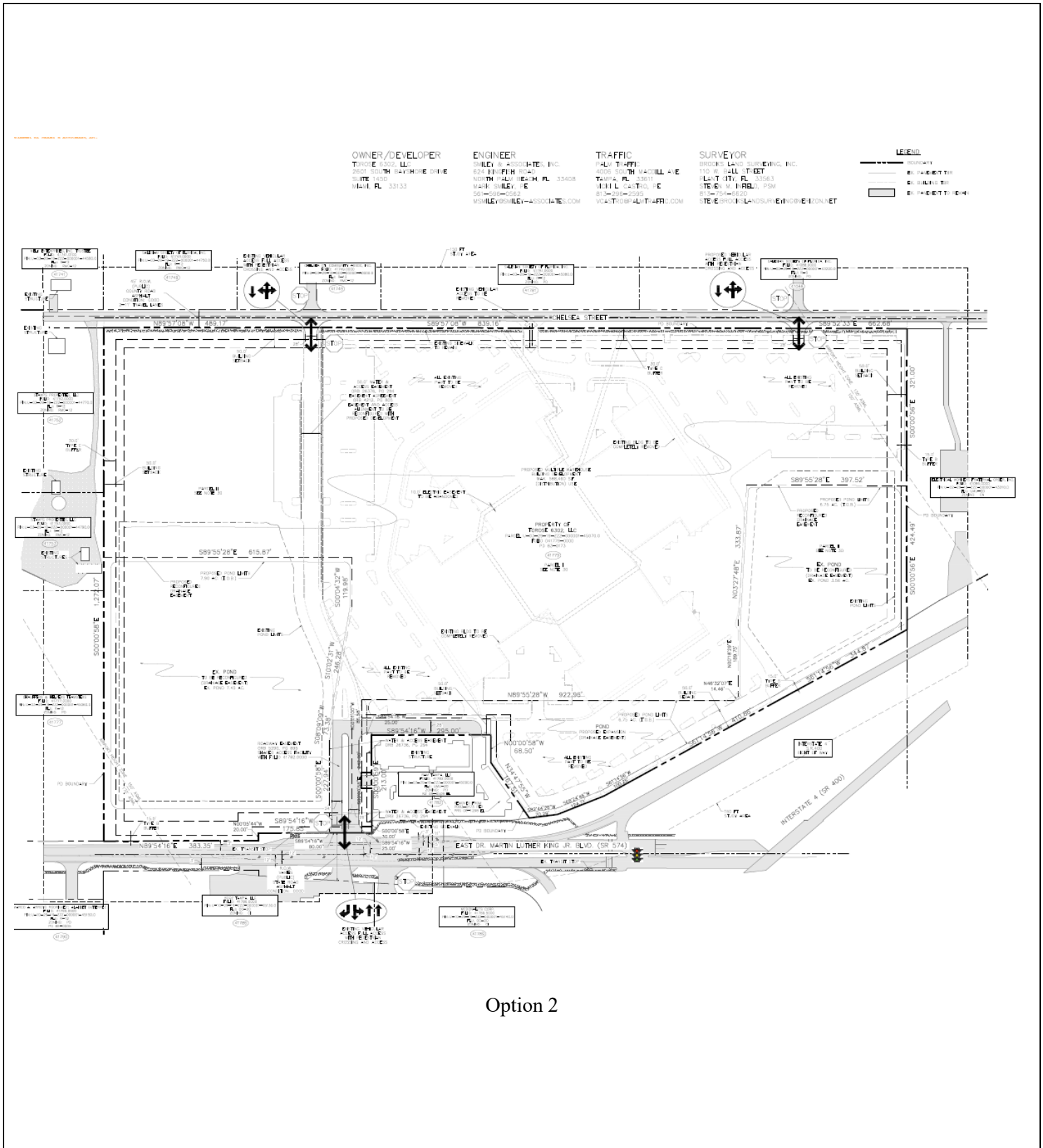
2.5.1 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



Option 1

### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.5.2 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 OF STAFF REPORT)**

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
E. DR MLK JR BLVD	FDOT Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Chelsea 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 checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing (Option A)	18,049	435	1,520
Proposed (Option A)*	18,049	435	1,520
Difference (+/-)	0	0	0

\*Trips reported reflect the worst-case scenario under previously approved Development Option A. Option B, if developed is project to generate 2,016 daily trips and 209 am and pm trips.

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		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
Chelsea Rd/Substandard Roadway	Design Exception Requested	Approvable
Dr. MLK Blvd Jr & Chelsea Rd./Number of Access Connections	Administrative Variance Requested	Approvable
Notes:		

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

<b>INFORMATION/REVIEWING AGENCY</b>													
	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>									
Environmental Protection Commission	<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	Wetlands Present									
Environmental Services	<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										
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										
Natural Resources	<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 checked="" type="checkbox"/> Wetlands/Other Surface Waters <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"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input checked="" type="checkbox"/> Other: Airport Height Restriction: 130' AMSL, 150' AMSL, 170' AMSL													
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>									
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Truck traffic is prohibited from using Chelsea St.									
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<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										
<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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No										
<b>Impact/Mobility Fees</b> <table style="width:100%; border:none;"> <tr> <td style="width:33%;">Warehouse (Per 1,000 s.f.)</td> <td style="width:33%;">Manufacturing (Per 1,000 s.f.)</td> <td style="width:33%;">Light Industrial (Per 1,000 s.f.)</td> </tr> <tr> <td>Mobility: \$1,337</td> <td>Mobility: \$3,315</td> <td>Mobility: \$4,230</td> </tr> <tr> <td>Fire: \$34</td> <td>Fire: \$34</td> <td>Fire: \$57</td> </tr> </table>					Warehouse (Per 1,000 s.f.)	Manufacturing (Per 1,000 s.f.)	Light Industrial (Per 1,000 s.f.)	Mobility: \$1,337	Mobility: \$3,315	Mobility: \$4,230	Fire: \$34	Fire: \$34	Fire: \$57
Warehouse (Per 1,000 s.f.)	Manufacturing (Per 1,000 s.f.)	Light Industrial (Per 1,000 s.f.)											
Mobility: \$1,337	Mobility: \$3,315	Mobility: \$4,230											
Fire: \$34	Fire: \$34	Fire: \$57											
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>									
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input 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

The subject site is located within the East Lake Orient Park Community Plan area and the Urban Service Area. It is surrounded by a mix of commercial and industrial zoning districts and Planned Developments that permit similar non-residential uses, including commercial and light industrial. Adjacent developments along Dr. Martin Luther King, Jr. Boulevard and Chelsea Street include comparable commercial and industrial operations, and the proposed site design incorporates appropriate buffering and screening to ensure compatibility with nearby residential areas.

The site plan reflects a reconfiguration within the currently approved development area, introducing two development options: Option A for C-3A and C-1 commercial uses which is the current use and Option B for all M uses except Heavy Industrial. Option B includes increased setbacks of 50 feet on all sides, providing greater separation from adjacent properties. For both Options A and B, Truck traffic is prohibited from accessing the site via Chelsea Street, with design measures ensuring compliance, while car access remains limited to three points. Buffering and screening is provided, which exceeds Land Development Code requirements.


Under the existing approvals, the site applies C-3A standard setbacks, except along Buffalo Avenue (MLK Jr. Blvd) where a 30-foot minimum setback is required, and C-1 standard setbacks. The proposed modification maintains these standards under Option A, preserving the current code-based requirements. In contrast, Option B introduces a uniform 50-foot setback on all sides of the project, which represents a significant increase in perimeter buffering compared to the existing C-3A and C-1 standards.

Staff finds the proposed major modification to be compatible with the surrounding development context. The modification preserves the commercial/light industrial character of the site and demonstrates sensitivity to adjacent residential areas through enhanced buffering and truck traffic restrictions. The proposed uses and setbacks are consistent with the scale and intensity of nearby developments, and the revised plan continues to support a layout that complements the character of the area.

Based upon the above, staff finds the proposed modification to be compatible with the surrounding area and in keeping with the general development pattern of the area.

### 5.2 Recommendation

Approvable, subject to proposed conditions

<b>Zoning Administrator Sign Off:</b>	
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**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.

## 6.0 PROPOSED CONDITIONS

### Requirements for Certification:

Prior to certification, the applicant shall make the following revisions to the PD site plan:

1. Indicate a 15'/B buffer and screening towards the hotel to the south.
2. Revise the proposed property use for Option B to all M uses except Heavy Industrial.
3. Update all references to Buffalo Avenue in the site plans to reflect the current designation as Martin Luther King Jr. Boulevard.

Approval - Approval, subject to the conditions listed below, is based on site plan received January 6, 2026.

1. ~~The project shall be permitted for C-3A and C-1 uses under development Option A, and shall be permitted for all M uses except Heavy Industrial under development Option B. The project shall be permitted to consist of multiple buildings within the developable area depicted on the site plan. Under Development Option A, the project shall be permitted for all C-3A and C-1 uses. Under Development Option B the project shall be permitted for all M uses except Heavy Industrial.~~

- 1.1 ~~The following shall apply to Development Option B:~~ The Option B cumulative site development shall not exceed 2,016 daily (24 hour) trips or 209 AM or 209 PM gross peak hour trips.

~~1.1.1~~ Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, Option B cumulative site development shall not exceed 2,016 daily (24 hour) trips or 209 AM or 209 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.

~~1.1.2~~ 1.2 If the MM 25-1372 is approved, the County Engineer will approve the Design Exception (dated January 6, 2026 and found approvable on February 13, 2026), for Chelsea Rd. substandard road improvements. As Chelsea Rd. is a substandard local roadway, the developer will be required to construct a 5-foot sidewalk on the south side of the roadway from N. 50<sup>th</sup> Street to the western property line, in accordance with the Design Exception.

~~1.1.3~~ 1.3 If MM 25-1372 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated January 6, 2026), which was found approvable on February 13, 2026. Approval of this Administrative Variance will permit three (3) project access connections: one connection to MLK Jr. Blvd. and two (2) connections to Chelsea Rd.

1.4 If warranted at the time of site development, and if approved by FDOT, the developer shall install a traffic signal, at their expense, at the intersection of the project main entrance and E. Dr. Martin Luther King Jr. Boulevard.

2. The project shall be permitted to consist of multiple buildings within the developable area depicted on the site plan.

~~1.2-3.~~ The developer shall provide to the Department of Development Coordination public water and public sewer commitments from the City of Tampa prior to the issuance of building permits for said development.

4. For Development Option A, there shall be no more than three access points onto Chelsea Street from the project. Each drive shall have at least two northbound lanes (one for right-turn vehicles and one for left turn vehicles) and one entering lane.

5. Only car traffic will be permitted to access the site via the Chelsea Street access points. Truck traffic will be prohibited from accessing the site via Chelsea Street, which shall be enforced with "No Truck Traffic" signage and design elements such as the truck court having no direct access to Chelsea Street, or other appropriate means. Detailed site configuration will be subject to review and approval at time of site plan review.

~~2.3~~ 6. When a traffic signal is warranted at the intersection of the project main entrance and E. Martin Luther King Jr. Boulevard (Buffalo Avenue) ~~Buffalo Avenue~~, the developer shall agree to pay to the County 100 percent of the cost for installing the traffic signal and any geometric improvements necessary for efficient operation of the intersection. Initially, the intersection shall be constructed with a single southbound left-turn lane and an exclusive right-turn lane. A wide median shall be provided to allow future construction of a second southbound left-turn lane. An eastbound left-turn storage lane of sufficient length to accommodate anticipated traffic into the development shall be constructed. Acceleration and deceleration lanes shall be provided in accordance with Florida Department of Transportation standards for major driveways.

~~3.~~ ~~If, within two years of complete buildout of the project, traffic signals are warranted at the following intersections, the developer shall agree to contribute a share of the total costs for same as indicated below.~~

~~3.1 Chelsea and Fifty-Sixth Street—18 percent of \$30,000, or \$5,400.~~

~~3.2 Interstate Four interchange and Buffalo Avenue, one signal at each ramp terminus—13 percent of \$50,000, or \$6,500.~~

~~4.~~ ~~When it becomes necessary to widen Buffalo Avenue at Fifty-Sixth Street (to provide left turn storage), the developer shall contribute to the County, upon request of the County, 33 percent, or \$10,000, of the total cost (\$30,000). The developer shall deed to the County sufficient right of way along the northern boundary of the property to make a total of 36 feet (one half of the standard 72 feet of right of way) of right of way south of the existing centerline of the right of way of Chelsea Street.~~

~~5.4. For Development Option A, There there shall be no more than three access points onto Chelsea Street from the project. Each drive shall have at least two northbound lanes (one for right turn vehicles and one for left turn vehicles) and one entering lane.~~

~~65. The developer shall provide sidewalks external to the project in the right-of-way area along Chelsea Street. Only car traffic will be permitted to access the site via the Chelsea Street access points. Truck traffic will be prohibited from accessing the site via Chelsea Street, which shall be enforced with "No Truck Traffic" signage and design elements such as the truck court having no direct access to Chelsea Street, or other appropriate means. Detailed site configuration will be subject to review and approval at time of site plan review.~~

7. The developer shall provide a six-foot buffer between this project and all residentially zoned property. Buffering shall be provided at the time of issuance of Certificates of Occupancy.

8. Setbacks from external project boundaries shall be determined as follows:

~~7.1~~ 8.1 Option A

~~8.1~~ ~~7.1.1~~ 8.1.1 Areas within the project designated for C-3A uses shall comply with the setbacks of the C-3A District of the Zoning Code, with the exception of that portion fronting on ~~Buffalo Avenue~~ ~~MLK Jr. Boulevard~~ Martin Luther King Boulevard, which shall be 30 feet at minimum.

~~8.2~~ ~~7.1.2~~ 8.1.2 Areas within the project designated for C-1 uses shall comply with the setbacks of the C-1 District of the Zoning Code.

~~7~~ 8.2 Option B

~~78.2.1~~ Setbacks shall be 50' on all sides of the project. Maximum building height 50 feet.

~~78.2.2~~ Buffering/Screening – 30'/C to the west, 30'/C to the north (exclusive of access points). 15'/B to the east. 15'/B to the south and towards the hotel.

~~9.8. 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 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.~~

9. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

10. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to

accomplish reasonable use of the subject property.

11. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
12. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
13. 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.
14. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
15. Notwithstanding anything shown on the site plan or the conditions herein, ADA/sidewalk connections shall be provided from site ingress and egress access point to building entrances and parking areas.
16. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

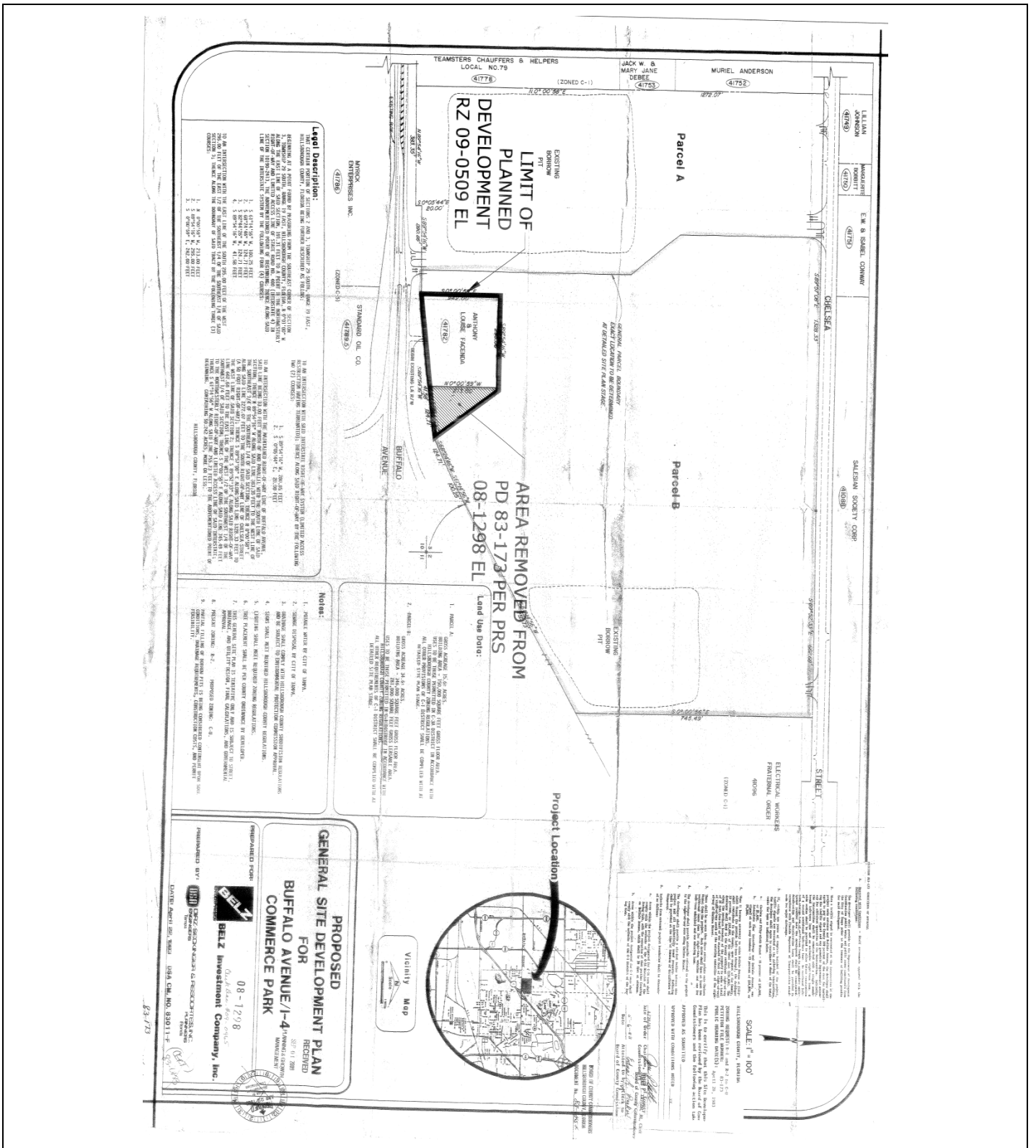
**7.0 ADDITIONAL INFORMATION**

Agency	Number	Violation	Status
<b>Code Enforcement*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
<b>Building Code Compliance*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
<b>Natural Resources*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
<b>EPC*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

\*past 12 months from intake date

8.0 SITE PLANS (FULL)

8.1 Approved Site Plans (Full)









**9.0 FULL TRANSPORTATION REPORT (see following pages)**

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 2/16/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: East Lake Orient Park

PETITION NO: MM 25-1372

- 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

- 1.1 The following shall apply to Development Option B:
  - 1.1.1 Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, Option B cumulative site development shall not exceed 2,016 daily (24 hour) trips or 209 AM or 209 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
  - 1.1.2 If the MM 25-1372 is approved, the County Engineer will approve the Design Exception (dated January 6, 2026 and found approvable on February 13, 2026), for Chelsea Rd. substandard road improvements. As Chelsea Rd. is a substandard local roadway, the developer will be required to construct a 5-foot sidewalk on the south side of the roadway from N. 50<sup>th</sup> Street to the western property line, in accordance with the Design Exception.
  - 1.1.3 If MM 25-1372 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated January 6, 2026), which was found approvable on February 13, 2026. Approval of this Administrative Variance will permit three (3) project access connections: one connection to MLK Jr. Blvd. and two (2) connections to Chelsea Rd.
- 10. Notwithstanding anything shown on the site plan or the conditions herein, ADA/sidewalk connections shall be provided from site ingress and egress access point to building entrances and parking areas.
- 11. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

Revised Conditions

2. When a traffic signal is warranted at the intersection of the project main entrance and E. Martin Luther King Blvd. (Buffalo Avenue), the developer shall agree to pay to the County 100 percent of the cost for installing the traffic signal and any geometric improvements necessary for efficient operation of the intersection. Initially, the intersection shall be constructed with a single southbound left-turn lane and an exclusive right-turn lane. A wide median shall be provided to allow future construction of a second southbound left-turn lane. An eastbound left-turn storage lane of sufficient length to accommodate

anticipated traffic into the development shall be constructed. Acceleration and deceleration shall be provided in accordance with Florida Department of Transportation standards for major driveways.

~~3. If, within two years of complete buildout of the project, traffic signals are warranted at the following intersections, the developer shall agree to contribute a share of the total costs for same as indicated below:~~

~~3.1 Chelsea and Fifty-Sixth Street—18 percent of \$30,000, or \$5,400.~~

~~3.2 Interstate Four interchange and Buffalo Avenue, one signal at each ramp terminus—13 percent of \$50,000, or \$6,500.~~

~~4. When it becomes necessary to widen Buffalo Avenue at Fifty-Sixth Street (to provide leftturn storage) the developer shall contribute to the County, upon request of the County, 33 percent, or \$10,000, of the total cost (\$30,000). The developer shall deed to the County sufficient right-of-way along the northern boundary of the property to make a total of 36 feet (one-half of the standard 72 feet of right-of-way) of right-of-way south of the existing centerline of the right-of-way of Chelsea Street.~~

*[Staff recommends deletion of conditions 3 through 4, 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.]*

~~5. For Development Option A, There there shall be no more than three access points onto Chelsea Street from the project. Each drive shall have at least two northbound lanes (one for right-turn vehicles and one for left turn vehicles) and one entering lane.~~

~~6. The developer shall provide sidewalks external to the project in the right-of-way area along Chelsea Street. Only car traffic will be permitted to access the site via the Chelsea Street access points. Truck traffic will be prohibited from accessing the site via Chelsea Street, which shall be enforced with "No Truck Traffic" signage and design elements such as the truck court having no direct access to Chelsea Street, or other appropriate means. Detailed site configuration will be subject to review and approval at time of site plan review.~~

## PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification (MM) to Planned Development, (PD) zoning #83-0173, as most recently modified by Minor Modification (PRS) 08-1298. The PD consists of a single +/-50.01-acre parcel approved for C-1 Commercial uses and C-3A Limited Light Industrial uses, which includes some non-industrial uses such as childcare, offices, and restaurants. The site is currently occupied by an Office Park. The request proposes to introduce a second development option allowing for a maximum of 588,490 square feet of Industrial (warehouse/distribution) uses with development of the approved square footage permitted across multiple buildings and the exact configurations and footprints to be determined at site development.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not reflect a worst-case analysis that represents the maximum potential trip impacts of the range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g. 588,490 s.f. of certain types of applicable uses such as manufacturing, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses that are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the trips potentially generated under the approved entitlements allowed under the current PD zoning and proposed modification, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12<sup>th</sup> Edition.

#### Approved Uses (Development Option A)

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 496,000 sf - Commercial Retail Shopping Center (ITE LUC 820)	18,049	435	1,520

#### Proposed Uses (Proposed Development Option B):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 588,490 sf Industrial Park - Per Applicant's Traffic Study*	2,016	209	209

#### Trip Generation Difference (between Development Option A and Proposed Development Option B):

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>-16,033</b>	<b>-226</b>	<b>-1,311</b>

\* The trip cap data is based on the figures presented in the applicant's traffic study.

Staff notes that while the above comparison shows a decrease between the approved uses and the proposed Development Option B, the PD modification will not result in any change in the worst-case scenario trip generation.

## TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

E. Martin Luther King Blvd. is a 2-lane, divided, state principal arterial roadway in average condition that transitions to a 4-lane divide section as it approaches Interstate 4 to the east. The roadway is characterized by +/- 12-foot wide travel lanes, lying within varying right-of-way from +/-64 to 181 feet. There are +/- 5-foot wide bicycle lanes and +/- 5-foot wide sidewalks along both sides of E. MLK Blvd. along most the project frontage, except for a +/-455 feet gap along the north side. There is an existing HART transit stop and bus bay facilities along the project frontage.

The Hillsborough County Corridor Preservation Plan identifies MLK Jr. Blvd. as a future 4-lane roadway. FDOT has completed a PD&E Study and identified no need for additional right-of-way along the applicant's property to accommodate the future 4-lane facility. As such, no preservation is needed.

Chelsea Rd. is a 2-lane, substandard, County local roadway with pavement in good condition. The roadway is characterized by +/- 10-foot wide travel lanes, lying within right of way varying from +/- 47 to 56 feet wide along the project's frontage. There are no bicycle facilities in the vicinity of the proposed project. There is +/- 5-foot-wide sidewalk along project frontage.

According to the Hillsborough County Transportation Technical Manual a TS-3 non-residential local roadway typical section has 12-foot lanes with curb and gutter, 8-foot grass strip and sidewalks on both sides within a minimum of 54 feet of right-of-way. The applicant is proposing a Design Exception to construct +/-2,400 feet of 5-foot sidewalk along the south side of the roadway from the project's western boundary to N. 56<sup>th</sup> Street. The proposed Design Exception is discussed in greater detail under the section titled Requested Design Exception: Chelsea Rd. herein.

## SITE ACCESS AND CONNECTIVITY

The proposed modification Option B PD site plan shows the following site access connections:

- One existing full access connection to E. Dr. MLK Jr. Blvd. to remain,
- Two (2) full access connections to Chelsea Rd. One existing access aligning with Rachel Dr. and a new access to align with the Mary Help of Christians Center driveway.

Pursuant to County Land Development Code, Section 6.04.03.I. the proposed new development Option exceeds the number of project access connections permitted. As such the applicant has requested a Sec. 6.04.02.B. administrative variance discussed in greater detail in the section below titled Requested Administrative Variance: Number of Access Points herein.

The applicant is proposing to restrict truck traffic to the E. Dr. MLK Jr. Blvd. access only and utilize the Chelsea St. accesses for other non-truck traffic such as employees and other visitors to the site. The applicant's proposed conditions of approval state "Only car traffic will be permitted to access the site via the Chelsea Street access points. Truck traffic will be prohibited from accessing the site via Chelsea Street, which shall be enforced with "No Truck Traffic" signage and design elements such as the truck court having no direct access to Chelsea Street, or other appropriate means. Detailed site configuration will be subject to review and approval at time of site plan review".

The applicant's site access analysis concluded that existing turn lanes on E. Dr. MLK Jr. Blvd. do not meet minimum queue length. Since E. Dr. MLK Jr. Blvd. is a State maintained facility, any site access improvements at the project access will be subject to FDOT authority at the time of permitting.

## REQUESTED DESIGN EXCEPTION: CHELSEA RD. SUBSTANDARD ROADWAY

As Chelsea Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for the roadway (dated January 6, 2026) 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 February 13, 2026). The

developer will be required to construct +/-2,400 linear feet of 5-foot-wide sidewalk on the south side of the roadway from N. 50<sup>th</sup> St. to the western boundary from the project consistent with the Design Exception.

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

**REQUESTED ADMINISTRATIVE VARIANCE: NUMBER OF ACCESS POINTS**

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. administrative variance request (dated January 6, 2026) from the Section 6.04.03.I. LDC requirement, governing the number of access points. Since the project generates less than 300 peak hour trip ends on a collector/arterial road, the project would be allowed one (1) access point. The applicant is proposing one access to E. Dr. MLK Jr. Blvd. and two on Cheslea Rd. As such, the applicant is seeking a variance to allow a total of three (3) project access connections. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on February 13, 2026.

If this rezoning is approved, the County Engineer will approve the Administrative Variance Request.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for adjacent roadway sections is reported below. Chelsea St. is not included in the 2024 Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
E. DR MLK JR BLVD	Interstate 4	N. 50 <sup>th</sup> St	D	F

Source: Hillsborough County 2024 Level of Service Report.

**From:** [Williams, Michael](#)  
**To:** [Vicki Castro](#); [Michael Yates](#)  
**Cc:** [Perez, Richard](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)  
**Subject:** RZ 25-1372  
**Date:** Friday, February 13, 2026 2:40:28 PM  
**Attachments:** [25-1372 DEReq 01-06-26.pdf](#)  
[25-1372 AVReq 01-06-26.pdf](#)  
[image001.png](#)

---

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-1372 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon ([DeLeonE@hillsboroughcounty.org](mailto:DeLeonE@hillsboroughcounty.org) 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@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)

Mike

**Michael J. Williams, P.E.**  
Director, Development Review  
County Engineer  
Development Services Department

---

P: (813) 307-1851  
M: (813) 614-2190  
E: [Williamsm@HillsboroughCounty.org](mailto:Williamsm@HillsboroughCounty.org)  
W: [HCFLGov.net](http://HCFLGov.net)

**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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-

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

Received January 6, 2021  
Development Service



# Additional / Revised Information Sheet

Office Use Only		
Application Number: MM 25-1372	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 25-1372 Applicant's Name: Torose 6302 LLC

Reviewing Planner's Name: Chris Grandlienard Date: 1/6/2026

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): 2/23/2026

### 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@hcf.gov](mailto:ZoningIntake-DSD@hcf.gov)

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@hcf.gov](mailto:ZoningIntake-DSD@hcf.gov).

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.

Signature

1/6/2026

Date

Development Servic



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 [x] No

I hereby confirm that the material submitted with application MM 25-1372

[ ] Includes sensitive and/or protected information.

Type of information included and location

[x] 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.

Handwritten signature of Lanni Corbett

Signature: (Must be signed by applicant or authorized representative)

Intake Staff Signature: Date:

Received January 6, 2024  
Development Service



# 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):

Redline Proposed Conditions of Approval

\*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.

RECEIVED January 8, 2026

Development Services



SENDER'S DIRECT DIAL:  
813-227-8421

SENDER'S E-MAIL:  
Kami.Corbett@hwblaw.com

January 6, 2026

Chris Grandlienard  
Development Services Department  
County Center  
601 E. Kennedy Blvd., 19th Floor  
Tampa, FL 33602

Re: MM 25-1372 – Revised Information

Dear Mr. Grandlienard:

Enclosed herein please find revised information for MM 25-1372, including revised narrative and conditions addressing transportation comments, as well as a DE, AV, and revised traffic study. Additionally, a revised site plan is included which clarifies the intent to retain the prior site plan as a development Option A, with the proposed modification to be a development Option B.

Please accept this for filing. Thank you.

Sincerely,

HILL WARD HENDERSON

Kami Corbett, Esq.

Received January 8, 2026  
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 Eleonor de Leon at [deleone@HCFL.gov](mailto:deleone@HCFL.gov) or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" 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.)
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request      Revised Request      Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. DE-Substandard Rd - Chelsea Street      4. <input type="checkbox"/> 2.      5. <input type="checkbox"/> 3.      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>	
Project Name/ Phase	6302 Corporate Park
<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>	
Folio Number(s)	041779-0000
<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>	
Name of Person Submitting Request	Vicki Castro, P.E.
<p><b>Important:</b> All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</p>	
Current Property Zoning Designation	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>	
Pending Zoning Application Number	25-1372
<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>	
Related Project Identification Number (Site/Subdivision Application Number)	
<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>	

Development Service



January 06, 2026

Mr. Michael Williams, P.E.  
Hillsborough County  
Development Services Department  
Development Review Director  
County Engineer  
601 East Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, Florida 33602

RE: 6302 Corporate Park (MM 25-1372)  
Folios: 041779-0000  
Design Exception Request – Chelsea Street  
Palm Traffic Project No. T25059

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed project located north of SR 579 and west of I-4 in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on December 18, 2025, with Hillsborough County staff.

The approximately 50.01-acre property is currently occupied by office park of approximately 345,845 square feet with a 96-room hotel. The proposed modification is to allow the office park to be redeveloped for up to 591,680 square feet of industrial park, with the 96-room hotel remaining unchanged.

The access for the project will be as follows:

- one existing (1) full access to SR 574
- two (2) full accesses to Chelsea Street.

Chelsea Street is identified in the Hillsborough County Comprehensive Plan as a local roadway and was identified during our meeting as a substandard road. Chelsea Street has a posted speed limit of 40 mph with 11-foot travel lanes in approximately 50 feet of right of way. No sidewalks or bike lanes currently exist on either side of Chelsea Street, except for along the project frontage on the south side.

This request is a design exception to the Hillsborough County Transportation Technical Manual for Chelsea Street from N. 56<sup>th</sup> Street to the eastern property line. The requested exceptions to the TS-3 typical section and the justification are as follows:

1. The request is to maintain the existing 11-foot travel lanes instead of the 12-foot travel lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 40 and 45 mph, 11-foot travel lanes may be used. The posted speed limit on Chelsea Street is 40 mph.
2. The TS-3 incorporates a Miami type curb. Given this section of Chelsea Street does not have a Miami type curb within the immediate area, it is requested to maintain the existing section without a Miami type curb.

Mr. Michael Williams, P.E.  
January 06, 2026  
Page 2

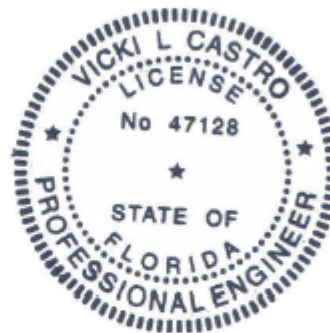
- 3. The TS-3 section has an 8-foot grass strip between the sidewalk and the curb. The request is to provide an 8-foot grass strip where possible, but given existing conditions, there may be locations where the grass strip is reduced for limited areas.
- 4. The TS-3 section includes a 5-foot sidewalk on both sides of the roadway. The request is to provide approximately 2,400 feet of 5-foot sidewalk on the south side of the roadway from N. 56<sup>th</sup> Street to the western property line. The property frontage already has approximately 2,000 feet of sidewalk along the south side of Chelsea Street.
- 5. The TS-3 includes a utility easement outside the right-of-way. Given that the developer does not own the land, the request is not to provide the 10-foot utility easement.

The proposed site plan is shown in Figure 2.

Sincerely,

Vicki L  
Castro

Digitally signed  
by Vicki L Castro  
Date: 2026.01.06  
14:41:23 -05'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.  
Principal

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

\_\_\_\_\_ Disapproved \_\_\_\_\_ Approved with Conditions \_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

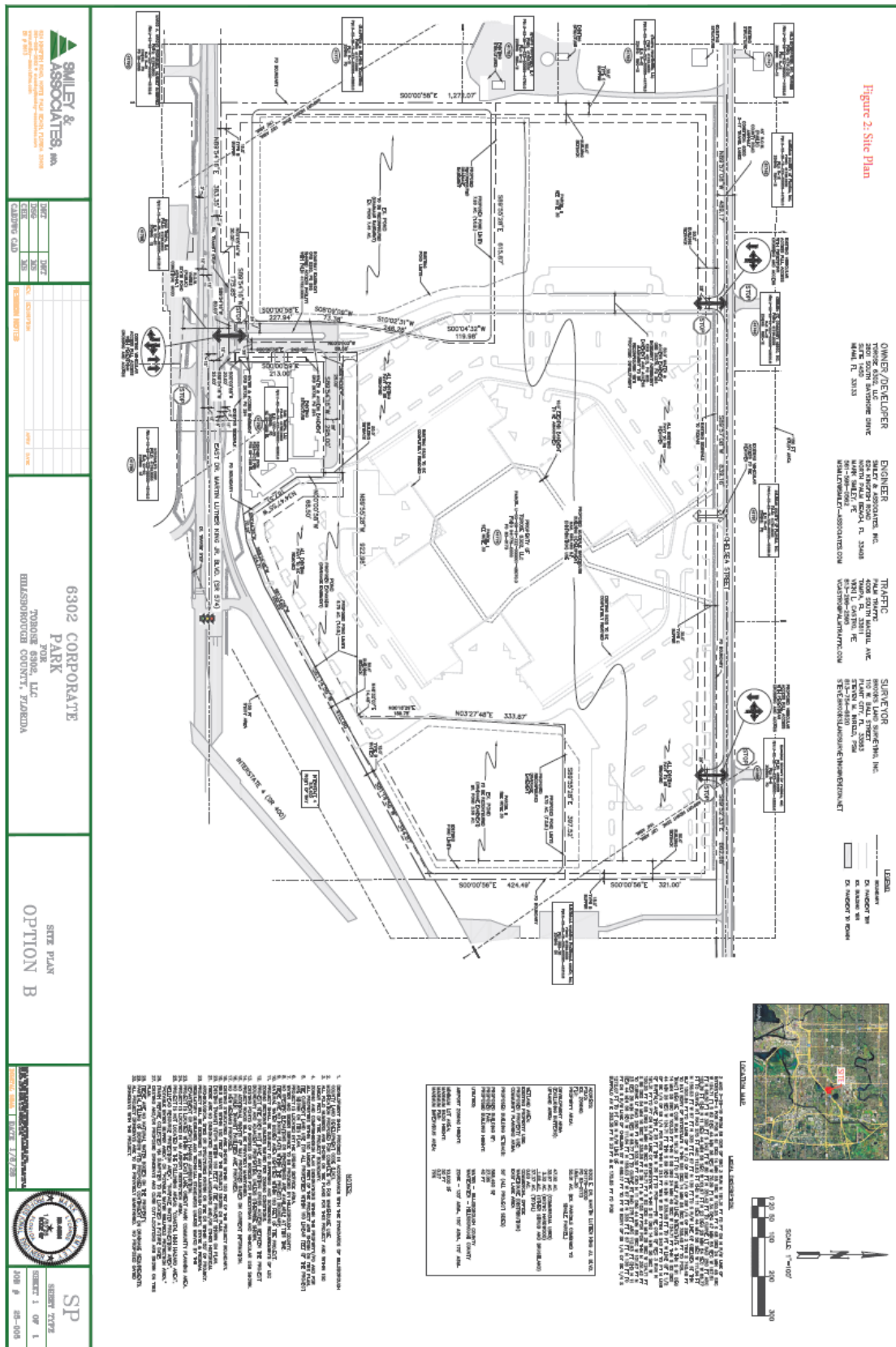
Michael J. Williams  
Hillsborough County Engineer

FIGURE 1. LOCATION MAP



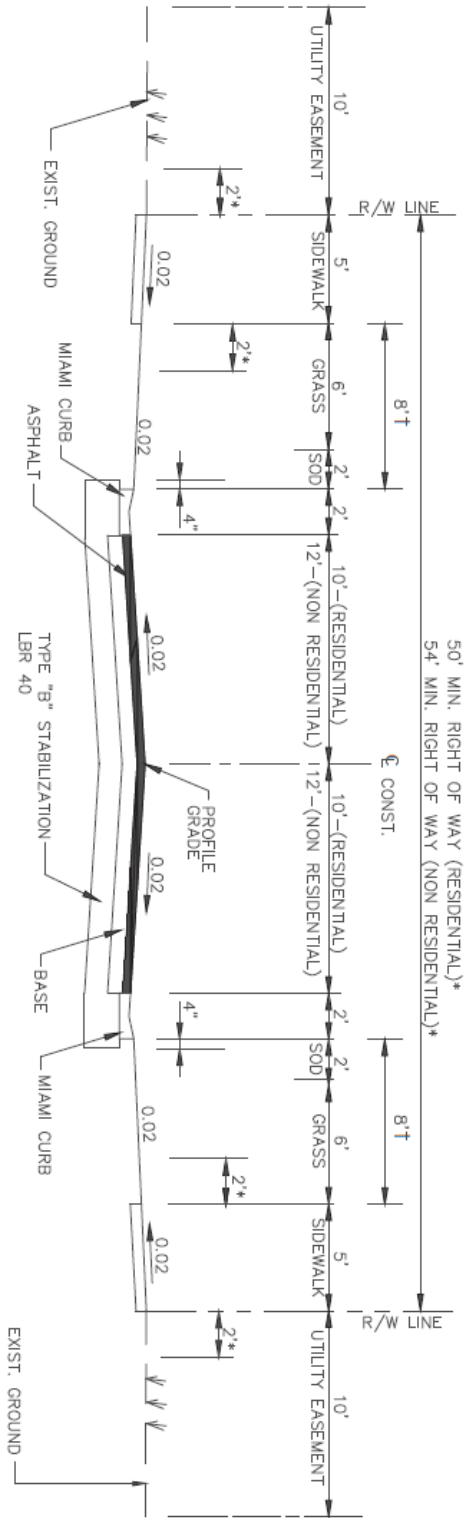






Development Service

Development Service



**TYPICAL SECTION**  
 N.T.S.  
 LESS THAN 5,000 AADT  
 MAX. ALLOWABLE DESIGN SPEED - 35 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	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	LOCAL URBAN ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. <b>TS-3</b>
				SHEET NO. 1 OF 1

RECEIVED January 6, 2026  
Development Services

Topic #625-000-002  
FDOT Design Manual

January 1, 2021

**Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths**

Context Classification	Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
	Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
	25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1 Natural	11	11	12	11	11	12	N/A	
C2 Rural	11	11	12	11	11	12		
C2T Rural Town	11	11	12	11	11	12	12	12
C3 Suburban	10	11	12	10	11	12	11	12
C4 Urban General	10	11	12	10	11	12	11	12
C5 Urban Center	10	11	12	10	11	12	11	12
C6 Urban Core	10	11	12	10	11	12	11	12

**Notes:**

**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

**Auxiliary Lanes:**

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
  - Dual left turn lanes
  - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

**Two-way Left Turn Lanes:**

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

Received January 6, 2026  
Development Services



Hillsborough County Florida  
Development Services

# Additional / Revised Information Sheet

Office Use Only		
Application Number: MM 25-1372	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 25-1372 Applicant's Name: Torose 6302 LLC

Reviewing Planner's Name: Chris Grandlienard Date: 1/6/2026

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): 2/23/2026

### 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.

Signature

1/6/2026

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 25-1372

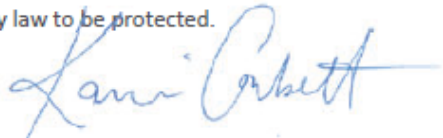
Includes sensitive and/or protected information.

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:   
(Must be signed by applicant or authorized representative)

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

Received January 6, 2025  
Development Service



# Additional / Revised Information Sheet

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

Included	Submittal Item
<input checked="" type="checkbox"/>	1 Cover Letter** If adding or removing land from the project site, the final list of folios must be included
<input type="checkbox"/>	2 Revised Application Form**
<input type="checkbox"/>	3 Copy of Current Deed* Must be provided for any new folio(s) being added
<input type="checkbox"/>	4 Affidavit to Authorize Agent* (If Applicable) Must be provided for any new folio(s) being added
<input type="checkbox"/>	5 Sunbiz Form* (If Applicable) Must be provided for any new folio(s) being added
<input type="checkbox"/>	6 Property Information Sheet**
<input type="checkbox"/>	7 Legal Description of the Subject Site**
<input type="checkbox"/>	8 Close Proximity Property Owners List**
<input checked="" type="checkbox"/>	9 Site Plan** All changes on the site plan must be listed in detail in the Cover Letter.
<input type="checkbox"/>	10 Survey
<input type="checkbox"/>	11 Wet Zone Survey
<input type="checkbox"/>	12 General Development Plan
<input checked="" type="checkbox"/>	13 Project Description/Written Statement
<input checked="" type="checkbox"/>	14 Design Exception and Administrative Variance requests/approvals
<input type="checkbox"/>	15 Variance Criteria Response
<input type="checkbox"/>	16 Copy of Code Enforcement or Building Violation
<input checked="" type="checkbox"/>	17 Transportation Analysis
<input type="checkbox"/>	18 Sign-off form
<input checked="" type="checkbox"/>	19 Other Documents (please describe): <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">           Redline Proposed Conditions of Approval         </div>

\*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.



SENDER'S DIRECT DIAL:  
813-227-8421

SENDER'S E-MAIL:  
Kami.Corbett@hwlaw.com

January 6, 2026

Chris Grandlienard  
Development Services Department  
County Center  
601 E. Kennedy Blvd., 19th Floor  
Tampa, FL 33602

Re: MM 25-1372 – Revised Information

Dear Mr. Grandlienard:

Enclosed herein please find revised information for MM 25-1372, including revised narrative and conditions addressing transportation comments, as well as a DE, AV, and revised traffic study. Additionally, a revised site plan is included which clarifies the intent to retain the prior site plan as a development Option A, with the proposed modification to be a development Option B.

Please accept this for filing. Thank you.

Sincerely,

HILL WARD HENDERSON

A handwritten signature in blue ink that reads 'Kami Corbett'.

Kami Corbett, Esq.



# 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 Eleanor de Leon at [deleone@HCFL.gov](mailto:deleone@HCFL.gov) or via telephone at (813) 307-1707 if you have questions about how to complete this form.

<b>Request Type (check one)</b>	<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 (check one)</b>	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History (check one and complete text box using instructions provided below)</b>	<input checked="" type="checkbox"/> 1. AV-Number of Access Points      4. <input type="checkbox"/> 2.      5. <input type="checkbox"/> 3.      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>	6302 Corporate Park
<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>	041779-0000
<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>	Vicki Castro, P.E.
<p><b>Important:</b> All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</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 25-1372
<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>	
<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>	

Development Service



January 06, 2026

Mr. Michael Williams, P.E.  
Hillsborough County  
Development Services Department  
Development Review Director  
County Engineer  
601 East Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, Florida 33602

RE: 6302 Corporate Park (MM 25-1372)  
Folio: 041779-0000  
Administrative Variance Request – Number of Access Points  
Palm Traffic Project No. T25059

Dear Mr. Williams:

The letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.03.I (Number of Access Points) for the project. The existing office park consists of approximately 345,845 square feet with a 96-room hotel. The proposed modification is to allow the office park to be redeveloped for up to 591,680 square feet of industrial park, with the 96-room hotel remaining unchanged. The subject parcel is located north of SR 574 and west of I-4, as shown in Figure 1. This request is made based on our virtual meeting on December 18, 2025, with Hillsborough County staff.

The project proposes to have the following access:

- one existing (1) full access to SR 574
- two (2) full access to Chelsea Street.

This request is for a variance to the number of driveways criteria of the LDC Section 6.04.03.I – Number of Access Points. As shown in Table 1, the proposed industrial park development option would generate approximately 238 AM peak hour trips and 235 PM peak hour trip ends. Based on Section 6.04.03.I, since the project generates less than 300 peak hour trip ends on a collector/arterial road, the project would be allowed one (1) access point. The justification for this variance is as follows:

1. Both driveways to Chelsea Street are vital to the access and circulation for the property.
2. The existing office park has two (2) existing accesses to Chelsea Street.
3. The proposed driveway locations on Chelsea Street align with existing driveways to the north.
4. The proposed driveway locations on Chelsea Street meet the driveway spacing requirements per the LDC Section 6.04.07

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

4006 South MacDill Avenue, Tampa, FL 33611  
Ph: (813) 296-2595  
www.palmtraffic.com

Received January 6, 2026  
Development Service

Mr. Michael Williams, P.E.

January 06, 2026

Page 2

a) There is unreasonable burden on the applicant

This request is to have two (2) full access points on Chelsea Street and maintain the one (1) full access to SR 574. The property is approximately 50 acres with approximately 2,000 feet of frontage along Chelsea Street. Given the size of the property and the square footage of the development, the two (2) full accesses to Chelsea Street will allow for safe and efficient distribution to and from the site. Therefore, removing any of the three access connections would be an unreasonable burden on the applicant.

b) The variance would not be detrimental to the public health, safety and welfare.

Both of the proposed project driveways on Chelsea Street align with existing driveways on the north side of the roadway. Given the configuration of the driveways and the development served by the proposed driveways, the additional requested driveways would not be detrimental to the public health, safety and welfare of the motoring public.

c) Without the variance, reasonable access cannot be provided.

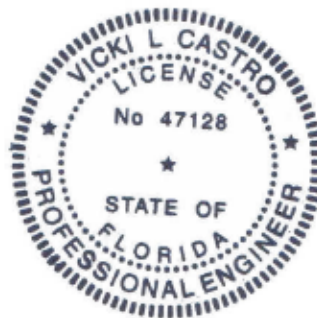
Given the location and proximity of the existing driveway on SR 574 to I-4, without the driveway connections to Chelsea Street reasonable access to the property cannot be provided.

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

Sincerely,

Vicki L  
Castro

Digitally signed by Vicki  
L Castro  
Date: 2026.01.06  
14:22:50 -05'00'



Vicki L Castro, P.E.  
Principal

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

\_\_\_\_\_ Disapproved \_\_\_\_\_ Approved with Conditions \_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

Figure 1. Location Map

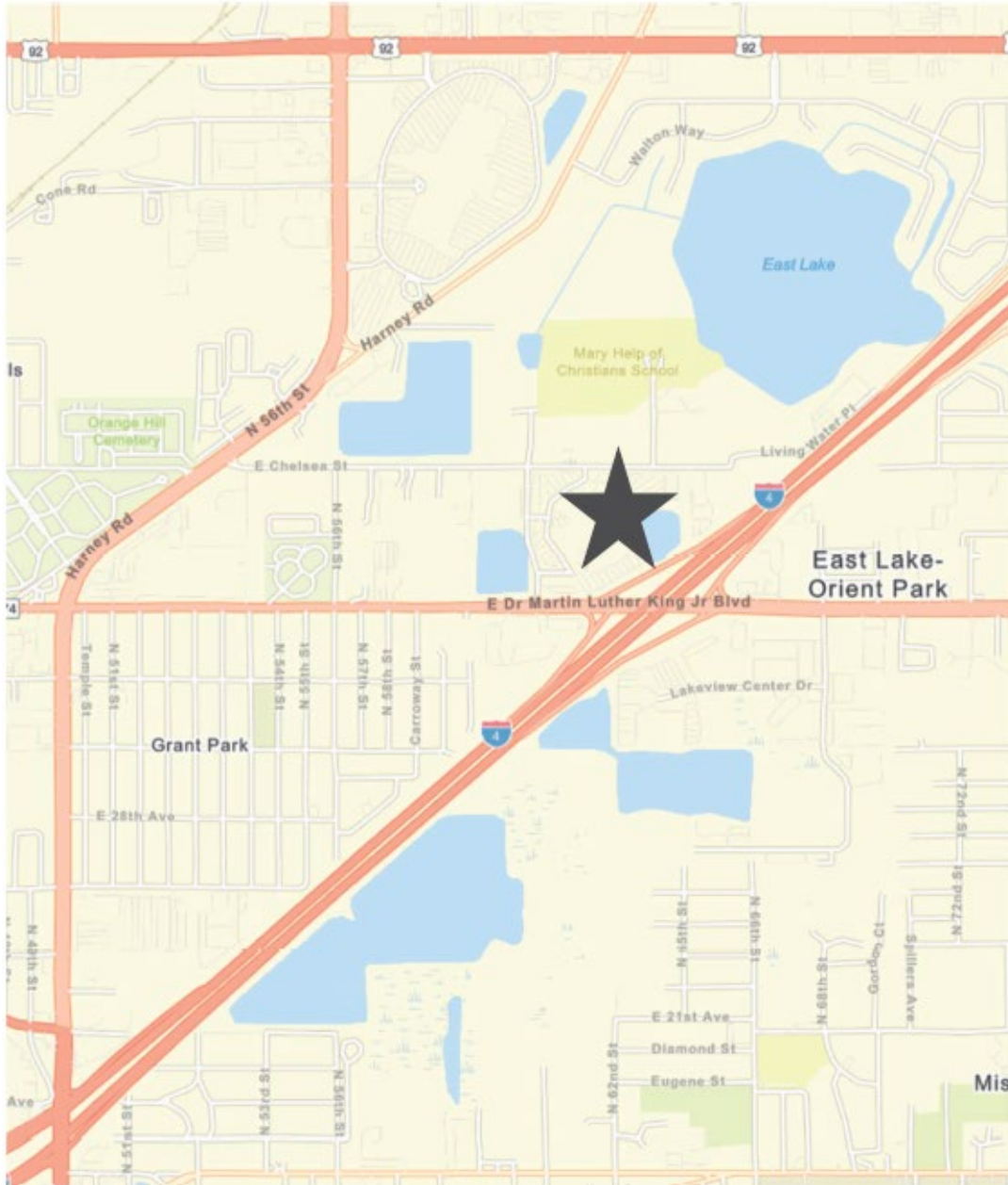
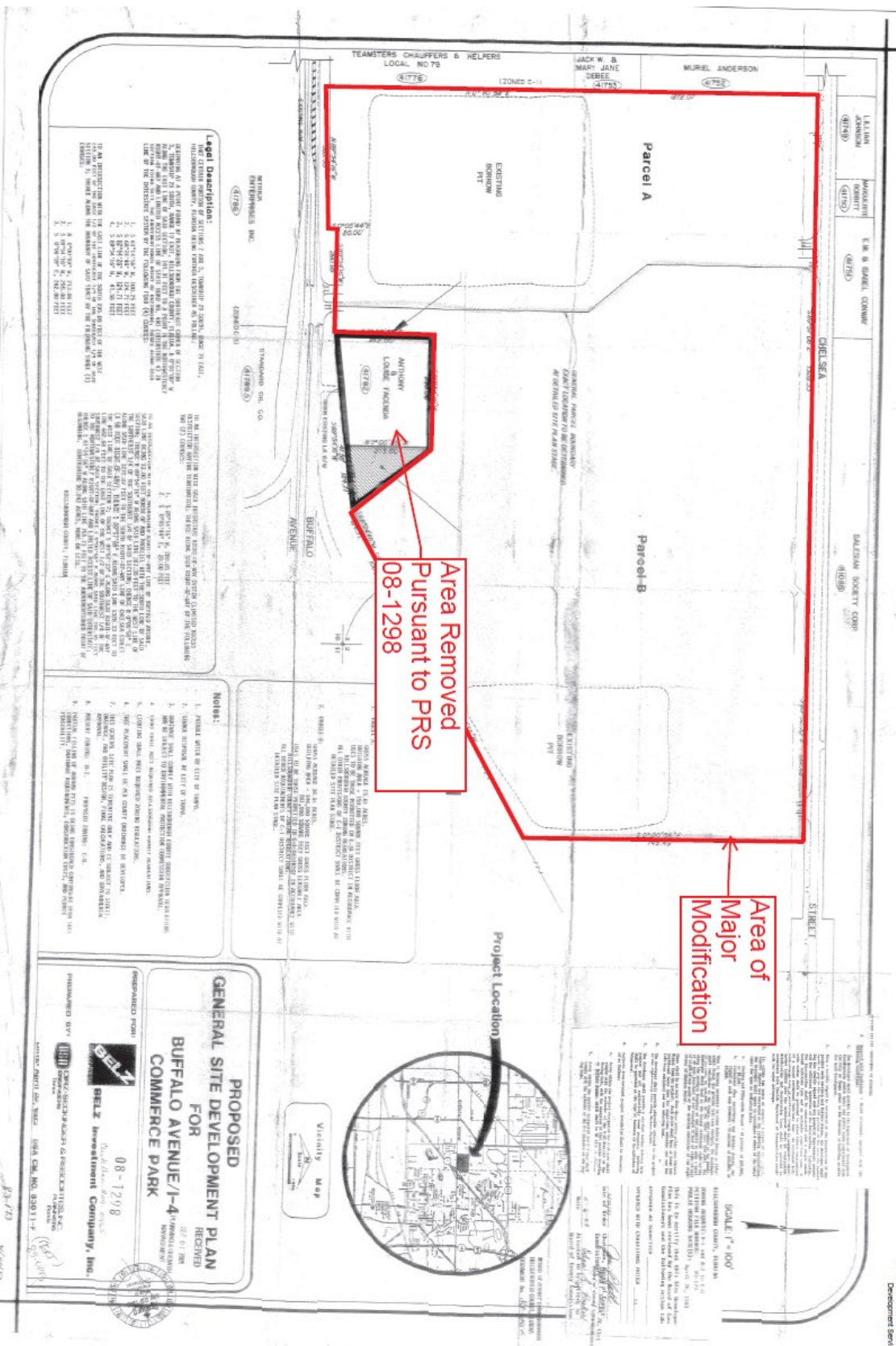


Table 1. Estimated Project Traffic

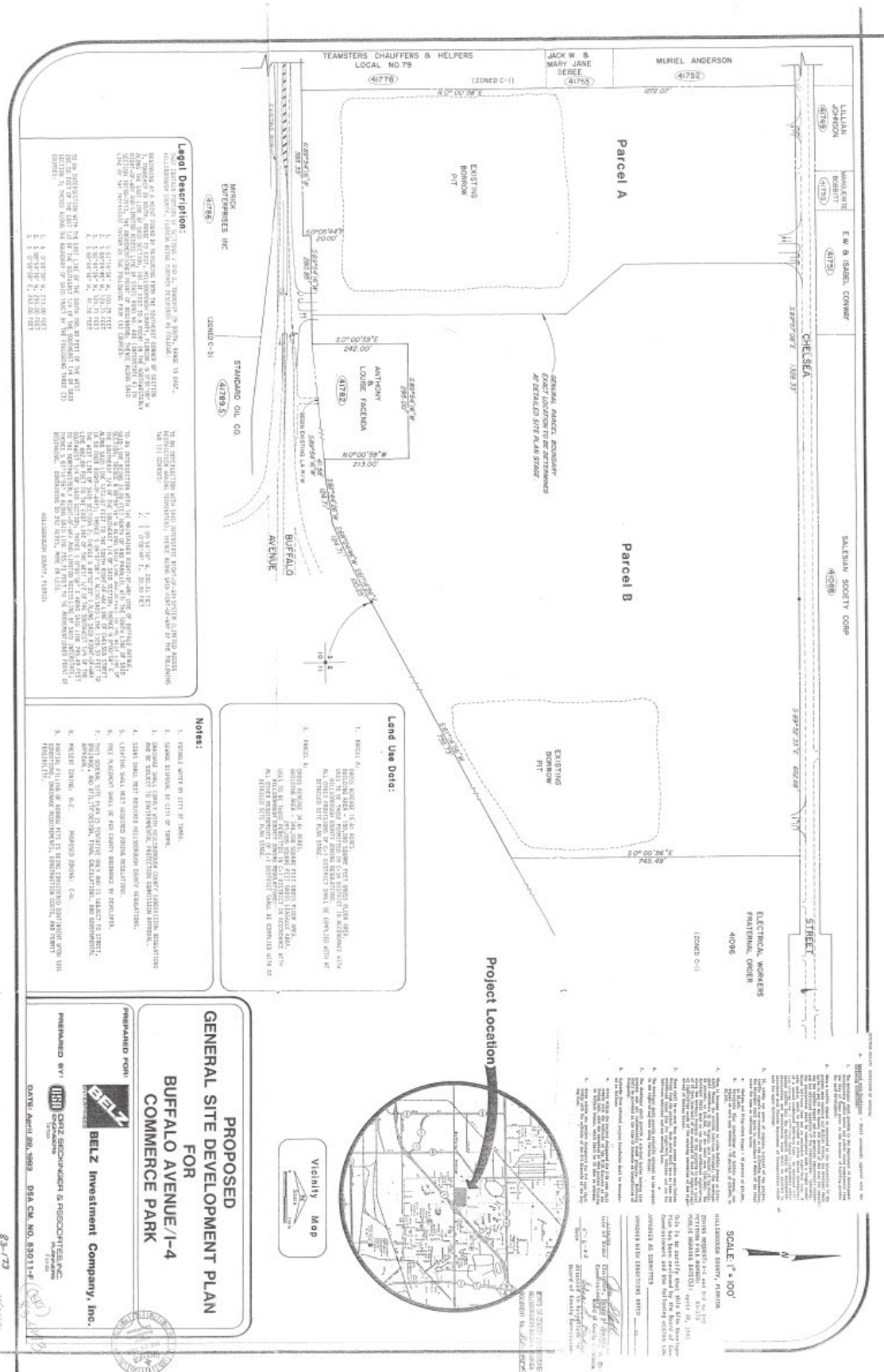
Scenario	Land Use	ITE LUC	Size	Daily Trip Ends (1)	AM Peak Hour Trip Ends (1)			PM Peak Hour Trip Ends (1)		
					In	Out	Total	In	Out	Total
Existing	Office Park	750	345,845 SF	3,828	355	44	399	35	198	233
Proposed	Industrial Park	130	591,680 SF	2,016	161	48	209	59	150	209
			Difference	-1,812	-194	4	-190	24	-48	-24
Outparcel	Hotel	310	96 Rooms	560	15	14	29	13	13	26

(1) Source: ITE Trip Generation, 12th Edition, 2025.



Development Service:

Received November 07, 2025  
Development 08-1298



**Legal Description:**

SECTION 1 OF TOWNSHIP 3 AND 2, RANGE 9 NORTH, RANGE 1 EAST, HILLSBORO TWP., LUSHA TWP. (ZONED C-1)

BEING A 2.00 ACRES OF LAND MORE OR LESS, MORE OR LESS, BEING THE EAST 1/2 OF THE EAST 1/2 OF SECTION 1, TOWNSHIP 3 AND 2, RANGE 9 NORTH, RANGE 1 EAST, HILLSBORO TWP., LUSHA TWP. (ZONED C-1)

TO AN INTERSECTION WITH THE EAST LINE OF THE 200' WIDE OF THE HIGHWAY RIGHT-OF-WAY, BEING THE EAST 1/2 OF THE EAST 1/2 OF SECTION 1, TOWNSHIP 3 AND 2, RANGE 9 NORTH, RANGE 1 EAST, HILLSBORO TWP., LUSHA TWP. (ZONED C-1)

TO AN INTERSECTION WITH THE EAST LINE OF THE 200' WIDE OF THE HIGHWAY RIGHT-OF-WAY, BEING THE EAST 1/2 OF THE EAST 1/2 OF SECTION 1, TOWNSHIP 3 AND 2, RANGE 9 NORTH, RANGE 1 EAST, HILLSBORO TWP., LUSHA TWP. (ZONED C-1)

**Notes:**

1. REFERENCE TO CITY OF BUFFALO.
2. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
3. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR HIGHWAY.
4. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR HIGHWAY.
5. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR HIGHWAY.
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9. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR HIGHWAY.
10. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR HIGHWAY.

**Land Use Data:**

1. PARCEL A: ZONED C-1. USE: COMMERCIAL. SEE CITY OF BUFFALO ZONING ORDINANCE FOR FURTHER INFORMATION.

2. PARCEL B: ZONED C-1. USE: COMMERCIAL. SEE CITY OF BUFFALO ZONING ORDINANCE FOR FURTHER INFORMATION.



**PROPOSED GENERAL SITE DEVELOPMENT PLAN FOR BUFFALO AVENUE/1-4 COMMERCE PARK**

PREPARED BY: BELZ Investment Company, Inc.

PREPARED FOR: BELZ Investment Company, Inc.

DATE: April 29, 2025. DPL NO. 25011-14

**SCALE: 1" = 100'**

**PROJECT LOCATION:** BUFFALO AVENUE/1-4 COMMERCE PARK

**PROJECT DESCRIPTION:** PROPOSED GENERAL SITE DEVELOPMENT PLAN FOR BUFFALO AVENUE/1-4 COMMERCE PARK

**PROJECT OWNER:** BELZ INVESTMENT COMPANY, INC.

**PROJECT ARCHITECT:** [Signature]

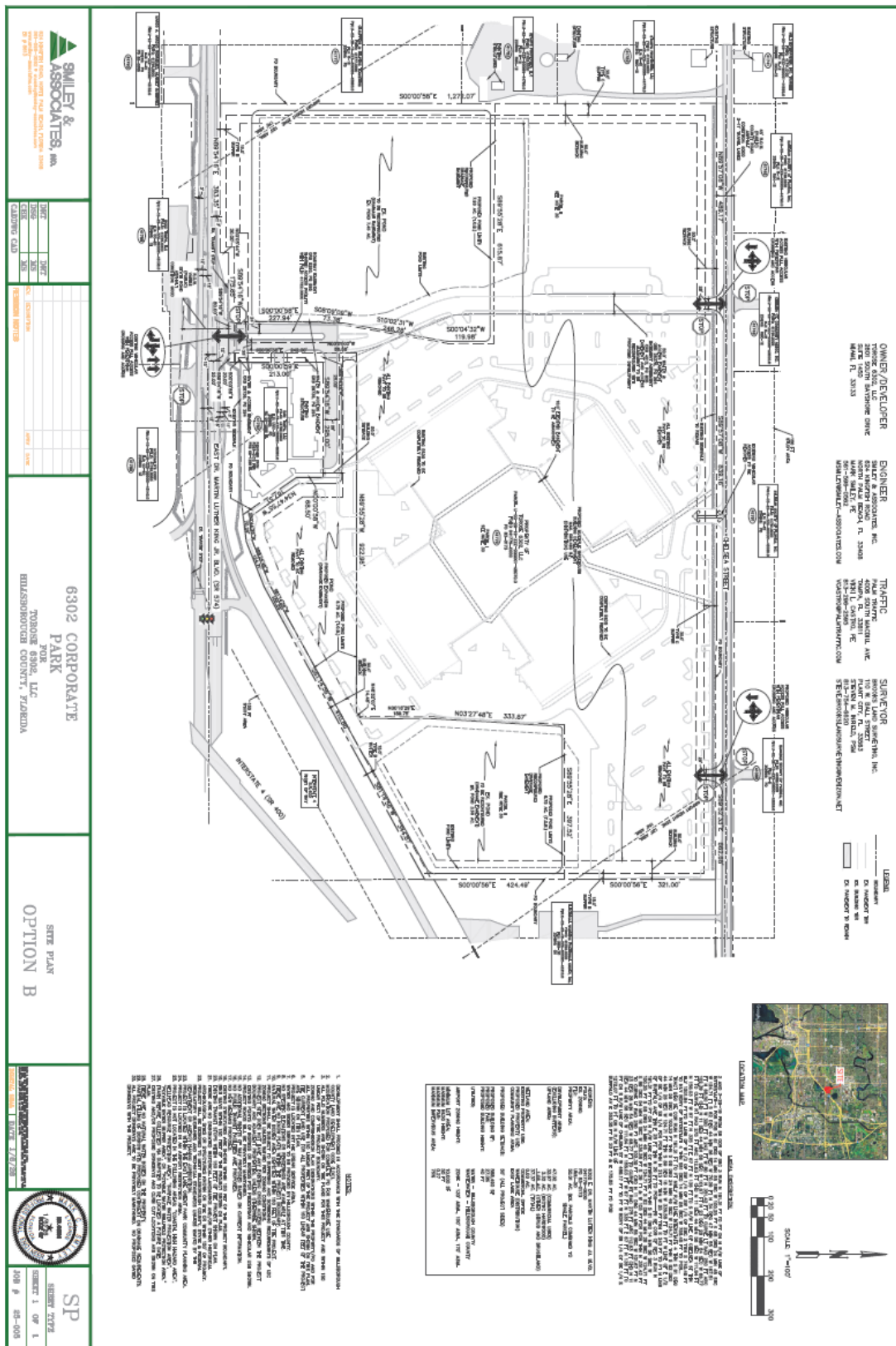
**PROJECT ENGINEER:** [Signature]

**PROJECT SURVEYOR:** [Signature]

**PROJECT DATE:** APRIL 29, 2025

**PROJECT NO.:** 25011-14

OPTION A



**COUNTY OF HILLSBOROUGH**

**RECOMMENDATION OF THE  
LAND USE HEARING OFFICER**

**APPLICATION NUMBER:** MM 25-1372

**DATE OF HEARING:** February 23, 2026

**APPLICANT:** Torose 6302 LLC

**PETITION REQUEST:** The Major Modification request is to modify PD 83-0173

**LOCATION:** 6302 Dr. Martin Luther King Jr. Blvd.

**SIZE OF PROPERTY:** 50.01 acres, m.o.l.

**EXISTING ZONING DISTRICT:** PD 83-0173

**FUTURE LAND USE CATEGORY:** UMU-20

**SERVICE AREA:** Urban

**COMMUNITY PLAN:** Brandon

# DEVELOPMENT REVIEW STAFF REPORT

**PD Modification Application:** MM 25-1372  
**Zoning Hearing Master Date:** February 23, 2026  
**BOCC Land Use Meeting Date:** April 7, 2026



**1.0 APPLICATION SUMMARY**

**Applicant:** Torose 6302 LLC  
**FLU Category:** Urban Mixed-Use –20 (UMU-20)  
**Service Area:** Urban  
**Site Acreage:** 50.01 MOL  
**Community Plan Area:** East Lake Orient Park  
**Overlay:** None



**Introduction Summary:**  
 The Applicant requests a major modification to the existing Planned Development (PD 83-0173, as most recently modified by PRS 08-1298) for a 50.01-acre property at 6302 E. Dr. Martin Luther King Jr. Blvd. in the East Lake Orient Park Community Plan Area. The PD is currently approved for Commercial Office use, this will be retained as Option A. The proposed modification adds All M uses except Heavy Industrial as Option B. The change allows up to 588,490 sf of industrial space (F.A.R. 0.27) and updates to site development standards.

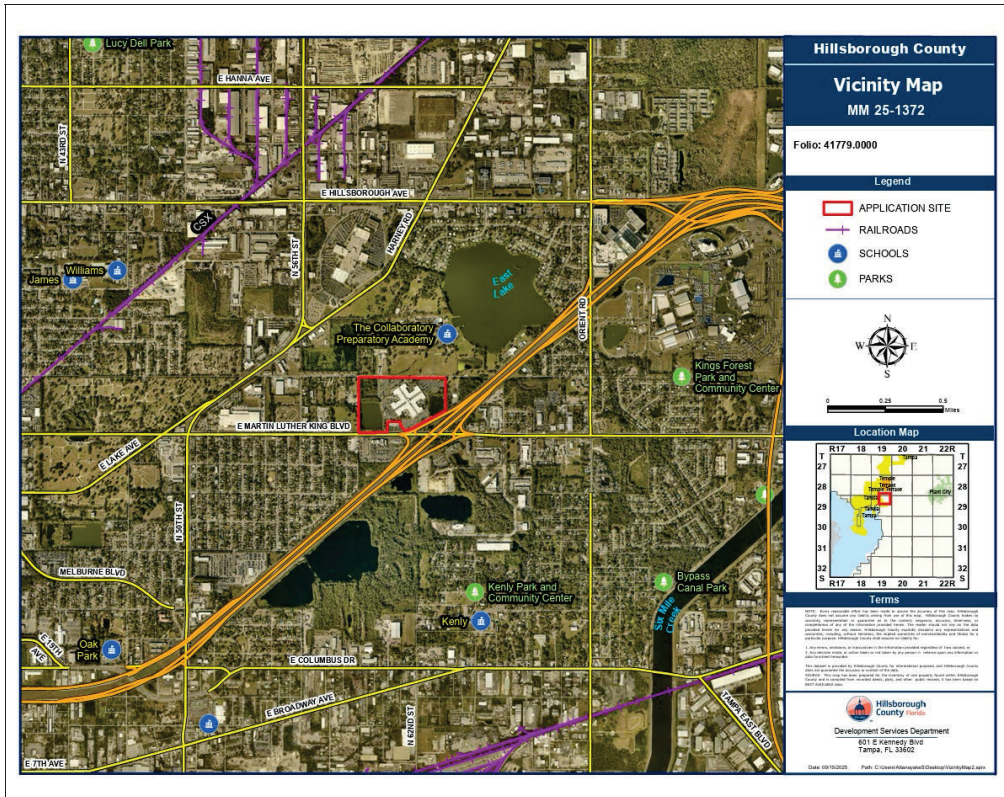
Existing Approval(s):	Proposed Modification(s):
Allows C-3A and C-1 uses (FAR 0.22)	Option A: (C-3A and C-1 uses) and Option B: All M uses except Heavy Industrial (FAR 0.27)

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> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
--	---

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

**2.1 Vicinity Map**

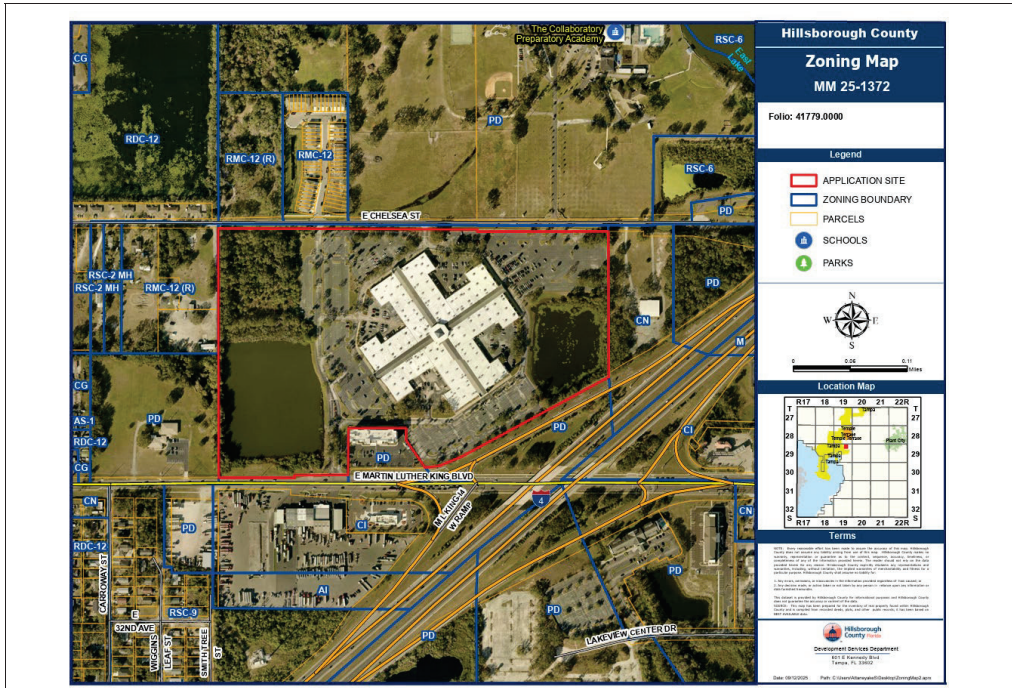


**Context of Surrounding Area:**

The subject property is located at 6302 E. Dr. Martin Luther King Jr. Boulevard. The area is a mix of single-family residential, institutional, commercial and light industrial. To the north across East Chelsea Street is single-family residential zoned RMC-12 and a church with a school and rectory zoned PD 17-1006. To the south across E. Dr. Martin Luther King Jr. Boulevard is a truck stop zoned CI, immediately south of the site is a hotel zoned PD 09-0509. Adjacent to the east is a union hall zoned CN. Adjacent to the west is a vacant parcel zoned RMC-12, an open storage use permitted under NCU 92-0036, and a union hall zoned PD 90-0149.

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

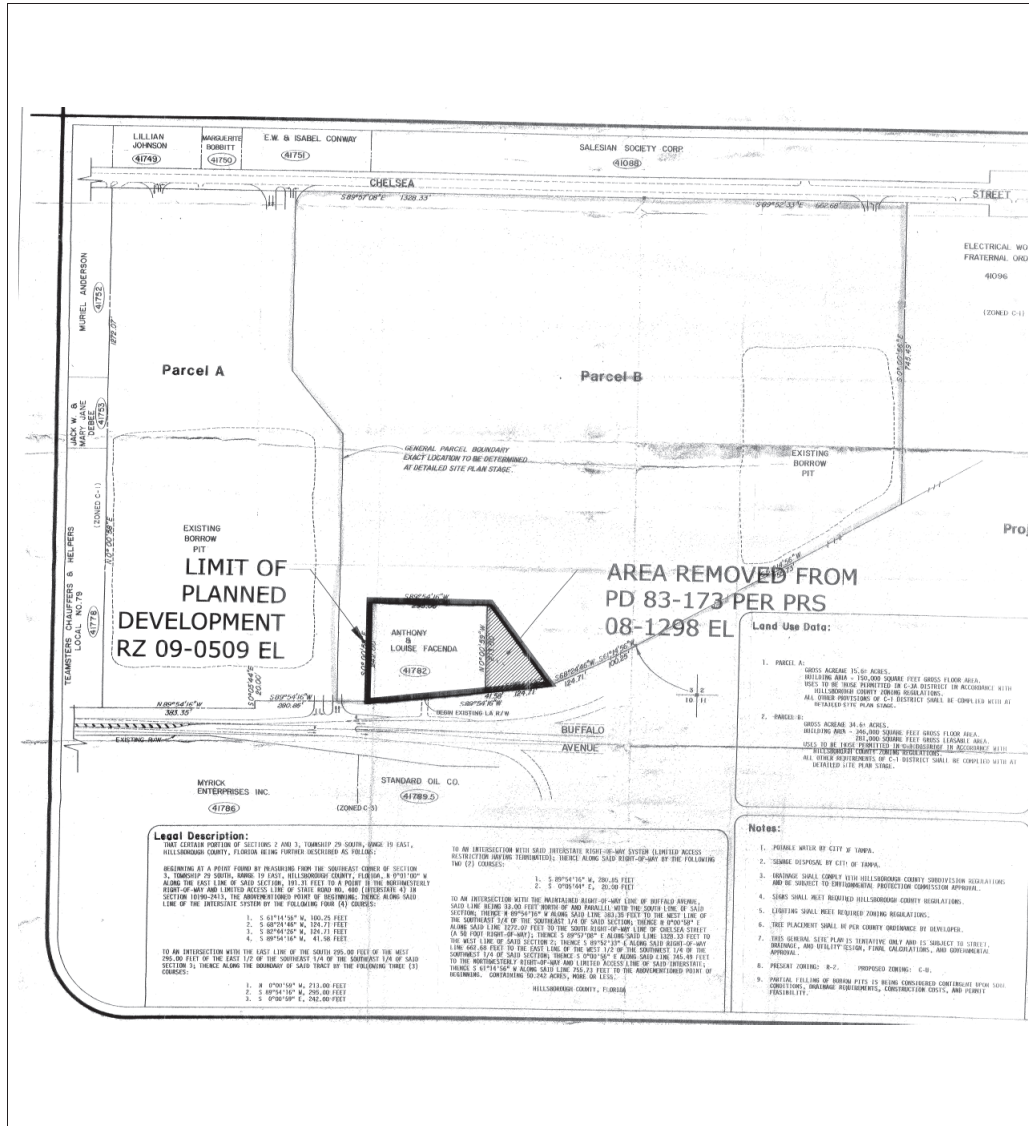
**2.3 Immediate Area Map**



Adjacent Zonings and Uses				
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RMC-12, PD 17-1006	12 du/ga, 0.07 F.A.R./ 6 du/ga	Multi-Family Residential, Church/School/Rectory	Vacant, SFR, Church/School/Rectory
South	PD 09-0509, CI	0.84 F.A.R., 0.30 F.A.R.	Hotel, Intensive Commercial	Hotel, Truck Stop
East	CN	0.20 F.A.R.	Neighborhood Commercial	Union Hall
West	RMC-12, PD 90-0149	12 du/ga, .0165 F.A.R.	Multi-Family Residential, Union Hall	Vacant, Open Storage, Union Hall

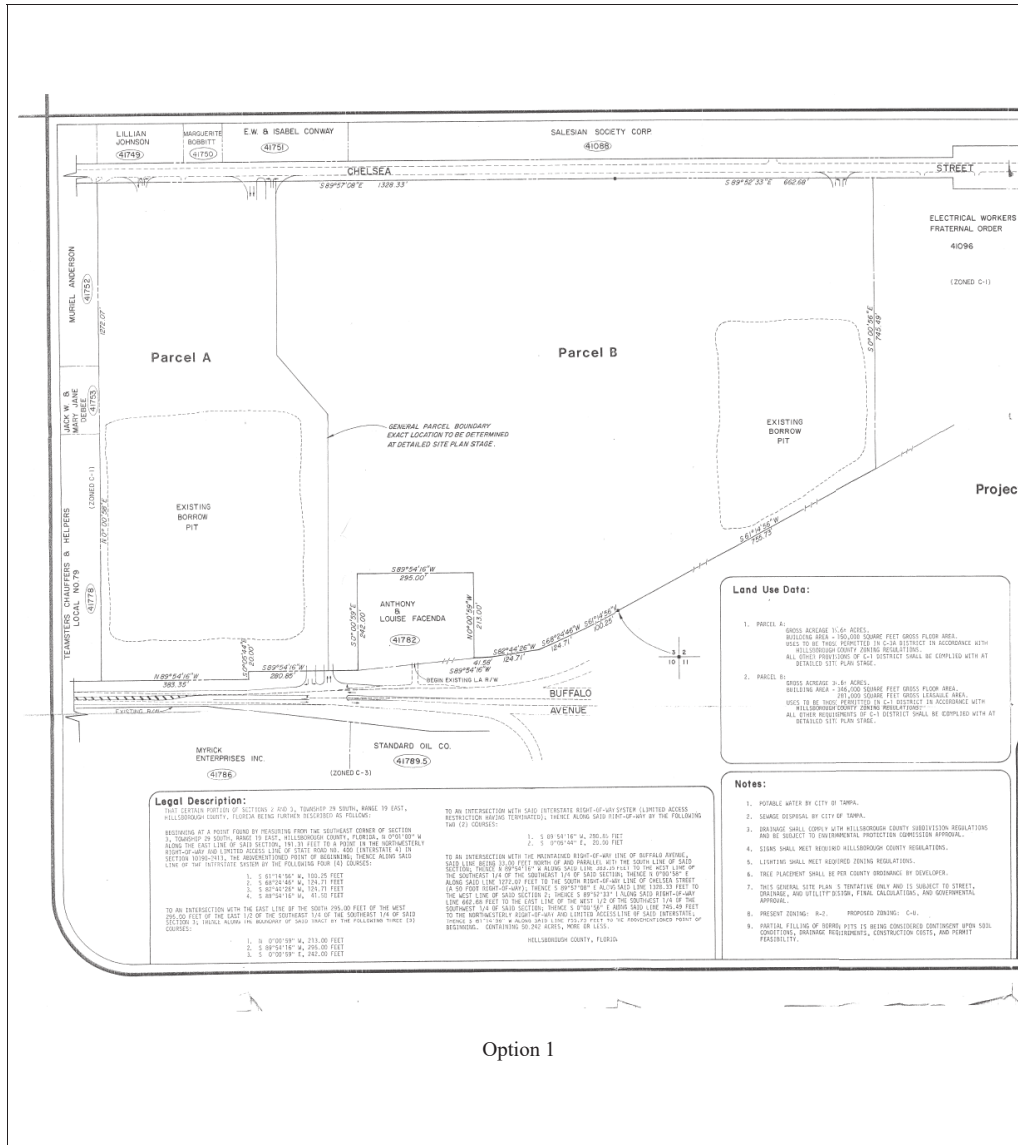
2.0 LAND USE MAP SET AND SUMMARY DATA

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

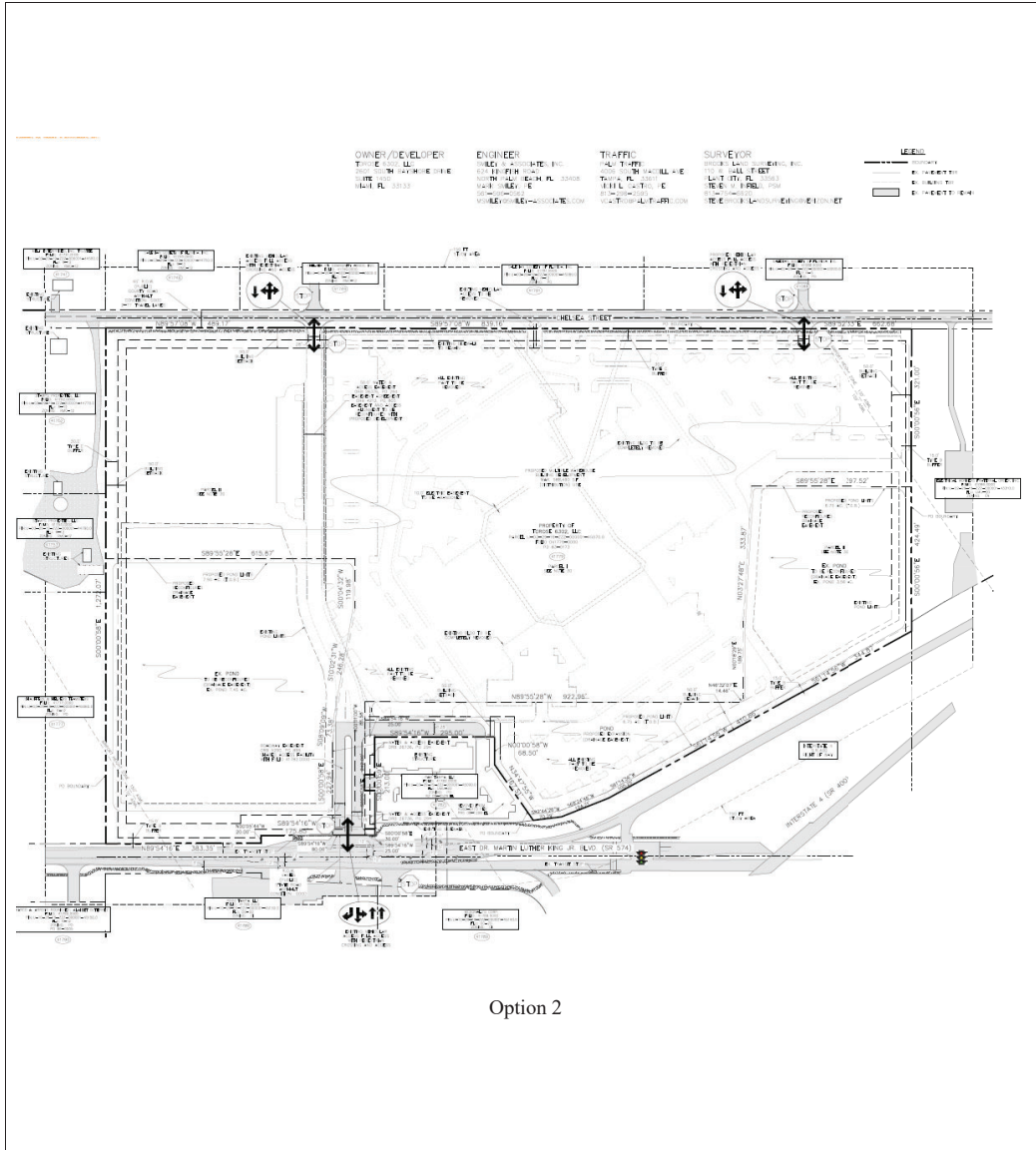
2.5.1 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



Option 1

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

**2.5.2 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 OF STAFF REPORT)**

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

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing (Option A)	18,049	435	1,520
Proposed (Option A)*	18,049	435	1,520
Difference (+/-)	0	0	0

\*Trips reported reflect the worst-case scenario under previously approved Development Option A. Option B, if developed is project to generate 2,016 daily trips and 209 am and pm trips.

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

Notes:

<b>Design Exception/Administrative Variance</b> <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Chelsea Rd/Substandard Roadway	Design Exception Requested	Approvable
Dr. MLK Blvd Jr & Chelsea Rd./Number of Access Connections	Administrative Variance Requested	Approvable

Notes:

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

<b>INFORMATION/REVIEWING AGENCY</b>				
	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
Environmental Protection Commission	<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	Wetlands Present
Environmental Services	<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	
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	
Natural Resources	<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 checked="" type="checkbox"/> Wetlands/Other Surface Waters <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"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input checked="" type="checkbox"/> Other: Airport Height Restriction: 130' AMSL, 150' AMSL, 170' AMSL				
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Truck traffic is prohibited from using Chelsea St.
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<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	
<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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>				
Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34	Manufacturing (Per 1,000 s.f.) Mobility: \$3,315 Fire: \$34	Light Industrial (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$57		
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input 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**

The subject site is located within the East Lake Orient Park Community Plan area and the Urban Service Area. It is surrounded by a mix of commercial and industrial zoning districts and Planned Developments that permit similar non-residential uses, including commercial and light industrial. Adjacent developments along Dr. Martin Luther King, Jr. Boulevard and Chelsea Street include comparable commercial and industrial operations, and the proposed site design incorporates appropriate buffering and screening to ensure compatibility with nearby residential areas.

The site plan reflects a reconfiguration within the currently approved development area, introducing two development options: Option A for C-3A and C-1 commercial uses which is the current use and Option B for all M uses except Heavy Industrial. Option B includes increased setbacks of 50 feet on all sides, providing greater separation from adjacent properties. For both Options A and B, Truck traffic is prohibited from accessing the site via Chelsea Street, with design measures ensuring compliance, while car access remains limited to three points. Buffering and screening is provided, which exceeds Land Development Code requirements.

Under the existing approvals, the site applies C-3A standard setbacks, except along Buffalo Avenue (MLK Jr. Blvd) where a 30-foot minimum setback is required, and C-1 standard setbacks. The proposed modification maintains these standards under Option A, preserving the current code-based requirements. In contrast, Option B introduces a uniform 50-foot setback on all sides of the project, which represents a significant increase in perimeter buffering compared to the existing C-3A and C-1 standards.

Staff finds the proposed major modification to be compatible with the surrounding development context. The modification preserves the commercial/light industrial character of the site and demonstrates sensitivity to adjacent residential areas through enhanced buffering and truck traffic restrictions. The proposed uses and setbacks are consistent with the scale and intensity of nearby developments, and the revised plan continues to support a layout that complements the character of the area.

Based upon the above, staff finds the proposed modification to be compatible with the surrounding area and in keeping with the general development pattern of the area.

5.2 Recommendation  
Approvable, subject to proposed conditions

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master’s recommendation.

## SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on February 23, 2026. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

Ms. Kami Corbett testified on behalf of the applicant. She showed a PowerPoint presentation and stated that the property is located on Dr. Martin Luther King Jr. Blvd. The property is developed with an office building and with a hotel in front. She described the surrounding zoning districts which include industrial to the south and the west and residential to the north. Ms. Corbett testified that the modification proposes two development options. Option A is the existing PD site plan. Option B proposes M uses except heavy industrial uses and is subject to a trip cap. The setbacks are proposed to be 50 feet on all sides and the maximum height is 50 feet. She stated that there was a concern from the Planning Commission about truck traffic on Chelsea Street as it is a local street. The proposed zoning conditions state that access is not permitted onto Chelsea Street for trucks. The number of access points is proposed to be reduced onto Chelsea Street from 3 that exist in Option A to 2 in Option B. She concluded her presentation by stating that both planning staffs found the modification consistent.

Hearing Master Finch asked Ms. Corbett to confirm that Option B does not propose to add the C-3A and C-1 uses but instead replace those uses with M uses with the exception of heavy industrial. Ms. Corbett replied that was correct.

Hearing Master Finch asked Ms. Corbett about the C-3A and C-1 uses as they go back to the 1976 zoning code and if it was contemplated to update those categories to something used today. Ms. Corbett replied that it was not discussed with staff as the applicant proposed to leave Option A as is. Hearing Master Finch asked Ms. Corbett to confirm that there was no intent to redevelop under the C-3A and C-1 districts. Ms. Corbett replied that was correct. She added that the intent of the modification was to develop the property with an industrial use such as warehousing and/or light industrial uses.

Hearing Master Finch asked Ms. Corbett about the Option B site plan which shows a height of 40 feet. Ms. Corbett replied that she was not sure why the 40 feet was included but the maximum building height as stated in the zoning conditions is 50 feet.

Ms. Corbett testified that the arrow on the site plan pointing to the area to be modified is pointing to the wrong parcel which should be corrected prior to certification. She stated that she supplied Ms. Heinrich with a reorganization of the conditions specifically related to what is allowed in Option A and B. She modified a condition to potentially install a traffic light at MLK with an option if FDOT denies it. She concluded her comments by stating that Condition 8 should be modified regarding a certified plan prior to the BOCC meeting date.

Ms. Michelle Heinrich of the Development Services Department, testified regarding the County staff report. She testified regarding the location of the PD and the proposed modifications as detailed in the County's staff report. Ms. Heinrich stated that staff recommends approval.

Ms. Willow Michie of the Planning Commission testified regarding the Planning Commission staff report. Ms. Michie stated that the property is designated Urban Mixed Use-20 Future Land Use categories and located in the Urban Service Area and the East Lake Orient Park Community Plan. Ms. Michie cited numerous policies that the modification complies with and concluded her presentation by stating that staff found the modification is consistent with the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. No one replied.

Hearing Master Finch asked audience members if there were any opponents of the application. No one replied.

County staff and Ms. Corbett did not have additional comments.

Hearing Master Finch then concluded the hearing.

### **EVIDENCE SUBMITTED**

Ms. Corbett submitted a copy of her PowerPoint presentation into the record.

### **PREFACE**

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

### **FINDINGS OF FACT**

1. The subject site is 50.01 acres and is zoned Planned Development (83-0173). The property is designated Urban Mixed Use-20 (UMU-20) by the Comprehensive Plan and located in the Urban Service Area and East Lake Orient Park Community Planning Area.
2. The existing PD 83-0173 is approved for commercial and office land uses and is developed with an office building and hotel.

3. The Major Modification proposes to retain the existing entitlements as Option A and provide for an Option B that permits all Manufacturing (M) zoning district uses with the exception of Heavy Industrial.
4. No waivers or PD variations are requested.
5. The Planning Commission supports the request and found the modification consistent with the Comprehensive Plan.
6. The surrounding area is comprised of properties zoned PD (north, south and west), RMC-12 (north and west), CI (south) and CN (east). The parcels are developed with a mix of commercial, industrial and residential land uses
7. The proposed zoning conditions prohibit truck traffic and reduce the number of access points from three to two onto Chelsea Street under Option B.
8. Option B standards require a 50-foot setback on all sides of the project.
9. No testimony in opposition was provided at the Zoning Hearing Master hearing.
10. The proposed modification is compatible with the surrounding development pattern and consistent with the Comprehensive Plan and Land Development Code.

#### **FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN**

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

#### **CONCLUSIONS OF LAW**

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification to the Planned Development zoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

## SUMMARY

The subject PD 83-0173 is approved for commercial office land uses.

The Major Modification proposes to retain the existing entitlements as Option A and provide for an Option B that permits all Manufacturing (M) zoning district uses with the exception of Heavy Industrial.

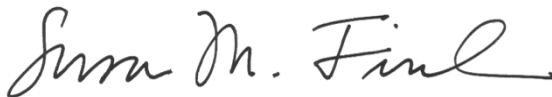
No waivers or PD variations are requested.

The Planning Commission supports the request and found the modification consistent with the Comprehensive Plan.

The proposed modification is compatible with the surrounding development pattern and consistent with the Comprehensive Plan and Land Development Code.

## RECOMMENDATION

Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 83-0173 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.

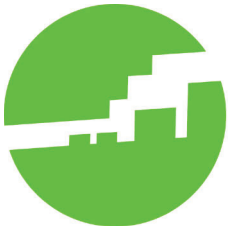


March 16, 2026

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**Susan M. Finch, AICP**  
**Land Use Hearing Officer**

**Date**



**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> February 12, 2026 <b>Report Prepared:</b> February 23, 2026	<b>Case Number:</b> MM 25-1372 <b>Folio(s):</b> 41779.0000 <b>General Location:</b> North of State Road 574, south of Chelsea Street and west of Interstate-4
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	East Lake-Orient Park
<b>Rezoning Request</b>	Major Modification (MM) to Planned Development (PD) 83-0173 to allow for Light Industrial uses
<b>Parcel Size</b>	+/- 50.01 acres
<b>Street Functional Classification</b>	Chelsea Street – <b>Local</b> State Road 574– <b>State Principle Arterial</b> Interstate-4– <b>State Principle Arterial</b>
<b>Commercial Locational Criteria</b>	Not applicable
<b>Evacuation Area</b>	Zone E

**Table 1: COMPARISON OF SURROUNDING PROPERTIES**

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
<b>Subject Property</b>	Urban Mixed Use-20	PD	Light Commercial
<b>North</b>	Residential-12 + Residential-6	PD + RMC-12	Single Family + Public/Quasi-Public/Institutions
<b>South</b>	Urban Mixed Use-20 + Office Commercial-20 + Residential-12	PD + CI	Light Commercial + Heavy Commercial
<b>East</b>	Urban Mixed Use-20 + Light Industrial	CN + PD + CI	Public/Quasi-Public/Institutions + Vacant
<b>West</b>	Residential-12	PD + RMC-12	Vacant + Heavy Industrial + Public/Quasi-Public/Institutions

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

The 50.01 ± acre subject site is located north of State Road 574, south of Chelsea Street and west of Interstate-4. The site is in the Urban Service Area (USA) and is located within the limits of the East Lake-Orient Park Community Plan. The applicant is requesting a Major Modification (MM) to Planned Development (PD) 83-0173 to allow for Light Industrial uses.

The subject site is located within the Urban Service Area where, pursuant to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the County’s projected growth is directed. The surrounding area is characterized by a mix of light commercial, heavy commercial, heavy industrial, public/quasi-public/institutional, vacant, and limited single-family residential uses. To the south, across State Road 574, are light commercial uses including a semi-truck and RV wash facility and a McDonald’s drive-through restaurant. To the west of the site is an existing heavy industrial use operating as a trucking company. Additional light and heavy commercial and industrial uses are located throughout the surrounding area, along with scattered public/quasi-public/institutional and vacant properties. Single-family residential uses exist in the broader vicinity but are not predominant immediately adjacent to the site. Overall, the development pattern reflects primarily commercial and industrial character with minimal residential presence.

FLUS Policy 3.1.3 requires that new development be compatible with the surrounding area, clarifying that compatibility does not require identical uses but rather sensitivity to the established development pattern

and character. Additionally, the Neighborhood Protection provisions under Objective 4.4 and Policy 4.4.1 of the Future Land Use Section (FLUS) require new development to be compatible with the surrounding neighborhood. The subject site is located within an area characterized predominantly by light and heavy commercial uses, heavy industrial operations, trucking-related activities, public/quasi-public/institutional uses, and vacant properties, with limited single-family residential in the broader vicinity. Specifically, a semi-truck and RV wash and a McDonald's drive-through are located to the south across State Road 574, and an existing heavy industrial trucking company operates immediately to the west. Given this established commercial and industrial development pattern, the proposed Major Modification is compatible with the surrounding area and maintains the prevailing neighborhood character. Accordingly, the request is consistent with the applicable FLUS Objectives and Policies related to compatibility and neighborhood protection.

FLUS Goal 2 and Objective 2.1, along with their respective policies, establish the Future Land Use Map (FLUM) and define the allowable range of uses for each Future Land Use category. The character of each land use category is determined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the overall character and atmosphere of each category. Each land use category includes a range of potentially permissible uses that are illustrative rather than exhaustive, reflecting the intended character of development within the designation. The Urban Mixed Use-20 (UMU-20) Future Land Use category allows for the consideration of agricultural, residential, commercial, office, business park, research corporate park, light industrial, and multi-purpose and/or mixed-use projects in appropriate locations. The UMU-20 category also allows a maximum floor area ratio (FAR) of 1.0. Based on the subject site's size of 50.01 acres, the maximum buildable area under UMU-20 is 2,178,435 square feet (50.01 acres × 43,560 square feet per acre × 1.0 FAR = 2,178,435 square feet). The proposed light industrial development would total up to 588,490 square feet, which equates to an FAR of approximately 0.27, well below the maximum 1.0 FAR that may be considered in UMU-20. Therefore, the proposed Major Modification is consistent with the uses allowed under the existing Future Land Use category and aligns with FLUS Goal 2 and Objective 2.1.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Policy 4.1.1, 4.1.2, and 4.1.6). However, at the time of uploading this report, Hillsborough County Development Services Department and Transportation Division comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUS Policy 4.8.1 states that high-intensity non-residential development shall be located external to emerging and established residential neighborhoods and accessed on arterial or collector roadways. In accordance with this policy, the applicant has restricted truck access as stated in the conditions of approval to State Road 574, a state-designated principal arterial roadway, and has prohibited truck access from Chelsea Street, which is a local roadway. This access strategy directs heavy vehicle traffic away from adjacent residential areas and local streets, ensuring that the proposed high-intensity light industrial use is appropriately served by the higher-capacity roadway network. By limiting truck movements to SR 574, the proposed development is consistent with the intent of Policy 4.8.1 to protect residential neighborhoods from the impacts of high-intensity non-residential traffic while supporting efficient circulation on arterial infrastructure.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the county be consistent with the Comprehensive Plan. The subject site is located within the boundaries of the East Lake–Orient Park Community Plan. The Community Plan's Economic Development Goal seeks to provide opportunities for business growth and job creation within the East Lake–Orient Park community, supporting a diverse

mix of employment uses and strengthening the local economy. The proposed Major Modification to allow light industrial use is consistent with this economic development focus, as it would support the expansion of employment-generating uses and strengthen the area's role as a regional employment hub. Light industrial development typically supports a range of businesses, including manufacturing, warehousing, distribution, and logistics, which can create significant employment opportunities.

Overall, staff finds that the proposed Major Modification is compatible with the existing development pattern found within the surrounding area and supports the vision of the East Lake-Orient Park Community Plan. The proposed Major Modification would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **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 Hillsborough County 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 SECTION**

##### ***Urban Service Area***

***Objective 1.1:*** Direct at least 80% of new population growth into the USA and adopted Urban expansion areas through 2045. Building permit activity and other similar measures will be used to evaluate this objective.

##### ***Land Use Categories***

***Goal 2:*** Ensure that the character, compatibility and location of land uses optimize the combined potential for economic benefit, fiscal sustainability, protection of natural resources and maintaining viable agriculture. Ensure density and intensities are maintained through the Future Land Use Map.

***Objective 2.1:*** The Future Land Use Map is a regulatory tool governing the pattern of development in unincorporated Hillsborough County through the year 2045.

***Policy 2.1.1:*** The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further described in Appendix A, that establish permitted land uses and maximum densities and intensities.

***Objective 2.2:*** The Future Land Use Map (FLUM) Shall identify Land Use Categories, summarized in table 2.2 of the Future Land Use Element.

***Policy 2.2.1:*** 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.

### **Community Context and Compatibility**

**Policy 3.1.3:** *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.*

**Objective 3.2:** *Hillsborough County is comprised of many diverse communities and neighborhoods. The comprehensive plan is effective in providing an overall growth management strategy for development within the entire County. Strategies shall be developed that ensure the long-range viability of its communities through a community and special area studies planning effort.*

#### *Relationship to Land Development Regulations*

**Policy 3.2.4:** *The County shall assist the Hillsborough County City-County Planning Commission in developing community plans for each planning area that are consistent with and further the Goals, Objectives and Policies of the Comprehensive Plan. The community plans will be adopted as part of the Comprehensive Plan in the Livable Communities Element. These community specific policies will apply in guiding the development of the community. Additional policies regarding community planning and the adopted community plans can be found in the Livable Communities Element*

### **Development**

**Objective 4.1:** *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 4.1.1:** *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 4.1.2:** *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.*

**Policy 4.1.6:** *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 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.*

## **Neighborhood and Community Development**

**Objective 4.4: Neighborhood Protection** – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

**Policy 4.4.1:** Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:

- a) the creation of like uses; and
- b) creation of complementary uses; and
- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections; and
- e) Gradual transitions of intensity

**Goal 7:** Seek land use and development patterns which will promote employment and economic growth.

## **Non-Residential Uses in Specific Locations**

**Objective 4.8:** In the residential land use categories, the County will encourage the location of higher intensity non-residential land uses at locations that complement interstate interchanges, high employment areas and affordable housing.

**Policy 4.8.1:** High intensity non-residential development shall be located external to emerging and established residential neighborhoods and accessed on arterial or collector roadways.

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

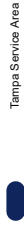
**Economic Development** – Provide opportunities for business growth and jobs in the East Lake-Orient Park community.

# HILLSBOROUGH COUNTY FUTURE LAND USE MM 25-1372

## Rezoning STATUS



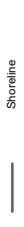
PENDING



Tampa Service Area



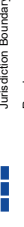
Urban Service Area



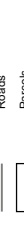
Shoreline



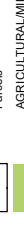
County Boundary



Jurisdiction Boundary



Roads



Parcels

AGRICULTURAL/MINING-1/20 (.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 (9) (.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)

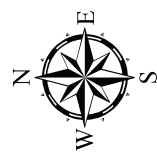
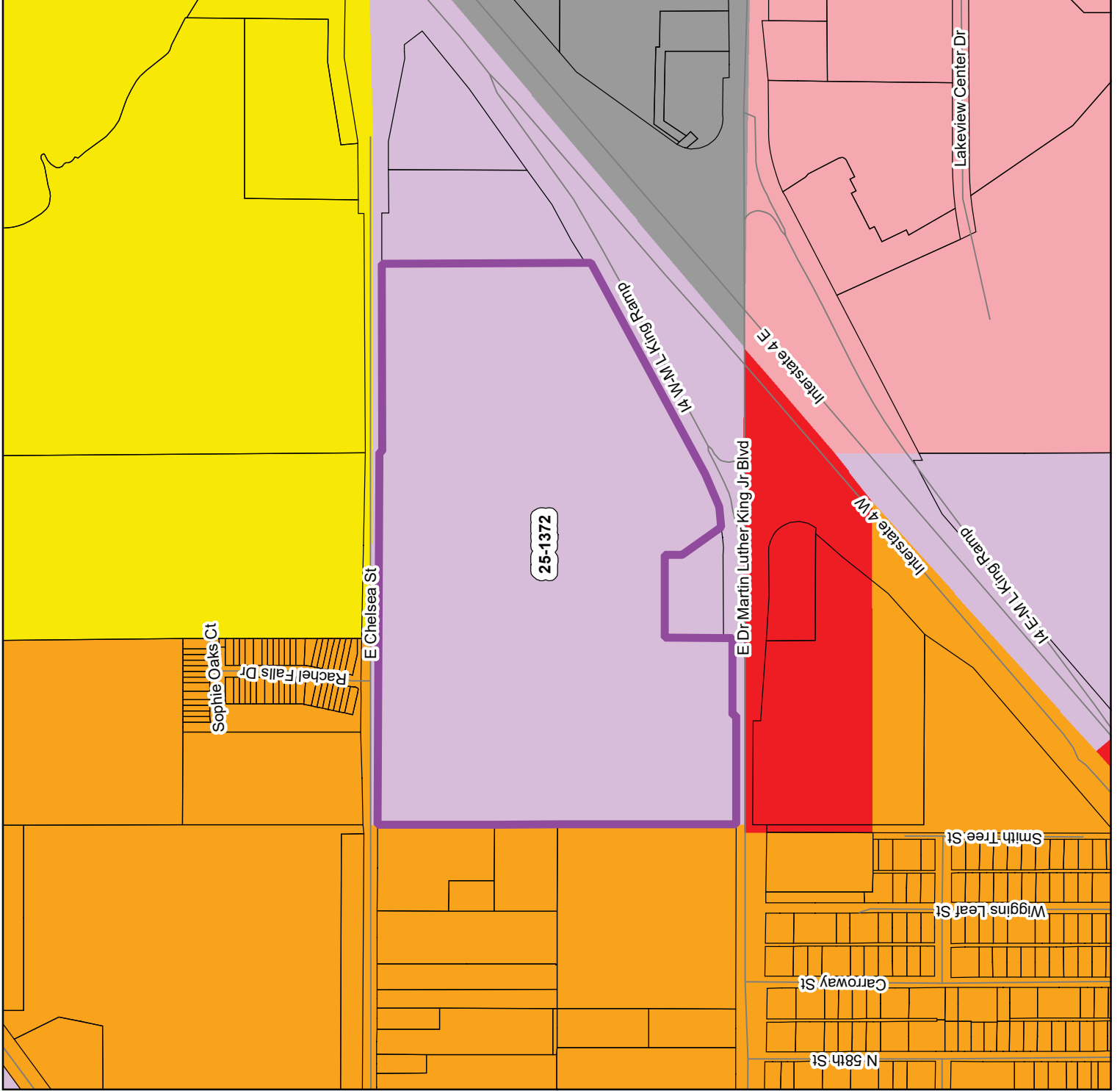
HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASH-PUBLIC

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. This map is intended for informational purposes only. It is not intended for use as a basis for any action without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended to be accurate to the standards of the U.S. Federal map accuracy standards. However, such accuracy 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, use the appropriate reference.

Map Printed from Rezoning System: 9/25/2025  
 Author: Samantha Lundes  
 File: C:\Rezoning\System\Map\Projects\HC\Samlundes\_16\Rezoning.mxd





**GENERAL  
SITE PLAN  
FOR  
CERTIFICATION**



# Hillsborough County Florida

## DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110  
(813) 272-5600

### HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

#### GENERAL SITE PLAN REVIEW/CERTIFICATION

#### BOARD OF COUNTY COMMISSIONERS

Chris Boles  
Donna Cameron Cepeda  
Harry Cohen  
Ken Hagan

Christine Miller  
Gwendolyn "Gwen" Myers  
Joshua Wostal

#### COUNTY ADMINISTRATOR

Bonnie M. Wise

#### COUNTY ATTORNEY

Julia Mandell

#### COUNTY INTERNAL AUDITOR

Melinda Jenzarli

#### DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: MM 25-1372

Zoning File: PD 83-0173 Modification: MM 25-1372

Atlas Page: None Submitted: 03/23/26

To Planner for Review: 03/23/26 Date Due: ASAP`

Contact Person: Kami Corbett, Esq., of Hill Ward Henderson, P..A Phone: (813) 227-8421/Kami.Corbett@hwhlaw.com

Right-Of-Way or Land Required for Dedication: Yes  No

The Development Services Department HAS NO OBJECTION to this General Site Plan.

The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Christopher Grandlienard Date: 03-23-26

Date Agent/Owner notified of Disapproval: \_\_\_\_\_

GENERAL CONDITION - BELZ INVESTMENT COMPANY, INC. HAS BEEN ADVISED BY THE HILLSBOROUGH COUNTY PLANNING & ZONING DEPARTMENT THAT THIS DEVELOPMENT PLAN HAS BEEN REVIEWED BY THE BOARD OF COUNTY COMMISSIONERS AND THE PLANNING & ZONING DEPARTMENT AND IS IN COMPLIANCE WITH THE HILLSBOROUGH COUNTY ZONING ORDINANCES.

THE BOARD OF COUNTY COMMISSIONERS HAS REVIEWED AND APPROVED THIS DEVELOPMENT PLAN FOR THE PROJECT DESCRIBED HEREIN.

THIS IS TO CERTIFY THAT THIS DEVELOPMENT PLAN HAS BEEN REVIEWED BY THE BOARD OF COUNTY COMMISSIONERS AND IS IN COMPLIANCE WITH THE HILLSBOROUGH COUNTY ZONING ORDINANCES.

APPROVED AS SUBMITTED

**SCALE: 1" = 100'**

HILLSBOROUGH COUNTY, FLORIDA

ZONING DISTRICT: S-1 (S-1) and S-2 (S-2)

PETITION FILE NUMBER: 08-1298

PUBLIC HEARING DATE: April 28, 1983

FOR THE BOARD OF COUNTY COMMISSIONERS, I, **Christy W. Huggins**, County Commissioner, certify that this development plan has been reviewed and approved as submitted.

DATE: 04-28-83

FOR THE BOARD OF COUNTY COMMISSIONERS, I, **Barbara J. Pankratz**, County Commissioner, certify that this development plan has been reviewed and approved as submitted.

DATE: 04-28-83

PLANNING & ZONING DEPARTMENT

DATE: APRIL 28, 1983 USA CIV. NO. 83011-F

PREPARED BY: DRZ-BECKENGER & ASSOCIATES, INC. PLANNERS

PREPARED FOR: BELZ Investment Company, Inc.

RECEIVED

GENERAL SITE DEVELOPMENT PLAN RECEIVED

MARTIN LUTHER KING JR. BLVD. / I-4 COMMERCE PARK

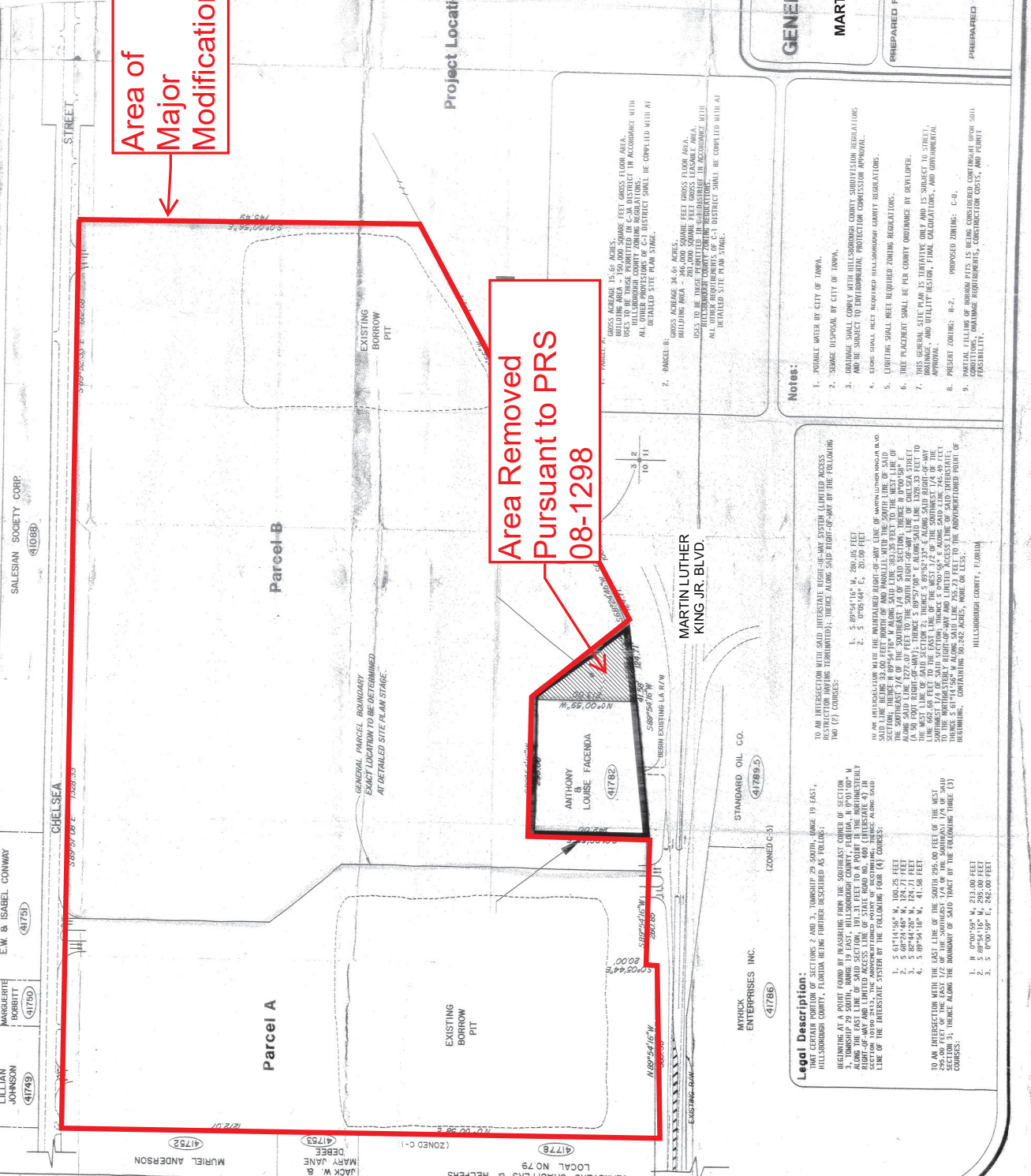
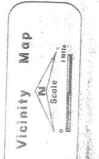
SEP 01 2009

08-1298

DRZ-BECKENGER & ASSOCIATES, INC.

Area of Major Modification

Area Removed Pursuant to PRS 08-1298



**Notes:**

- POSSIBLE WATER BY CITY OF TAMPA.
- SEWER DISPOSAL BY CITY OF TAMPA.
- OWNER SHALL COMPLY WITH HILLSBOROUGH COUNTY SUBDIVISION REGULATIONS AND BE SUBJECT TO ENVIRONMENTAL PROTECTION COMMISSION APPROVAL.
- OWNER SHALL MEET REQUIRED HILLSBOROUGH COUNTY REGULATIONS.
- LIGHTING SHALL MEET REQUIRED HILLSBOROUGH COUNTY REGULATIONS.
- THIS GENERAL SITE PLAN IS SUBJECT TO THE CITY AND IS SUBJECT TO STREET, BALANCE, AND UTILITY DESIGN, FINAL REGULATIONS, AND COMMERCIAL APPROVAL.
- PARTIAL FILLING OF BORROW PITS IS BEING CONSIDERED CONTAINING HIGH SOIL FACILITY.

**Legal Description:**

THAT CERTAIN PORTION OF SECTIONS 2 AND 3, TOWNSHIP 29 SOUTH, RANGE 19 EAST, HILLSBOROUGH COUNTY, FLORIDA BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT FOUND BY MEASUREMENTS FROM THE SOUTHEAST CORNER OF SECTION 3, TOWNSHIP 29 SOUTH, RANGE 19 EAST, HILLSBOROUGH COUNTY, FLORIDA, BEING 0701'00" N, 295'00" E, ALONG THE EAST LINE OF THE STATE ROAD NO. 400 (INTERSTATE 4) IN SECTION 3; THENCE ALONG THE BOUNDARY OF SAID TRACT BY THE FOLLOWING THREE (3) COURSES:

- S 0701'00" N, 215'00" FEET
- S 0701'00" E, 245'00" FEET
- S 0701'00" E, 245'00" FEET

TO AN INTERSECTION WITH SAID HIGHWAY, BEING THE POINT OF BEGINNING OF THE FOLLOWING RESTRICTION HAVING THEREIN THE FOLLOWING COURSE:

- S 89°54'16" W, 280'00" FEET
- S 07°05'44" E, 20'00" FEET

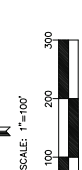
TO AN INTERSECTION WITH THE UNALTERED RIGHT-OF-WAY LINE OF SECTION 2 AND 3, BEING THE POINT OF BEGINNING OF THE FOLLOWING RESTRICTION HAVING THEREIN THE FOLLOWING COURSE:

- S 89°54'16" W, 280'00" FEET
- S 07°05'44" E, 20'00" FEET

TO AN INTERSECTION WITH THE UNALTERED RIGHT-OF-WAY LINE OF SECTION 2 AND 3, BEING THE POINT OF BEGINNING OF THE FOLLOWING RESTRICTION HAVING THEREIN THE FOLLOWING COURSE:

- S 89°54'16" W, 280'00" FEET
- S 07°05'44" E, 20'00" FEET





**LEGEND**

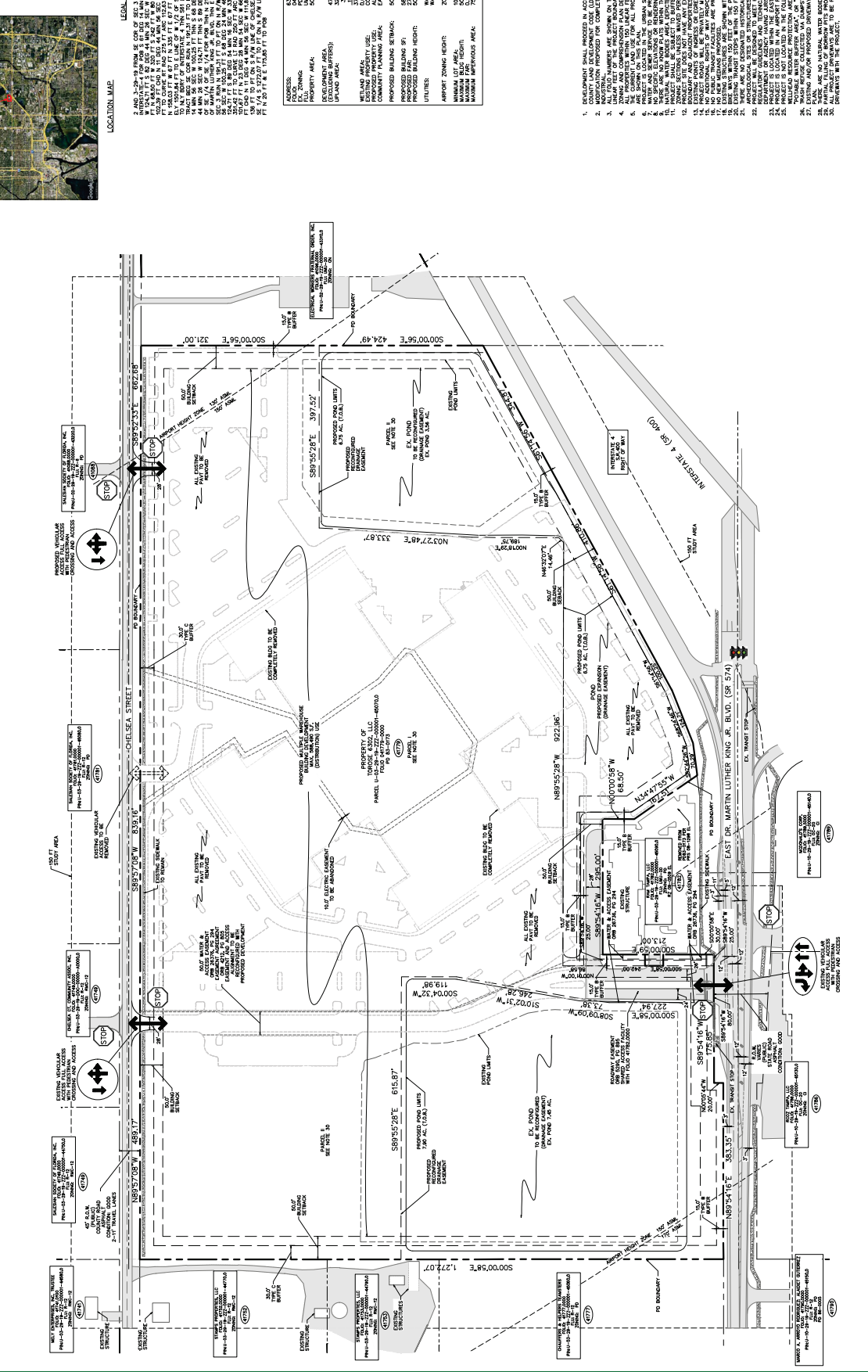
- BOUNDARY
- EX. PAVEMENT TYP.
- EX. BUILDING TYP.
- EX. PAVEMENT TO REMAIN

**SURVEYOR**  
BROOKS LAND SURVEYING, INC.  
101 W. BAL STREET, SUITE 5543  
STEVEN M. INFELD, F.S.M.  
813-754-6270  
STEVEN@BROOKSLANDSURVEYING.COM

**TRAFFIC**  
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VICKI L. CASTRO, PE  
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**ENGINEER**  
SMILEY & ASSOCIATES, INC.  
624 KINGFISH ROAD, FL 33408  
MARK SMILEY, PE  
561-598-0562  
MARK@SMILEY-ASSOCIATES.COM

**OWNER/DEVELOPER**  
TOROSE 6302, LLC  
2801 SOUTH BAYSHORE DRIVE  
MIAMI, FL 33133



**LEGAL DESCRIPTION**

LOT 28, SUBDIVISION 10, BLOCK 10, PALM BEACH COUNTY, FLORIDA, AS SHOWN ON PLAT 10-030-0100, 10-030-0101, 10-030-0102, 10-030-0103, 10-030-0104, 10-030-0105, 10-030-0106, 10-030-0107, 10-030-0108, 10-030-0109, 10-030-0110, 10-030-0111, 10-030-0112, 10-030-0113, 10-030-0114, 10-030-0115, 10-030-0116, 10-030-0117, 10-030-0118, 10-030-0119, 10-030-0120, 10-030-0121, 10-030-0122, 10-030-0123, 10-030-0124, 10-030-0125, 10-030-0126, 10-030-0127, 10-030-0128, 10-030-0129, 10-030-0130, 10-030-0131, 10-030-0132, 10-030-0133, 10-030-0134, 10-030-0135, 10-030-0136, 10-030-0137, 10-030-0138, 10-030-0139, 10-030-0140, 10-030-0141, 10-030-0142, 10-030-0143, 10-030-0144, 10-030-0145, 10-030-0146, 10-030-0147, 10-030-0148, 10-030-0149, 10-030-0150, 10-030-0151, 10-030-0152, 10-030-0153, 10-030-0154, 10-030-0155, 10-030-0156, 10-030-0157, 10-030-0158, 10-030-0159, 10-030-0160, 10-030-0161, 10-030-0162, 10-030-0163, 10-030-0164, 10-030-0165, 10-030-0166, 10-030-0167, 10-030-0168, 10-030-0169, 10-030-0170, 10-030-0171, 10-030-0172, 10-030-0173, 10-030-0174, 10-030-0175, 10-030-0176, 10-030-0177, 10-030-0178, 10-030-0179, 10-030-0180, 10-030-0181, 10-030-0182, 10-030-0183, 10-030-0184, 10-030-0185, 10-030-0186, 10-030-0187, 10-030-0188, 10-030-0189, 10-030-0190, 10-030-0191, 10-030-0192, 10-030-0193, 10-030-0194, 10-030-0195, 10-030-0196, 10-030-0197, 10-030-0198, 10-030-0199, 10-030-0200.

- NOTES:**
1. DEVELOPMENT SHALL PROCEED IN ACCORDANCE WITH THE STANDARDS OF HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC).
  2. ALL UTILITIES SHALL BE SHOWN ON THIS PROJECT AS SHOWN ON THE PROJECT RECORD DRAWINGS AND SHALL BE SHOWN ON THE PROJECT RECORD DRAWINGS.
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Mark C Smiley  
Date: 2026.03.22  
08:16:13 -04'00'

SP SHEET TYPE  
SHEET 1 OF 1  
JOB # 25-005

HILLSBOROUGH COUNTY, FLORIDA  
DATE: 3/22/26

SITE PLAN  
OPTION B

6302 CORPORATE PARK FOR TOROSE 6302, LLC HILLSBOROUGH COUNTY, FLORIDA

DRP	DRG	DISG	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	MS	
										REVISION NOTES										
										CADDING CAD										

SMILEY & ASSOCIATES, INC.  
624 KINGFISH ROAD, MIAMI BEACH, FL 33408  
561-598-0562 • info@smiley-associates.com  
561-598-0562 • info@smiley-associates.com



# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 2/16/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: East Lake Orient Park

PETITION NO: MM 25-1372

- 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*

- 1.1 The following shall apply to Development Option B:
- 1.1.1 Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, Option B cumulative site development shall not exceed 2,016 daily (24 hour) trips or 209 AM or 209 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
- 1.1.2 If the MM 25-1372 is approved, the County Engineer will approve the Design Exception (dated January 6, 2026 and found approvable on February 13, 2026), for Chelsea Rd. substandard road improvements. As Chelsea Rd. is a substandard local roadway, the developer will be required to construct a 5-foot sidewalk on the south side of the roadway from N. 50<sup>th</sup> Street to the western property line, in accordance with the Design Exception.
- 1.1.3 If MM 25-1372 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated January 6, 2026), which was found approvable on February 13, 2026. Approval of this Administrative Variance will permit three (3) project access connections: one connection to MLK Jr. Blvd. and two (2) connections to Chelsea Rd.
10. Notwithstanding anything shown on the site plan or the conditions herein, ADA/sidewalk connections shall be provided from site ingress and egress access point to building entrances and parking areas.
11. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

#### *Revised Conditions*

2. When a traffic signal is warranted at the intersection of the project main entrance and E. Martin Luther King Blvd. (Buffalo Avenue), the developer shall agree to pay to the County 100 percent of the cost for installing the traffic signal and any geometric improvements necessary for efficient operation of the intersection. Initially, the intersection shall be constructed with a single southbound left-turn lane and an exclusive right-turn lane. A wide median shall be provided to allow future construction of a second southbound left-turn lane. An eastbound left-turn storage lane of sufficient length to accommodate

anticipated traffic into the development shall be constructed. Acceleration and deceleration shall be provided in accordance with Florida Department of Transportation standards for major driveways.

~~3. If, within two years of complete buildout of the project, traffic signals are warranted at the following intersections, the developer shall agree to contribute a share of the total costs for same as indicated below.~~

~~3.1 Chelsea and Fifty Sixth Street — 18 percent of \$30,000, or \$5,400.~~

~~3.2 Interstate Four interchange and Buffalo Avenue, one signal at each ramp terminus — 13 percent of \$50,000, or \$6,500.~~

~~4. When it becomes necessary to widen Buffalo Avenue at Fifty Sixth Street (to provide leftturn storage) the developer shall contribute to the County, upon request of the County, 33 percent, or \$10,000, of the total cost (\$30,000). The developer shall deed to the County sufficient right of way along the northern boundary of the property to make a total of 36 feet (one half of the standard 72 feet of right of way) of right of way south of the existing centerline of the right of way of Chelsea Street.~~

*[Staff recommends deletion of conditions 3 through 4, 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.]*

5. For Development Option A, There there shall be no more than three access points onto Chelsea Street from the project. Each drive shall have at least two northbound lanes (one for right-turn vehicles and one for left turn vehicles) and one entering lane.

~~6. The developer shall provide sidewalks external to the project in the right of way area along Chelsea Street. Only car traffic will be permitted to access the site via the Chelsea Street access points. Truck traffic will be prohibited from accessing the site via Chelsea Street, which shall be enforced with "No Truck Traffic" signage and design elements such as the truck court having no direct access to Chelsea Street, or other appropriate means. Detailed site configuration will be subject to review and approval at time of site plan review.~~

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Major Modification (MM) to Planned Development, (PD) zoning #83-0173, as most recently modified by Minor Modification (PRS) 08-1298. The PD consists of a single +/-50.01-acre parcel approved for C-1 Commercial uses and C-3A Limited Light Industrial uses, which includes some non-industrial uses such as childcare, offices, and restaurants. The site is currently occupied by an Office Park. The request proposes to introduce a second development option allowing for a maximum of 588,490 square feet of Industrial (warehouse/distribution) uses with development of the approved square footage permitted across multiple buildings and the exact configurations and footprints to be determined at site development.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not reflect a worst-case analysis that represents the maximum potential trip impacts of the range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g. 588,490 s.f. of certain types of applicable uses such as manufacturing, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant’s analysis. Given the range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses that are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the trips potentially generated under the approved entitlements allowed under the current PD zoning and proposed modification, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 12<sup>th</sup> Edition.

Approved Uses (Development Option A)

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 496,000 sf - Commercial Retail Shopping Center (ITE LUC 820)	18,049	435	1,520

Proposed Uses (Proposed Development Option B):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 588,490 sf Industrial Park - Per Applicant’s Traffic Study*	2,016	209	209

Trip Generation Difference (between Development Option A and Proposed Development Option B):

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>-16,033</b>	<b>-226</b>	<b>-1,311</b>

\* The trip cap data is based on the figures presented in the applicant’s traffic study.

Staff notes that while the above comparison shows a decrease between the approved uses and the proposed Development Option B, the PD modification will not result in any change in the worst-case scenario trip generation.

## **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

E. Martin Luther King Blvd. is a 2-lane, divided, state principal arterial roadway in average condition that transitions to a 4-lane divide section as it approaches Interstate 4 to the east. The roadway is characterized by +/- 12-foot wide travel lanes, lying within varying right-of-way from +/-64 to 181 feet. There are +/- 5-foot wide bicycle lanes and +/- 5-foot wide sidewalks along both sides of E. MLK Blvd. along most the project frontage, except for a +/-455 feet gap along the north side. There is an existing HART transit stop and bus bay facilities along the project frontage.

The Hillsborough County Corridor Preservation Plan identifies MLK Jr. Blvd. as a future 4-lane roadway. FDOT has completed a PD&E Study and identified no need for additional right-of-way along the applicant's property to accommodate the future 4-lane facility. As such, no preservation is needed.

Chelsea Rd. is a 2-lane, substandard, County local roadway with pavement in good condition. The roadway is characterized by +/- 10-foot wide travel lanes, lying within right of way varying from +/- 47 to 56 feet wide along the project's frontage. There are no bicycle facilities in the vicinity of the proposed project. There is +/- 5-foot-wide sidewalk along project frontage.

According to the Hillsborough County Transportation Technical Manual a TS-3 non-residential local roadway typical section has 12-foot lanes with curb and gutter, 8-foot grass strip and sidewalks on both sides within a minimum of 54 feet of right-of-way. The applicant is proposing a Design Exception to construct +/-2,400 feet of 5-foot sidewalk along the south side of the roadway from the project's western boundary to N. 56<sup>th</sup> Street. The proposed Design Exception is discussed in greater detail under the section titled Requested Design Exception: Chelsea Rd. herein.

## **SITE ACCESS AND CONNECTIVITY**

The proposed modification Option B PD site plan shows the following site access connections:

- One existing full access connection to E. Dr. MLK Jr. Blvd. to remain,
- Two (2) full access connections to Chelsea Rd. One existing access aligning with Rachel Dr. and a new access to align with the Mary Help of Christians Center driveway.

Pursuant to County Land Development Code, Section 6.04.03.I. the proposed new development Option exceeds the number of project access connections permitted. As such the applicant has requested a Sec. 6.04.02.B. administrative variance discussed in greater detail in the section below titled Requested Administrative Variance: Number of Access Points herein.

The applicant is proposing to restrict truck traffic to the E. Dr. MLK Jr. Blvd. access only and utilize the Chelsea St. accesses for other non-truck traffic such as employees and other visitors to the site. The applicant's proposed conditions of approval state "Only car traffic will be permitted to access the site via the Chelsea Street access points. Truck traffic will be prohibited from accessing the site via Chelsea Street, which shall be enforced with "No Truck Traffic" signage and design elements such as the truck court having no direct access to Chelsea Street, or other appropriate means. Detailed site configuration will be subject to review and approval at time of site plan review".

The applicant's site access analysis concluded that existing turn lanes on E. Dr. MLK Jr. Blvd. do not meet minimum queue length. Since E. Dr. MLK Jr. Blvd. is a State maintained facility, any site access improvements at the project access will be subject to FDOT authority at the time of permitting.

## **REQUESTED DESIGN EXCEPTION: CHELSEA RD. SUBSTANDARD ROADWAY**

As Chelsea Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for the roadway (dated January 6, 2026) 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 February 13, 2026). The

developer will be required to construct +/-2,400 linear feet of 5-foot-wide sidewalk on the south side of the roadway from N. 50<sup>th</sup> St. to the western boundary from the project consistent with the Design Exception.

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

**REQUESTED ADMINISTRATIVE VARIANCE: NUMBER OF ACCESS POINTS**

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. administrative variance request (dated January 6, 2026) from the Section 6.04.03.I. LDC requirement, governing the number of access points. Since the project generates less than 300 peak hour trip ends on a collector/arterial road, the project would be allowed one (1) access point. The applicant is proposing one access to E. Dr. MLK Jr. Blvd. and two on Cheslea Rd. As such, the applicant is seeking a variance to allow a total of three (3) project access connections. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on February 13, 2026.

If this rezoning is approved, the County Engineer will approve the Administrative Variance Request.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for adjacent roadway sections is reported below. Chelsea St. is not included in the 2024 Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
E. DR MLK JR BLVD	Interstate 4	N. 50 <sup>th</sup> St	D	F

Source: Hillsborough County 2024 Level of Service Report.

**From:** [Williams, Michael](#)  
**To:** [Vicki Castro](#); [Michael Yates](#)  
**Cc:** [Perez, Richard](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)  
**Subject:** RZ 25-1372  
**Date:** Friday, February 13, 2026 2:40:28 PM  
**Attachments:** [25-1372 DReq 01-06-26.pdf](#)  
[25-1372 AVReq 01-06-26.pdf](#)  
[image001.png](#)

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Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-1372 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon ([DeLeonE@hillsboroughcounty.org](mailto:DeLeonE@hillsboroughcounty.org) 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@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)

Mike

**Michael J. Williams, P.E.**  
**Director, Development Review**  
**County Engineer**  
Development Services Department

---

P: (813) 307-1851  
M: (813) 614-2190  
E: [Williamsm@HillsboroughCounty.org](mailto:Williamsm@HillsboroughCounty.org)  
W: HCFLGov.net

**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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

-

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



# Additional / Revised Information Sheet

Office Use Only		
Application Number: MM 25-1372	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 25-1372 Applicant's Name: Torose 6302 LLC  
 Reviewing Planner's Name: Chris Grandlienard Date: 1/6/2026

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): 2/23/2026

### 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.***

Signature

1/6/2026

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

**MM 25-1372**

I hereby confirm that the material submitted with application \_\_\_\_\_

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: \_\_\_\_\_

(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 <input checked="" type="checkbox"/>	<b>Cover Letter**</b> If adding or removing land from the project site, the final list of folios must be included
2 <input type="checkbox"/>	<b>Revised Application Form**</b>
3 <input type="checkbox"/>	<b>Copy of Current Deed*</b> Must be provided for any new folio(s) being added
4 <input type="checkbox"/>	<b>Affidavit to Authorize Agent*</b> (If Applicable) Must be provided for any new folio(s) being added
5 <input type="checkbox"/>	<b>Sunbiz Form*</b> (If Applicable) Must be provided for any new folio(s) being added
6 <input type="checkbox"/>	<b>Property Information Sheet**</b>
7 <input type="checkbox"/>	<b>Legal Description of the Subject Site**</b>
8 <input type="checkbox"/>	<b>Close Proximity Property Owners List**</b>
9 <input checked="" type="checkbox"/>	<b>Site Plan**</b> All changes on the site plan must be listed in detail in the Cover Letter.
10 <input type="checkbox"/>	<b>Survey</b>
11 <input type="checkbox"/>	<b>Wet Zone Survey</b>
12 <input type="checkbox"/>	<b>General Development Plan</b>
13 <input checked="" type="checkbox"/>	<b>Project Description/Written Statement</b>
14 <input checked="" type="checkbox"/>	<b>Design Exception and Administrative Variance requests/approvals</b>
15 <input type="checkbox"/>	<b>Variance Criteria Response</b>
16 <input type="checkbox"/>	<b>Copy of Code Enforcement or Building Violation</b>
17 <input checked="" type="checkbox"/>	<b>Transportation Analysis</b>
18 <input type="checkbox"/>	<b>Sign-off form</b>
19 <input checked="" type="checkbox"/>	<b>Other Documents</b> (please describe):
<div style="border: 1px solid black; padding: 5px;"> <p>Redline Proposed Conditions of Approval</p> </div>	

\*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.



SENDER'S DIRECT DIAL:  
813-227-8421

SENDER'S E-MAIL:  
Kami.Corbett@hwhlaw.com

January 6, 2026

Chris Grandlienard  
Development Services Department  
County Center  
601 E. Kennedy Blvd., 19th Floor  
Tampa, FL 33602

**Re: MM 25-1372 – Revised Information**

Dear Mr. Grandlienard:

Enclosed herein please find revised information for MM 25-1372, including revised narrative and conditions addressing transportation comments, as well as a DE, AV, and revised traffic study. Additionally, a revised site plan is included which clarifies the intent to retain the prior site plan as a development Option A, with the proposed modification to be a development Option B.

Please accept this for filing. Thank you.

Sincerely,

HILL WARD HENDERSON

A handwritten signature in blue ink that reads 'Kami Corbett'.

Kami Corbett, Esq.



**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 Eleonor de Leon at [deleone@HCFL.gov](mailto:deleone@HCFL.gov) or via telephone at (813) 307-1707 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" 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 checked="" type="checkbox"/> New Request <input 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. DE-Substandard Rd - Chelsea Street <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <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>	6302 Corporate Park
<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>	041779-0000
<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>	Vicki Castro, P.E.
<p><b>Important:</b> All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</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>	25-1372
<p><b>Important:</b> If a rezoning application is pending, enter the application number proceeded 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>	
<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>	



January 06, 2026

Mr. Michael Williams, P.E.  
Hillsborough County  
Development Services Department  
Development Review Director  
County Engineer  
601 East Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, Florida 33602

RE: 6302 Corporate Park (MM 25-1372)  
Folios: 041779-0000  
Design Exception Request – Chelsea Street  
Palm Traffic Project No. T25059

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed project located north of SR 579 and west of I-4 in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on December 18, 2025, with Hillsborough County staff.

The approximately 50.01-acre property is currently occupied by office park of approximately 345,845 square feet with a 96-room hotel. The proposed modification is to allow the office park to be redeveloped for up to 591,680 square feet of industrial park, with the 96-room hotel remaining unchanged.

The access for the project will be as follows:

- one existing (1) full access to SR 574
- two (2) full accesses to Chelsea Street.

Chelsea Street is identified in the Hillsborough County Comprehensive Plan as a local roadway and was identified during our meeting as a substandard road. Chelsea Street has a posted speed limit of 40 mph with 11-foot travel lanes in approximately 50 feet of right of way. No sidewalks or bike lanes currently exist on either side of Chelsea Street, except for along the project frontage on the south side.

This request is a design exception to the Hillsborough County Transportation Technical Manual for Chelsea Street from N. 56<sup>th</sup> Street to the eastern property line. The requested exceptions to the TS-3 typical section and the justification are as follows:

1. The request is to maintain the existing 11-foot travel lanes instead of the 12-foot travel lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 40 and 45 mph, 11-foot travel lanes may be used. The posted speed limit on Chelsea Street is 40 mph.
2. The TS-3 incorporates a Miami type curb. Given this section of Chelsea Street does not have a Miami type curb within the immediate area, it is requested to maintain the existing section without a Miami type curb.

Mr. Michael Williams, P.E.

January 06, 2026

Page 2

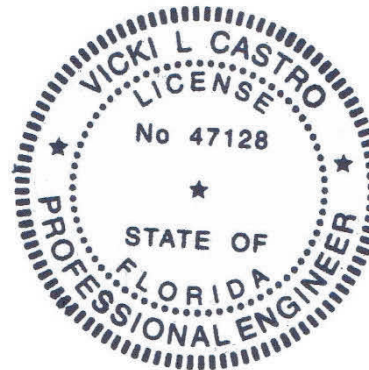
3. The TS-3 section has an 8-foot grass strip between the sidewalk and the curb. The request is to provide an 8-foot grass strip where possible, but given existing conditions, there may be locations where the grass strip is reduced for limited areas.
4. The TS-3 section includes a 5-foot sidewalk on both sides of the roadway. The request is to provide approximately 2,400 feet of 5-foot sidewalk on the south side of the roadway from N. 56<sup>th</sup> Street to the western property line. The property frontage already has approximately 2,000 feet of sidewalk along the south side of Chelsea Street.
5. The TS-3 includes a utility easement outside the right-of-way. Given that the developer does not own the land, the request is not to provide the 10-foot utility easement.

The proposed site plan is shown in Figure 2.

Sincerely,

**Vicki L  
Castro**

Digitally signed  
by Vicki L Castro  
Date: 2026.01.06  
14:41:23 -05'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.  
Principal

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

\_\_\_\_\_ Disapproved \_\_\_\_\_ Approved with Conditions \_\_\_\_\_ Approved

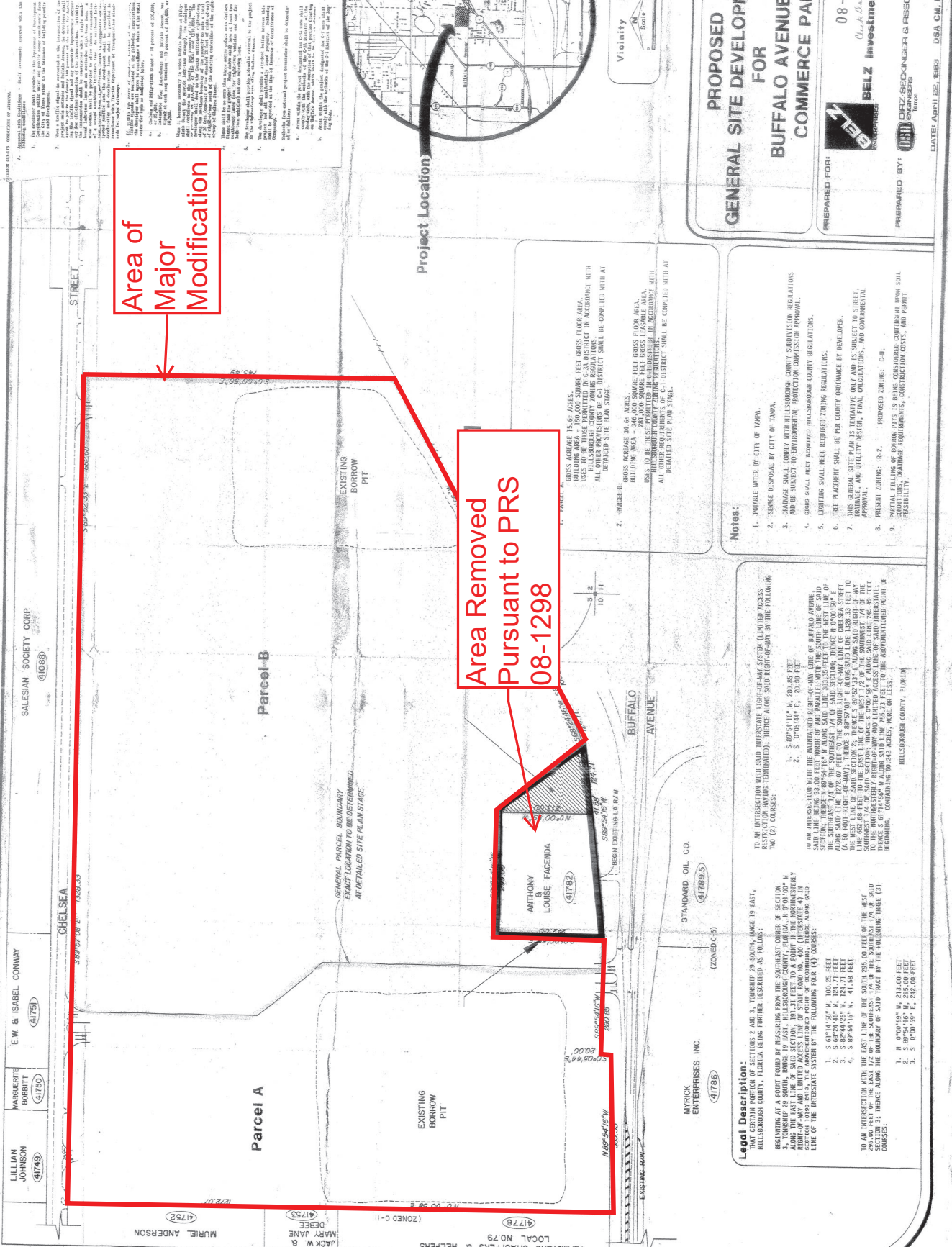
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

FIGURE 1. LOCATION MAP





Area of Major Modification

Area Removed Pursuant to PRS 08-1298

**PROPOSED GENERAL SITE DEVELOPMENT PLAN FOR BUFFALO AVENUE/I-4 COMMERCE PARK**

SEP 01 2009 PLANNING & GROWTH MANAGEMENT

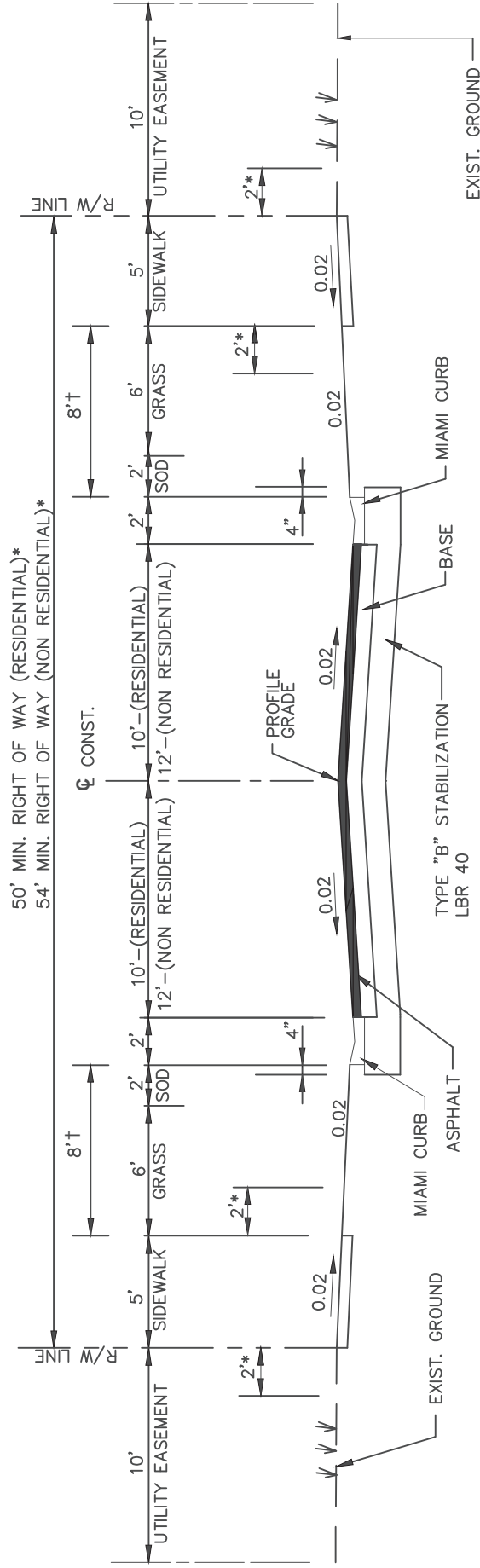
**BELZ Investment Company, Inc.**  
08-1298  
Buffalo Ave. Comm. Parc

PREPARED BY: DRZ-BECKINGER & ASSOCIATES, INC. PLANNERS ENGINEERS ARCHITECTS

DATE: APRIL 22, 2008 USA CH. NO. 83011-F







**TYPICAL SECTION**

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 35 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	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	LOCAL URBAN ROADS (2 LANE UNDIVIDED) TYPICAL SECTION
DRAWING NO. TS-3 SHEET NO. 1 OF 1			

**Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths**

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

**Notes:**

**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

**Auxiliary Lanes:**

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
  - Dual left turn lanes
  - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

**Two-way Left Turn Lanes:**

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.



# Additional / Revised Information Sheet

Office Use Only		
Application Number: <b>MM 25-1372</b>	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.**

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 Reviewing Planner's Name: Chris Grandlienard Date: 1/6/2026

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- Planned Development (PD)
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- Development of Regional Impact (DRI)
- Major Modification (MM)
- Special Use (SU)
- Conditional Use (CU)
- Other \_\_\_\_\_

Current Hearing Date (if applicable): 2/23/2026

### 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.

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**[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.***

Signature

1/6/2026

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

**MM 25-1372**

I hereby confirm that the material submitted with application \_\_\_\_\_

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: \_\_\_\_\_

(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	<input checked="" type="checkbox"/> <b>Cover Letter**</b> If adding or removing land from the project site, the final list of folios must be included
2	<input type="checkbox"/> <b>Revised Application Form**</b>
3	<input type="checkbox"/> <b>Copy of Current Deed*</b> Must be provided for any new folio(s) being added
4	<input type="checkbox"/> <b>Affidavit to Authorize Agent*</b> (If Applicable) Must be provided for any new folio(s) being added
5	<input type="checkbox"/> <b>Sunbiz Form*</b> (If Applicable) Must be provided for any new folio(s) being added
6	<input type="checkbox"/> <b>Property Information Sheet**</b>
7	<input type="checkbox"/> <b>Legal Description of the Subject Site**</b>
8	<input type="checkbox"/> <b>Close Proximity Property Owners List**</b>
9	<input checked="" type="checkbox"/> <b>Site Plan**</b> All changes on the site plan must be listed in detail in the Cover Letter.
10	<input type="checkbox"/> <b>Survey</b>
11	<input type="checkbox"/> <b>Wet Zone Survey</b>
12	<input type="checkbox"/> <b>General Development Plan</b>
13	<input checked="" type="checkbox"/> <b>Project Description/Written Statement</b>
14	<input checked="" type="checkbox"/> <b>Design Exception and Administrative Variance requests/approvals</b>
15	<input type="checkbox"/> <b>Variance Criteria Response</b>
16	<input type="checkbox"/> <b>Copy of Code Enforcement or Building Violation</b>
17	<input checked="" type="checkbox"/> <b>Transportation Analysis</b>
18	<input type="checkbox"/> <b>Sign-off form</b>
19	<input checked="" type="checkbox"/> <b>Other Documents</b> (please describe): <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <p>Redline Proposed Conditions of Approval</p> </div>

\*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.



SENDER'S DIRECT DIAL:  
813-227-8421

SENDER'S E-MAIL:  
Kami.Corbett@hwhlaw.com

January 6, 2026

Chris Grandlienard  
Development Services Department  
County Center  
601 E. Kennedy Blvd., 19th Floor  
Tampa, FL 33602

**Re: MM 25-1372 – Revised Information**

Dear Mr. Grandlienard:

Enclosed herein please find revised information for MM 25-1372, including revised narrative and conditions addressing transportation comments, as well as a DE, AV, and revised traffic study. Additionally, a revised site plan is included which clarifies the intent to retain the prior site plan as a development Option A, with the proposed modification to be a development Option B.

Please accept this for filing. Thank you.

Sincerely,

HILL WARD HENDERSON

A handwritten signature in blue ink that reads "Kami Corbett".

Kami Corbett, Esq.



**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 Eleonor de Leon at [deleone@HCFL.gov](mailto:deleone@HCFL.gov) or via telephone at (813) 307-1707 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 checked="" type="checkbox"/> New Request <input 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. AV-Number of Access Points <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <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>	6302 Corporate Park
<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>	041779-0000
<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>	Vicki Castro, P.E.
<p><b>Important:</b> All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</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 25-1372
<p><b>Important:</b> If a rezoning application is pending, enter the application number proceeded 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>	
<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>	



January 06, 2026

Mr. Michael Williams, P.E.  
Hillsborough County  
Development Services Department  
Development Review Director  
County Engineer  
601 East Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, Florida 33602

RE: 6302 Corporate Park (MM 25-1372)  
Folio: 041779-0000  
Administrative Variance Request – Number of Access Points  
Palm Traffic Project No. T25059

Dear Mr. Williams:

The letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.03.I (Number of Access Points) for the project. The existing office park consists of approximately 345,845 square feet with a 96-room hotel. The proposed modification is to allow the office park to be redeveloped for up to 591,680 square feet of industrial park, with the 96-room hotel remaining unchanged. The subject parcel is located north of SR 574 and west of I-4, as shown in Figure 1. This request is made based on our virtual meeting on December 18, 2025, with Hillsborough County staff.

The project proposes to have the following access:

- one existing (1) full access to SR 574
- two (2) full access to Chelsea Street.

This request is for a variance to the number of driveways criteria of the LDC Section 6.04.03.I – Number of Access Points. As shown in Table 1, the proposed industrial park development option would generate approximately 238 AM peak hour trips and 235 PM peak hour trip ends. Based on Section 6.04.03.I, since the project generates less than 300 peak hour trip ends on a collector/arterial road, the project would be allowed one (1) access point. The justification for this variance is as follows:

1. Both driveways to Chelsea Street are vital to the access and circulation for the property.
2. The existing office park has two (2) existing accesses to Chelsea Street.
3. The proposed driveway locations on Chelsea Street align with existing driveways to the north.
4. The proposed driveway locations on Chelsea Street meet the driveway spacing requirements per the LDC Section 6.04.07

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

**a) There is unreasonable burden on the applicant**

This request is to have two (2) full access points on Chelsea Street and maintain the one (1) full access to SR 574. The property is approximately 50 acres with approximately 2,000 feet of frontage along Chelsea Street. Given the size of the property and the square footage of the development, the two (2) full accesses to Chelsea Street will allow for safe and efficient distribution to and from the site. Therefore, removing any of the three access connections would be an unreasonable burden on the applicant.

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

Both of the proposed project driveways on Chelsea Street align with existing driveways on the north side of the roadway. Given the configuration of the driveways and the development served by the proposed driveways, the additional requested driveways would not be detrimental to the public health, safety and welfare of the motoring public.

**c) Without the variance, reasonable access cannot be provided.**

Given the location and proximity of the existing driveway on SR 574 to I-4, without the driveway connections to Chelsea Street reasonable access to the property cannot be provided.

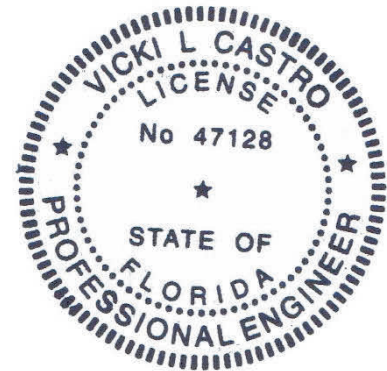
Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

**Vicki L  
Castro**

Vicki L Castro, P.E.  
Principal

Digitally signed by Vicki  
L Castro  
Date: 2026.01.06  
14:22:50 -05'00'



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

\_\_\_\_\_ Disapproved    \_\_\_\_\_ Approved with Conditions    \_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

Figure 1. Location Map



**Table 1. Estimated Project Traffic**

<u>Scenario</u>	<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends (1)</u>	<u>AM Peak Hour Trip Ends (1)</u>			<u>PM Peak Hour Trip Ends (1)</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Existing	Office Park	750	345,845 SF	3,828	355	44	399	35	198	233
Proposed	Industrial Park	130	591,680 SF	2,016	161	48	209	59	150	209
			Difference	-1,812	-194	4	-190	24	-48	-24
Outparcel	Hotel	310	96 Rooms	560	15	14	29	13	13	26

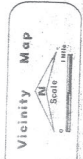
(1) Source: ITE Trip Generation, 12th Edition, 2025.

GENERAL SITE DEVELOPMENT PLAN  
RECEIVED  
SEP 01 2025  
PLANNING & GROWTH  
MANAGEMENT

Area of Major Modification

Area Removed Pursuant to PRS 08-1298

Project Location



**PROPOSED GENERAL SITE DEVELOPMENT PLAN FOR BUFFALO AVENUE/I-4 COMMERCE PARK**

PREPARED FOR: **BELZ Investment Company, Inc.**

PREPARED BY: **DRZ-SECKINGER ASSOCIATES, INC.**

DATE: APRIL 22, 2015 USA CH. NO. 83011-F

SCALE: 1" = 100'

HILLSBOROUGH COUNTY, FLORIDA  
ZONING DISTRICT: R-2  
PETITION FILE NUMBER: 15-000000000  
PUBLIC HEARING DATE(S): April 28, 2015

This is to certify that this Site Development Plan has been reviewed by the Board of Commissioners and the Planning & Growth Management Department and that the following section has been approved as submitted:

APPROVED WITH CONDITIONS NOTED

Site of Mayor: *Dr. Keith S. Wilson*  
Commissioner: *Dr. Keith S. Wilson*  
Board of County Commissioners

1. The applicant shall provide a site plan showing the proposed development and all other features to be constructed on the site, including but not limited to, parking, landscaping, and utility lines.

2. The applicant shall provide a site plan showing the proposed development and all other features to be constructed on the site, including but not limited to, parking, landscaping, and utility lines.

3. The applicant shall provide a site plan showing the proposed development and all other features to be constructed on the site, including but not limited to, parking, landscaping, and utility lines.

4. The applicant shall provide a site plan showing the proposed development and all other features to be constructed on the site, including but not limited to, parking, landscaping, and utility lines.

5. The applicant shall provide a site plan showing the proposed development and all other features to be constructed on the site, including but not limited to, parking, landscaping, and utility lines.

6. The applicant shall provide a site plan showing the proposed development and all other features to be constructed on the site, including but not limited to, parking, landscaping, and utility lines.

Parcel A

Parcel B

Parcel C

Parcel D

Parcel E

Parcel F

Parcel G

EXISTING BORROW PIT

GENERAL PARCEL BOUNDARY EXACT LOCATION TO BE DETERMINED AT DETAILED SITE PLAN STAGE.

EXISTING BORROW PIT

GENERAL PARCEL BOUNDARY EXACT LOCATION TO BE DETERMINED AT DETAILED SITE PLAN STAGE.

EXISTING BORROW PIT

GENERAL PARCEL BOUNDARY EXACT LOCATION TO BE DETERMINED AT DETAILED SITE PLAN STAGE.

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EXISTING BORROW PIT

GENERAL PARCEL BOUNDARY EXACT LOCATION TO BE DETERMINED AT DETAILED SITE PLAN STAGE.

ANTHONY LOUZE FACENDA (41782)

STANDARD OIL CO. (41789.5)

MYTRICK ENTERPRISES INC. (41788)

STANDARD OIL CO. (41789.5)

MYTRICK ENTERPRISES INC. (41788)

STANDARD OIL CO. (41789.5)

MYTRICK ENTERPRISES INC. (41788)

Notes:

1. POISSON WATER BY CITY OF TAMPA.
2. SOILS DISPOSAL BY CITY OF TAMPA.
3. THE DEVELOPER SHALL COMPLY WITH HILLSBOROUGH COUNTY SUBDIVISION REGULATIONS AND BE SUBJECT TO ENVIRONMENTAL PROTECTION COMMISSION APPROVAL.
4. THE DEVELOPER SHALL MEET REQUIRED ZONING REGULATIONS.
5. TREE PLANTING SHALL BE PER COUNTY ORDINANCE IN DEVELOPER.
6. THIS GENERAL SITE PLAN IS SUBJECT TO THE CITY AND IS SUBJECT TO STREET, BALANCE, AND UTILITY RESOLUTION, FINAL REGULATIONS, AND SUPPLEMENTAL APPROVAL.
7. PARTIAL FILLING OF BORROW PITS IS BEING CONSIDERED CONTINGENT UPON SOIL FEASIBILITY.

Notes:

1. TO AN INTERSECTION WITH SAID INTERSECTION, THERE IS AN EXISTING LIMITED ACCESS RESTRICTION (HAYRIG TERMINATED); THERE ALONG SAID RIGHT-OF-WAY OF THE FOLLOWING DIMENSIONS:
2. 5. 89°54'16" W, 280.00 FEET
3. 5. 0°00'00" E, 20.00 FEET

Notes:

1. TO AN INTERSECTION WITH SAID INTERSECTION, THERE IS AN EXISTING LIMITED ACCESS RESTRICTION (HAYRIG TERMINATED); THERE ALONG SAID RIGHT-OF-WAY OF THE FOLLOWING DIMENSIONS:
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Notes:

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Notes:

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2. 5. 89°54'16" W, 280.00 FEET
3. 5. 0°00'00" E, 20.00 FEET







*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612

JARED W. PERDUE, P.E.  
SECRETARY

**MEMORANDUM**

DATE: September 30, 2025

TO: Kami Corbett, Esq., Hill Ward Henderson, P.A.

FROM: Lindsey Mineer, FDOT

COPIES: Daniel Santos, FDOT  
Allison Carroll, FDOT  
David Ayala, FDOT  
Richard Perez, Hillsborough County

SUBJECT: **MM 25-1372**, 6302 E Dr Martin Luther King Jr Blvd.  
Folio: 41779.0000


This project is on a state road, E Dr Martin Luther King Jr Blvd.

This site was reviewed at a Pre-Application meeting with FDOT on 7/15/25. The meeting minutes are attached.

If a pre-application meeting is desired, a meeting may be scheduled with Ms. Allison Carroll at the District Seven Tampa Operations offices of the Florida Department of Transportation. She can be reached at 813-245-1680 or at [Allison.Carroll@dot.state.fl.us](mailto:Allison.Carroll@dot.state.fl.us).

Thank you for the opportunity to comment.

END OF MEMO

FDOT Pre-Application Meeting Information			
Meeting date: Tuesday, July 15, 2025	10:00 a.m.		
Meeting title: <b>MLK industrial park, a redevelopment</b>			
FDOT Coordinator: Allison Carroll (allison.carroll@dot.state.fl.us, 813.245.1680)			
Location/Address: 6302 E. MLK			
State Road: 574	Section ID: 10 340 000		
MP: 7.191	R/L roadway: L		
Road class: 7	Posted speed: 45 MPH	Connection spacing: 125'	Signal spacing: 1320'
	Median-opening spacing: Full: 660'	Directional: 330'	
Folio #(s): 041779-0000			
Project narrative: [see att]			
Attendees: Mike Yates, Kyle Jones, Evan Butters and Jonathan Scott			
FDOT Staff: Todd Croft, Allison Carroll, Selena Gonzalez, Efrain Torres, Tanya King, Justin An, Anna Geismar, Lindsey Mineer and Dan Santos			

- ➡ All checked boxes apply to this project per the information provided and reviewed in this meeting
- ➡ All comments are non-binding and subject to change.
- ➡ All comments related to FDOT specs and standards automatically update to the current version when the standards are revised. Plans should meet current standards at the time permit package is submitted in OSP.

Permit-Application Checklist			
<input checked="" type="checkbox"/>	Property owner's information	<input checked="" type="checkbox"/>	Notarized LOA - letter(s) of authorization from owner for anyone representing on their behalf (EOR, PM, Construction Coordinator, etc.), Including 3rd-party representatives
<input checked="" type="checkbox"/>	Deed or other proof of ownership	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	EOR's contact information	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	EOR certification	<input checked="" type="checkbox"/>	Local approval(s) - Approvals by all other local agencies (county, city, SWFWMD, EPA, etc.)
<input checked="" type="checkbox"/>	MOT tech (use EOR's info in application; update when the MOT Tech is chosen)	<input checked="" type="checkbox"/>	Plans - signed and sealed

Access Permit		Additional Details	
<input checked="" type="checkbox"/>	Existing land use	<b>**Please see attached Access Management notes/checklist**</b>	
<input checked="" type="checkbox"/>	Existing trips		
<input checked="" type="checkbox"/>	Proposed land use		
<input checked="" type="checkbox"/>	Proposed trips		
<input checked="" type="checkbox"/>	Permit category & fee		
<input checked="" type="checkbox"/>	Significant change		
<input checked="" type="checkbox"/>	Access to State Road	(reason)	
<input type="checkbox"/>	FDOT in favor		
<input type="checkbox"/>	FDOT NOT in favor		
<input type="checkbox"/>	Resubmit new design for further review		
	Conforming access		
<input checked="" type="checkbox"/>	Non conforming access	<input checked="" type="checkbox"/>	Subject to closure in future when alternate access is available
<input checked="" type="checkbox"/>	Cross access and court recorded easement		
<input type="checkbox"/>	Vehicular	<input type="checkbox"/>	Required stub-out to both north and south properties
<input type="checkbox"/>	Pedestrian (if required by the local municipality)		
<input checked="" type="checkbox"/>	Autoturn template	including for fire truck and trash truck	

## Permit-application checklist, continued

<input checked="" type="checkbox"/>	COI - liability insurance	
	Land donation & easement	
<input checked="" type="checkbox"/>	Traffic study	
<input checked="" type="checkbox"/>	Meet with emergency services	
<input checked="" type="checkbox"/>	Show dumpster location	
<input checked="" type="checkbox"/>	Sufficient driveway throat depth per FDM	
<input checked="" type="checkbox"/>	Remove and restore at existing driveway apron	
<input checked="" type="checkbox"/>	Sidewalk to be brought up to current FDOT standards	
<input checked="" type="checkbox"/>	Show driveway design, internal circulation plan	
<input checked="" type="checkbox"/>	Minimum 15' inbound, 12' outbound, both 35' radii	

<input checked="" type="checkbox"/>	Design variation, if any	
<input checked="" type="checkbox"/>	MOT indices	
<input checked="" type="checkbox"/>	TTCP plan	

Drainage Permit		Additional Details
<input checked="" type="checkbox"/>	Permit	<b>**Please see attached District Drainage notes/checklist**</b>
	Exception	
<input type="checkbox"/>	Exception questionnaire (attached)	including full set of plans and stormwater report
	Unsure	
<input checked="" type="checkbox"/>	Survey - Signed & sealed	
<input checked="" type="checkbox"/>	SWFWMD approval	
<input checked="" type="checkbox"/>	100-year storm (or SWFWMD 24-hour)	(with 1' freeboard to TOB)
<input checked="" type="checkbox"/>	1' of freeboard	
<input checked="" type="checkbox"/>	36 storms per RC 14-86	
<input checked="" type="checkbox"/>	Pre and post drainage maps and volumes	Show elevations and flow arrows
<input checked="" type="checkbox"/>	Sheet flow to nearest inlet	
<input checked="" type="checkbox"/>	Include photos of the site	

Construction Agreements		Additional Details
	Construction Agreement	
<input type="checkbox"/>	Turn lane	
<input type="checkbox"/>	Median modification	
<input type="checkbox"/>	Sidewalk	
<input type="checkbox"/>	Other	
	Median modification letters	
	Security Instrument	
	Easement - court recorded	
	Cost estimate - signed & sealed	
	LOA - construction coordinator, managing LLC, GM, any 3rd party authorized agent	

Utility Permits		Additional Details
	Water	

## Permit-application checklist, continued

	Sewer	
	Other	

General Use & Other Permits		Additional Details
	General Use	
	Other	

FDOT Construction Projects In Area				
FPID #	Type of Work	Start Date	Project Manager	Contact Info

### Additional Comments/Standard Information:

(these comments may or may not apply to this project; they are standard comments)

1. Document titles must reflect what the document is, before it is uploaded into OSP.
2. Documents must be signed and sealed or notarized.
3. Include these pre-application meeting notes with the application submittal in OSP.
4. For a permit whose location falls within the limit of an FDOT project, you must contact the project manager, provide your work schedule, and coordinate construction activities prior to permit approval.
5. Plans shall be designed per the current FDOT Standard Plans and the Florida Design Manual (FDM).
6. All the following project identification information must be on the cover sheet of your plans:
  - a. All associated FDOT permit application numbers
  - b. State Road number and local road name, and road section ID number.
  - c. Milepost number and left (LT) or right (RT) side of roadway (when facing north or east)
  - d. Roadway classification number and posted speed limit in miles per hour
7. All typical driveway details must 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" high-reflective stop sign blade mounted on a 3" round aluminum post, aligned with stop bar
  - c. If applicable, right turn only sign mounted below stop sign blade (FTP-55R-06 or FTP-52-06)
  - d. Double yellow 6" lane separation lines with two yellow reflective pavement markers at each end
  - 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 to be high-contrast (white with black border)
  - i. All striping within and approaching FDOT ROW to be thermoplastic
8. 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.
9. Include plan note: "It is the responsibility of the contractor not only to restore the right-of-way, but also to maintain the right-of-way for the duration of the project."

**THIS DOCUMENT IS NOT A PERMIT APPROVAL**

Comments and findings from this pre-app meeting may be subject to change and may not be used as a basis of approval after 1/15/2026





Bayou Lake  
Queues Up Bowling & Fitness

Classic Ray Tampa Salemi High Soccer

High School of Choral Arts

High School of Choral Arts

High School of Choral Arts

High School of Choral Arts

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TABLE 1

ESTIMATED PROJECT TRIP ENDS

Scenario	Land Use	ITE <u>LUC</u>	Size	Daily Trip Ends (1)	AM Peak Hour Trip Ends (1)		PM Peak Hour Trip Ends (1)			
					In	Out Total	In	Out Total		
Existing	Office Park	750	345,845 SF	3,828	462	57	519	64	393	457
Proposed	Industrial Park	130	552,620 SF	2,284	152	36	188	41	147	188
			Difference	-1,544	-310	-21	-331	-23	-246	-269

(1) Source: ITE Irip Generation, 1 1th Edition, 2021.



## ACCESS MANAGEMENT PERMIT CHECKLIST

<b>PERMIT APPLICATION</b>		
<ul style="list-style-type: none"> <li>All permits Category C and above must have a Pre-Application Meeting with FDOT Staff and provide the permit application and conceptual site plan for the meeting. This is to be coordinated with the local operations center. The pre-application meeting is a courtesy and intended to be advisory only; the results of this meeting are not binding on the Department or the Applicant.</li> <li>The Department shall not be obligated to permit or approve any connection, traffic control feature or device, or any other site related improvement that has been specified in a development approval process separate from the official connection approval process described in this rule chapter.</li> <li>Staff recommendations and determination of traffic impact areas will be provided at the Pre-Application meeting to expedite the review of the permit submittal in One Stop Permitting.</li> </ul> <p><a href="#">FDOT - One Stop Permitting</a></p> <p>The permit submittal in OSP must include a complete set of signed and sealed plans, a signed and sealed Traffic Study, and the required project-related information in accordance with Florida Administrative Code 14-96.</p>	<p><b>PROJECT INFORMATION:</b></p> <p><b>6302 E. MLK Industrial Park</b></p> <p>SR 574 10 340 000 MP 7.191 Class 07 @ 45 MPH Connection/signal spacing – 125'/1320' Directional/full median opening spacing – 330'/660' Folio # 041779-0000</p>	
<b>GENERAL INFORMATION</b>		
<input checked="" type="checkbox"/>	The Department does not permit development in phases.	All property under ownership is to be included in the complete submittal. Entire property to be included in both plans and traffic study. New phases of an existing development requiring a new permit will have their fee based on the development in the individual phase.
<input checked="" type="checkbox"/>	Access and Drainage permits are reviewed and approved simultaneously.	<ul style="list-style-type: none"> <li>Ensure all permit submittals are made simultaneously via the OSP website.</li> <li>Plans for drainage, access permits, and construction agreements are required to match.</li> </ul>
<input checked="" type="checkbox"/>	Off-system Improvements	<ul style="list-style-type: none"> <li>Any proposed changes to city or county access will require the provision of a signed Letter of Authorization from the appropriate agency.</li> </ul>
<input checked="" type="checkbox"/>	Drainage permits	<ul style="list-style-type: none"> <li>Any proposed development adjacent to the State Road, irrespective of access connection, is required to submit a drainage application per F.A.C. 14-86.</li> </ul>
<b>PLANS</b>		

☒	Cover Sheet	<ul style="list-style-type: none"> <li>• Include Location</li> <li>• Include vicinity map.</li> <li>• Include permit application numbers.</li> </ul>
☒	Existing Conditions	<ul style="list-style-type: none"> <li>• Include entire property under ownership.</li> <li>• Include all existing buildings.</li> <li>• Include all existing driveways.</li> <li>• Include all parking and internal site circulation plan.</li> </ul>
☒	Proposed Site plan	<ul style="list-style-type: none"> <li>• Include entire property under ownership.</li> <li>• Include all proposed buildings.</li> <li>• Include all proposed driveways.</li> <li>• Include all parcels to be served with requested access.</li> <li>• Include all parking and internal site circulation plan.</li> </ul>
☒	Roadway Improvements	<ul style="list-style-type: none"> <li>• Roadway Improvement Plans</li> <li>• All proposed improvements, left turn lane(s), right turn lane(s), signal plans, intersection improvements, etc.</li> <li>• Cross sections every 50-feet (FDM 905.2)</li> <li>• All existing and proposed connections are to be called out.</li> <li>• Must be designed in accordance with Florida Design Manual (FDM).</li> </ul>
☒	Truck turning template	<ul style="list-style-type: none"> <li>• Utilize FDOT-approved software.</li> <li>• Utilize the largest anticipated vehicle.</li> <li>• Provide ingress and egress to all connection locations.</li> <li>• Provide internal site circulation.</li> <li>• The truck turning shall not illustrate movements in the through lanes.</li> </ul>
☒	Driveway Detail Sheet	<ul style="list-style-type: none"> <li>• Driveway geometrics (lane widths, radii, etc. (standards 16' inbound, 12' outbound, and 35' radii)</li> <li>• Centerline profile(s) with elevation and slope percentage from the centerline of State Road to 50' beyond the property line.</li> </ul>
☒	Aerial Exhibit	<ul style="list-style-type: none"> <li>• Show all connection and median features along property frontage(s) and within 660' of the property lines for a roadway with a speed of 45 mph or less.</li> <li>• Show all connection and median features along property frontage(s) and within 1320' of the property lines for a roadway with a speed greater than 45 mph.</li> </ul>
☒	Boundary Survey	<ul style="list-style-type: none"> <li>• Show adjacent parcels, label ownership, and all known easements.</li> <li>• Show location of all property boundaries.</li> <li>• Provide a copy of the Warranty Deed.</li> </ul>

NON-CONFORMING ACCESS		
<input checked="" type="checkbox"/>	Draft cross-access agreement	<ul style="list-style-type: none"> <li>Submitted via OSP in conjunction with the permit application.</li> <li>Subject to review and approval by FDOT Legal and Surveying and Mapping.</li> </ul>
<input checked="" type="checkbox"/>	<b>Court recorded Cross Access agreement required by Access Management Staff prior to permit approval.</b>	<ul style="list-style-type: none"> <li><u>Permit will not be approved prior to the provision of the Court Recorded cross access agreement.</u> The complete and final copy of the Agreement will be included in the permit record set in OSP.</li> </ul>
EXISTING MEDIAN OPENINGS		
<input checked="" type="checkbox"/>	Existing median openings	<ul style="list-style-type: none"> <li>Existing median openings which are non-conforming impacted by the proposed development are required to be brought into current standards per F.A.C. 14-97.</li> </ul>
<input checked="" type="checkbox"/>	Proposed median modifications	<ul style="list-style-type: none"> <li>Impacts to adjacent median openings are to be evaluated for turn lane and queue storage requirements. Any additional impacts are to be mitigated by the applicant.</li> </ul>
TRAFFIC STUDY		
<input type="checkbox"/>	Background and project description	<ul style="list-style-type: none"> <li>Project location map and site plan</li> <li>Type of proposed uses</li> <li>Size - building square footages, units, etc.</li> <li>Construction schedule – opening and build-out years.</li> <li>The study needs to include posted and planned speed limits, design speeds for major roadways, context classification, and access classification. Include spacing requirements for Access Class.</li> <li>The cover page includes FDOT Section and MP numbers from FDOT Straight Line Diagram: <a href="https://fdotewp1.dot.state.fl.us/slogis/Reviewed">https://fdotewp1.dot.state.fl.us/slogis/Reviewed</a> and approved by FDOT Legal and Surveying and Mapping.</li> </ul>
<input type="checkbox"/>	Existing Conditions	<ul style="list-style-type: none"> <li>Document field review of existing conditions, including turn lane lengths and queueing conditions during peak hours.</li> <li>Include Aerial of intersections.</li> <li>Signal timings - for the study area</li> <li>Multimodal accommodations including transit, pedestrians, and bicyclists.</li> <li>AM/PM turning movement counts (TMCs) - include truck, pedestrian, and bicycles. Show graphically.</li> <li>Include any discussions/agreements with the local entity.</li> <li>Account for other planned developments in the area</li> </ul>

		<ul style="list-style-type: none"> <li>Document programmed improvements on state and local roads in the study area</li> </ul>
<input type="checkbox"/>	Traffic Forecasts: <i>Utilize the most recent version of the ITE Trip Generation (currently 11<sup>th</sup> Edition).</i>	<ul style="list-style-type: none"> <li>Daily/AM/PM Peak hours. Provide source, trip rates, and table of calculations by land-use.</li> <li>Trip Distribution - Include model data and historical data. Show Graphically.</li> <li>FDOT Planning assists in the approval of trip distributions and growth rates. Show graphic of percent distribution and trips.</li> <li>Use ITE-approved internal capture rates, where applicable.</li> <li>Passer-by trips are not to exceed 10%</li> <li>Background traffic - adjust appropriately. Show graphically.</li> <li>Background plus project trips. Show graphically.</li> </ul>
<input type="checkbox"/>	Traffic Analysis	<ul style="list-style-type: none"> <li>Capacity analysis- project driveways and impacted intersections</li> <li>AM and PM peak hours analyses - unless special circumstances require mid-day/weekends.</li> <li>Analysis volumes match graphics, and truck percentages match TMC.</li> <li>Multimodal evaluation</li> <li>Reasonable signal timings</li> <li>Existing analysis results match field conditions</li> <li>Intersection impact evaluation for intersections for both adjacent median openings.</li> <li>Include input and output data sheets.</li> <li>Summarize LOS/Delay - with and without project results.</li> <li>Signal warrant analysis - provide signed and sealed based on FDOT D7 procedures.</li> <li>If warrants met – separate ICE required.</li> <li>Access spacing - meet agency access spacing guidelines.</li> <li>Turn lane analysis.</li> <li>Mitigation measures result in acceptable operations</li> </ul>
<b>SIGNAL WARRANT ANALYSIS</b> <a href="#">Manual on Uniform Traffic Control Devices (MUTCD) - FHWA (dot.gov)</a>		
<input type="checkbox"/>	To be provided if signal warrants are met in accordance with MUTCD.	<ul style="list-style-type: none"> <li>Submitted upon approval of Traffic Study Only</li> <li>Complete document in PDF format</li> <li>Document to be signed and sealed.</li> <li>Future signal installation will be required to meet criteria contained in the attached document. <b>See Access Connection Permit Future Traffic Signal Installation process.</b></li> </ul>

INTERSECTION CONTROL 'ICE' ANALYSIS <a href="http://fdot.gov">Intersection Operations and Safety (fdot.gov)</a>		
<input type="checkbox"/>	ICE Analysis required	<ul style="list-style-type: none"> <li>Proposed signal locations</li> <li>Reconstruction of existing intersections</li> <li>Driveway Access Category E and above</li> <li>Complete document in PDF format</li> <li>Document to be signed and sealed</li> </ul>

**Access Control Classification**

Class	Medians	Median Openings		Signal	Connection		
		Full	Directional		More than 45MPH Posted Speed	45 MPH and less Posted Speed	
<input type="checkbox"/>	2	Restrictive w/Service Roads	2,640	1,320	2,640	1,320	660
<input type="checkbox"/>	3	Restrictive	2,640	1,320	2,640	660	440
<input type="checkbox"/>	4	Non-Restrictive			2,640	660	440
<input checked="" type="checkbox"/>	5	Restrictive	2,640 <small>at greater than 45 MPH Posted Speed</small>	660	2,640 <small>at greater than 45 MPH Posted Speed</small>	440	245
<input type="checkbox"/>			1,320 <small>At 45 MPH or less Posted Speed</small>		1,320 <small>At 45 MPH or less Posted Speed</small>		
<input type="checkbox"/>	6	Non-Restrictive			1,320	440	245
<input type="checkbox"/>	7	Both Median Types	660	330	1,320	125	125

**Project specific requirements:**

- This section of SR 574 is a Class 07, 45 mph roadway with 660' full median opening spacing and 1,320 signal spacing.
- The existing driveway meets spacing requirements; however, it is within the influence area of the I-4 interchange ramp.
- The applicant proposes to change the existing use from office to industrial reducing the number of trips.
- The existing driveway will need to be upgraded to current FDM standards.
- Request the existing right-turn lane be extended as much as possible to accommodate truck traffic.
- The applicant must provide a sidewalk connection from the property to the existing sidewalk fronting the property. There is currently a gap between the property sidewalk and the sidewalk on MLK. The sidewalk gap needs to be filled in.
- The existing full median needs to be analyzed for a signal.
- The analysis should include 5 years of crash data.
- Please provide a site plan for review.

- Please submit a complete permit application package for review and approval via the OSP website.

These comments are not intended to be all-inclusive of errors and omissions. It should not be assumed that any issues that are not addressed are acceptable to the Department. The consultant is solely responsible for technical accuracy, engineering judgment, and the quality of their work.

**12-06-2023**

**FDOT District & - Traffic Operations:**

**Access Connection Permit Future Traffic Signal Installation Process.**

For those applicants seeking an Access Connection Permit or Construction Agreement from FDOT whose impacts have been determined to meet signal warrants, the following will be required:

1. A complete permit application package in accordance with F.A.C. 14-96 is required to be submitted and reviewed by Traffic Operations.
2. The Access Connection Permit submittal is to include 60% (minimum) signalization plans. Final (100%) signal design plans will be provided for review and approval in conjunction with the Construction Agreement to install the traffic signal when required.
3. The Access Connection Permit submittal is to include the approved Traffic Impact Analysis, Signal Warrant Analysis, and Intersection Control Evaluation (ICE) Analysis. The included information will clearly define the signal warrant thresholds at which the applicant is required to install the traffic signal.
4. The Access Connection Permit package is required to include a letter from Permittee/Applicant acknowledging 100% responsibility for acquisition and installation of the required traffic signal when the warrant threshold has been met or a safety and operational concern has been identified by FDOT which requires the installation of the signal.
5. The approved Access Connection Permit Form 850-040-18 will include special provisions outlined on Page 3 defining the signal warrant threshold, minimum requirements for the signal installation, and all other project specific requirements.
6. The Notice of Intent to Issue Permit (NOI) is required to be court recorded with complete permit package by the applicant. A copy of the recorded document provided to FDOT via the One Stop Permitting website, prior to permit issuance.

Please reach out to District 7 Traffic Operations with any questions or for any additional information.

7/15/2025 District drainage notes, 6302 E. MLK redevelopment pre-application meeting

- Fill out and submit Drainage Exception Questionnaire
- Submit a DCP application
- Include full set of plans, drainage report, and pre/post drainage maps with elevations and flow arrows to verify the drainage patterns.
- District 7 requires 1' of freeboard from 100 year critical duration storm elevation to top of Bank (0.3' for chamber systems to top of system). Need District Drainage Engineer approval for anything less than required.
- For an existing connection to FDOTs closed storm system, proposed runoff will meet the storm for storm criteria.
- For a new connection to FDOTs closed storm system, proposed runoff will need to meet the Q-connect criteria. All proposed storm events to be less than the existing 3-year storm event (highest Q generated from the 14-86 storm events).
- If the 100-year runoff is retained or the site is within a closed basin, all critical storm durations, including the 7-day and 10-day events, must be analyzed. Additionally, the pond must recover half its volume within 7 days and the full volume within 30 days.
- No part of the treatment volume can be used for attenuation purposes in an open basin design. The initial stage = the weir elevation.
- District 7 requires that the storm events are simulated in saturated conditions. The pond's layer thickness (in ICPR) should be set to zero.
- If the model is truncated, model enough nodes to provide reasonable assurance to the Department that there will be no adverse impacts to FDOT stormwater system, and the high and low tailwater conditions will need to be accounted for.
- Provide photos of the site (no longer accepting google street photos).
- If the site discharges to the FDOT's interstate system, an additional review by the FHWA is required. The FHWA's review does not begin until the FDOT's review is completed and can take 2-4 weeks.
- Provide approved onsite SWFWMD permit/exception or application number
- See the DCP checklist for additional requirements.

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**DISTRICT SEVEN COMPLETENESS CHECKLIST**

1.  Comment Response Letter (for resubmittals).
2.  Exception Questionnaire.
3.  Signed Part 2 of the application.
4.  Part 3 - Work location, Mile Post, and Roadway Section number.
5.  Signed Parts 4 and 5 of the Application.
6.  Signed and Sealed Construction Plans (Offsite Plans if applicable).
7.  Signed and Sealed Drainage Report.
8.  Signed and Sealed Survey. Include legal description and all easements must be identified in the survey.
9.  Signed and sealed geotechnical report.
10.  Site Photos.

**FDOT DISTRICT 7 – F.A.C. 14-86  
DRAINAGE CONNECTION PERMITS  
Checklist Comments**

Included on this checklist are the most frequently omitted items by applicants seeking permit approval pursuant to Chapter 14-86. **Please provide written responses to any comments that are checked.**

***SECTION 1 - DRAINAGE CONNECTION PERMIT APPLICATION FORM:***

1.  If the project complies with the criteria set forth in Rule Chapter 14-86.003(3) for an exception, please check mark the “Exception” box and fill out the Questionnaire.
2.  Check mark the 14-86.003(2)(a) box on Part 2 of the application. Any deviations from this section of the rule will require approval of the District Drainage Engineer.
3.  The disturbed project area is larger than 1 acre therefore an NPDES Permit is required. Please check mark the box on Part 2 of the application accordingly.
4.  Input the work location onto the map in OSP, Application, Tab 3. This will propagate some of the required information into the Work Location table.
5.  Complete Parts 4 and 5 of the drainage connection permit application in OSP.
6.  Please note that the Department does not permit developments in separate phases. The applicant is required to submit their conceptual master drainage plan for the entire property under current ownership for review to establish both the permitted discharge rates and freeboard allowances for pond berms located adjacent to the FDOT right of way. All future development of later phases, or out parcels adjacent to the FDOT right of way, will require a separate drainage review by the Department to ensure compliance with the approved conditions. This will be a stipulation when the permit is approved for the master plan. Subsequent phases submitted should include the master stormwater plan sheets.
7.  All submittal Plans and Reports shall be signed and sealed by the Engineer of Record. FDOT will not accept partial submittals; all submittals must be complete.
8.  Link for access to Historic FDOT Drainage Maps [District 7 Drainage Map Documents \(arcgis.com\)](http://arcgis.com)
9.  Improvements that discharge to the Interstate right of way also require review by the Federal Highway Administration (FHWA). This could add time to the review process. This review is not performed concurrently to the FDOT review. Once District 7 has determined all conditions of a permit are complete, the permit package will be sent for review and concurrence. FHWA may have additional comments requesting more information or request modification to the system.

## **SECTION 2 - DRAINAGE CALCULATION AND DOCUMENTATION REQUIREMENTS:**

10.  Signed and sealed Drainage Report with project narrative, calculations, and supporting documentation, location and vicinity map is required. The project narrative shall include:
  - a. Existing and proposed conveyance descriptions
  - b. Outfall location(s)
  - c. High and low tailwater assumptions (refer to Section 7.2 of the FDOT Drainage Connection Permit Handbook)
  - d. Proposed treatment and attenuation requirements
  - e. Describe if the project is located within an open or closed basin
  - f. Submit pdf of entire report with each submittal
11.  Provide a signed and sealed Geotechnical Report.
12.  Please provide the signed and sealed boundary survey for the project site. Include information on any easements (e.g. type of easement, width of easement) within the surveyed limits.
13.  If the project is within a closed basin and discharges to a wetland/depression, model and provide the pre-development and post development stages for the wetland/depression.
14.  Provide photographs of the site and the portion of the FDOT right of way adjacent to the site. Include photos of existing drainage systems within the FDOT right of way that may be affected by the project. Photos should be recent and based on actual site visits (screenshots of Google Street View will no longer be accepted by District 7).
15.  Provide an aerial with the project location, boundary map, north arrow, and all adjacent roadways labeled.
16.  Provide pre and post development drainage maps; these shall include:
  - a. Contours with labeled elevations
  - b. Drainage areas with pervious and impervious sub-areas (ac)
  - c. Flow patterns depicted with flow arrows
  - d. Outfall locations
  - e. Node/Basin names that correspond to model naming convention
  - f. If turn lanes are proposed, include FDOT basin(s) for limits of proposed work within FDOT right of way
17.  If discharge will be via pipe connection to an FDOT storm drain system (closed system), meet the  $Q_{allowable}$  criteria. The pre-development  $Q_{allowable}$  discharge rate is calculated utilizing either the Rational Method or routing for the 3-year storm event. If routing the existing condition, determine the critical duration for the 3-year rainfalls for all required durations. Sites with existing depressional areas require routing of the on-site historic basin storage in the existing condition. The discharge rates in the post-condition for the following storm durations: 1, 2, 4, 8, 24, 72 – hours for the 3, 5, 10, 25, 50, and 100 – year storm events shall be less than or equal to the  $Q_{allowable}$  discharge rate for a low tailwater condition. (Refer to Section 7.1 and 7.2 of the Drainage Connection Handbook.)

18.  If discharging to FDOT Right of Way, the pre-development  $Q_{\text{allowable}}$  discharge rate shall be determined using the following criteria:
- For areas directly discharging to the FDOT right-of-way in the predevelopment condition,  $Q_{\text{allowable}}$  may be calculated using the Rational Method or modeling software. The same method shall be used in the pre-development and post-development conditions.
  - When using the rational method, refer to the FDOT Drainage Design Guide, Table B-5 for design storm frequency factors to be applied to the pervious area runoff coefficients. Calculate the  $Q_{\text{allowable}}$  for the 3, 5, 10, 25, 50, and 100 year storm events.
  - When using modeling software, route the following storm durations: 1, 2, 4, 8, 24, 72 – hours for the 3, 5, 10, 25, 50, and 100 – year storm events. Inclusion of the 7 and 10 day storms is required for closed basins. The  $Q_{\text{allowable}}$  discharge rates will be the resulting critical duration for each storm event.
  - For areas draining to an existing wetland/depression/lake/pond prior to discharging to the FDOT right-of-way, routing will be required to account for the existing storage capacities and stages.
  - The storm for storm approach requires that the post-developed runoff rate for each duration be less than or equal to the pre-developed  $Q_{\text{allowable}}$ .
19.  Provide Time of Concentration calculations. The minimum Time of Concentration acceptable to FDOT is 10 minutes; however, do not default to the minimum of 10 minutes for the existing condition.
20.  Provide hydrologic soil group (HSG) data and composite CN calculations for the pre and post conditions. When soils for dual hydrologic soil groups (HSG) are present (A/D, B/D, C/D), supporting information should be included to justify the use of HSG D soils for the pre-development condition. Examples of justification could include geotechnical report showing high groundwater table, silty to clayey surface soils, perched water table conditions, site or aerial photographs of standing water, etc.
21.  Rainfall data acceptable to the Department consists of statistical rainfall depth data from the National Oceanic and Atmospheric Administration (NOAA) Atlas 14 Rainfall Data. Use the following link to access their database: [http://hdsc.nws.noaa.gov/hdsc/pfds/pfds\\_map\\_cont.html?bkmrk=fl](http://hdsc.nws.noaa.gov/hdsc/pfds/pfds_map_cont.html?bkmrk=fl). Be sure to include the NOAA Precipitation Frequency Estimates chart, specific to the site, in the Stormwater Report. Please use the chart below to determine which storm events are required.

**FDOT REQUIRED CRITICAL FREQUENCY AND DURATION FOR RULE CHAPTER 14.86**

Durations	Frequency					
	3 Year	5 Year	10 Year	25 Year	50 Year	100 Year
1 Hour	Required	Required	Required	Required	Required	Required
2 Hours	Required	Required	Required	Required	Required	Required
4 Hours	Required	Required	Required	Required	Required	Required
8 Hours	Required	Required	Required	Required	Required	Required
1 Day	Required	Required	Required	Required	Required	Required
3 Day	Required	Required	Required	Required	Required	Required
7 Day	Closed Basin	Closed Basin	Closed Basin	Closed Basin	Closed Basin	Closed Basin
10 Day	Closed Basin	Closed Basin	Closed Basin	Closed Basin	Closed Basin	Closed Basin

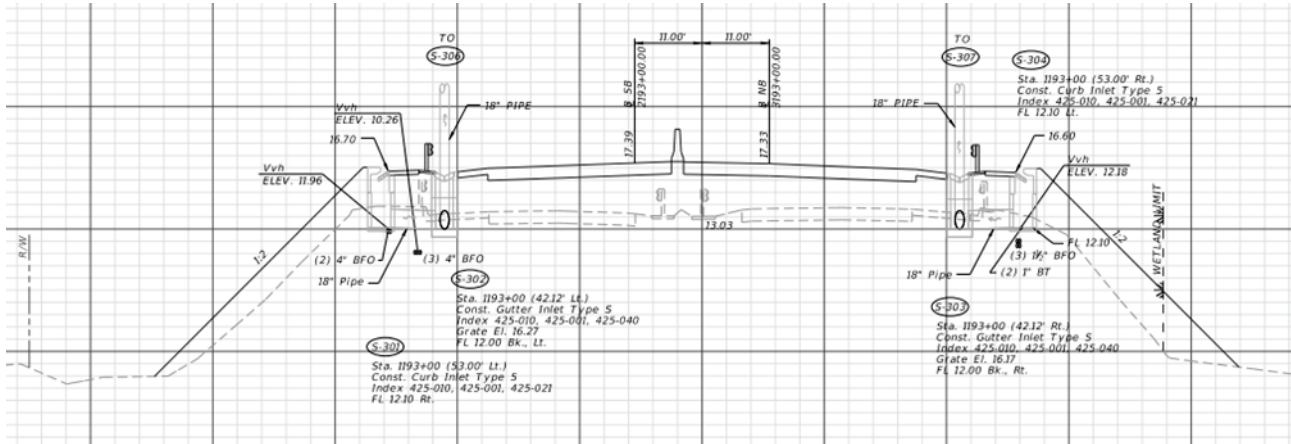
22.  Regional stormwater models will be accepted if the models reflect accurate and site-specific CN, TC and historic basin storage data and comply with FDOT requirements. A revised existing condition model (RECM) may be required to update the site-specific existing conditions. Any changes to an approved model (RECM & Proposed Conditions Model) must be highlighted and summarized in a table. Applicants are encouraged to submit regional models simultaneously with other agencies' reviews to avoid having to revise models already approved by another agency. Also include a visual aid with the models overlaid on the site plan, summary tables for existing, revised existing and proposed condition nodes, links, stages, rates and volumes if necessary, for ONLY THE NODES THAT AFFECT FDOT R/W. Note that the project is required to analyze the 14-86 storm events for critical duration.
23.  Include the basin node/link diagram, input and output parameters, and summary sheets for the model(s). Please provide the following summary tables:
- Peak pond stage for each required storm event
  - Pre. vs. Post discharge rates
  - Pre. vs. Post volumes for closed basins
24.  Existing and proposed structures influencing pond stages and discharge rates must be modeled.
25.  For onsite systems that have inlets or trench drain adjacent to the FDOT right of way, include internal storm drain tabulations, based on the 5-year frequency storm event with a 100-year tailwater within the pond/chamber system, to demonstrate that the system is adequately sized to contain the system's hydraulic gradient onsite.
26.  FDOT District 7 requires including a factor of safety of 1 foot of freeboard to the FDOT 100-year critical duration storm. The required freeboard allows for the variation in pond berm elevations during construction. In a facility where the pond has vertical walls, a freeboard 0.5 feet will be required. For vaults and parking lot and driveway inlets, 0.3 feet of freeboard is required.
27.  The weighted post-developed C-factor / Curve Number should include any water surface areas, including the pond and swale areas, as  $C = 1.0 / CN = 100$ , respectively for the water at the FDOT 100-year design high water elevation.
28.  No part of the treatment volume can be used for attenuation purposes in an open basin design. The initial stage = the weir elevation. For pond sites with full retention is considered a closed basin design, the initial stage should be set at the water quality 36 hour draw down elevation. Provide drawdown calculations in the drainage documentation. The retention volume must recover at a rate such that one-half of the volume is available in seven days, with the total volume available in 30 days, per drainage manual section 5.4.1.3.
29.  When more than one pond or a combination of ponds and vaults are proposed, each storage area must be modeled separately if not connected with a relatively large and short equalizer pipe.
30.  If infiltration is utilized in the model, a Double Ring Infiltration or other recognized testing method is required to determine the percolation rate within the vicinity of the proposed pond bottom or vault bottom. If a falling head piezometer test is performed, it shall be done to a depth of 5 to 7 feet below the proposed pond bottom. The infiltration rate used for design must be included in the signed and sealed geotechnical report. As an alternative, you may use  $\frac{1}{2}$  of the lowest infiltration rate provided by the NRCS Soil Survey. A factor of safety of two is recommended for infiltration.
31.  Provide calculations for sizing the driveway culvert. Do not set it flat. The FDOT District 7 does not allow bubble structures within the D7 right of way.

32.  If additional impervious areas are proposed within the FDOT right of way, and these areas are not routed to the onsite pond, develop pre and post basin areas for the FDOT right of way. Include the pre area in the allowable discharge calculations and route the proposed basin to the outfall node to account for the increase in impervious area. Attenuation of the impervious area added within the FDOT right of way shall be provided by decreasing the onsite discharge to the FDOT right of way accordingly.
33.  If existing ditches within the FDOT right of way are impacted by a project, please provide ditch conveyance calculations for the 10-year design storm event. If proposing ditches, please do the same. Demonstrate that ditch capacity is maintained, and the following freeboard requirements are met:
- a. At least 0.5 foot of freeboard from the surface water elevation to the ditch top of bank or low edge of shoulder, whichever is lower.
  - b. If the ditch is within a fill section, at least 1 foot of freeboard is required.
  - c. If the ditch connects hydraulically to or is part of a FDOT pond, provide no less than one foot of freeboard above the peak design stage of the downstream, hydraulically connected pond.
  - d. Design sidewalks adjacent to ditches to be above the design stage.
  - e. Provide an exhibit that shows the contributing areas and calculations. The Rational Method may be utilized to calculate the design storm runoff.
34.  Proposed improvements within the FDOT Right of Way will require either a permit modification to FDOT's Water Management District Permit or an exemption letter (This is a separate permit document from the onsite WMD permit). Any treatment requirements are to be addressed by the applicant. The applicant must provide attenuation for the additional impervious area. Permit modifications for work within the FDOT right of way shall show the FDOT as the owner of the permit. All costs for the permit modification shall be paid by the developer. FDOT will not sign permit applications until the drainage review is deemed complete.
35.  Provide a copy of the Water Management District Permit/Exemption (or FDEP Self Certification Letter). If the plans/calculations have been modified due to any other Entities comments, please resubmit for an updated drainage review. The design approved in the WMD documentation must match the design submitted to FDOT.
36.  Depending on pond location and soil conditions, a seepage analysis could be required to determine if there are any impacts to the Departments right of way or facilities.
37.  Any loss to historical storage and/or encroachments into a FEMA floodplain will require calculations to demonstrate no adverse impacts to the Departments Right of Way.
38.  For the percolation link in the stormwater routing model, please set the layer thickness to zero to simulate saturated conditions.
39.  If the 100-year runoff is retained, all critical storm durations, including the 7-day and 10-day events, must be analyzed. Additionally, the pond must recover half its volume within 7 days and the full volume within 30 days.
40.  Flood plain compensation sites adjacent to the right of way require a safety factor of 1 foot of freeboard from the 100 year flood elevation.

### **SECTION 3 - CONSTRUCTION PLANS REQUIREMENTS:**

41.  Include a Cover Sheet with location, vicinity map, and permit application number(s).
42.  The benchmark equation and the elevation datum must be referenced in the plans.
43.  Include the existing topography with contours both onsite and within the FDOT right-of-way. All existing offsite elevations are to extend at least 50-feet past the property line.
44.  Check for utility conflicts within the FDOT right-of-way. If there is a potential for a conflict, SUE is required. Sumped connections and conflict structures are not allowed within the FDOT R/W.
45.  Show right of way lines, project boundaries, and easements in the plans. State if there are any encroachments into existing drainage facility or easements that would adversely impact their intended use. FDOT D7 DOES NOT ALLOW PROPOSED WORK ON OR OVER FDOT EASEMENTS.
46.  Include proposed drainage, grading and paving sheets in the plans.
47.  Additional documentation such as field survey, historic FDOT drainage maps and SWFWMD lidar contours may be required within the plans and drainage document to demonstrate that all existing pre-development runoff will not be blocked by post-development construction and historical drainage patterns will be maintained.
48.  Ensure all existing FDOT drainage structures (pipes, inlets, culverts etc.) are accurately illustrated and called out in the construction plans; labels shall include size, type, and elevations.
49.  All existing driveways to be made obsolete shall be removed and called out in the construction plans. The typical section shall be restored to the original condition; this typically involves side drain removal and ditch restoration or curb restoration.
50.  Proposed conditions for the driveway location are to be included in a section detail or the roadway cross sections along the center profile of the driveway.
51.  Urban turnout return radius with curb shall have a minimum gutter grade of 0.3% within the FDOT right of way. Return profile grades shall allow inlets to be placed outside the curb return and avoid conflicts with pedestrian movements. The driveway shall not cause ponding within the FDOT right of way. The curb returns shall include spot elevations every 20 feet.
52.  If a proposed driveway impacts an existing inlet and is on grade, please relocate the inlet in kind outside of the driveway limits. If the inlet being impacted is in a sag, please replace it with a Type V or Type S with reticuline grates (H-20 loading) per FDOT Standard Plans Indexes 425-040 and 425-041. Add a valley gutter transition detail if necessary.
53.  Pond and perimeter berms that have a potential to convey overtopping discharges to the FDOT right of way must have a minimum 2-foot wide flat top berm. The top width may be requested to be increased and/or stabilized due to pond depth.
54.  Add appropriate FDOT Standard Plans Index No(s). for structures located within FDOT right-of-way. (Curb and gutter, sidewalk, etc.)
55.  Provide outfall control structure and end treatment section details in the plans for pipes discharging to the FDOT right of way.

56.  All proposed, relocated or modified drainage structures within the FDOT right of way are to be called out using FDOT Standard Plan Index numbers. Provide section details drawn to scale for all proposed or modified cross drains, inlets, and manhole structures within the FDOT right of way. Please see below for the expected format:



57.  Proposed pipe connections to an existing pipe shall call for a concrete jacket or concrete collar per FDOT Standard Plan Index 430-001.
58.  Provide the following notes for pipe connections to existing structures within the FDOT right of way:
- The hole into the existing structure must be sawcut or core drilled.
  - Use non-shrinking grout to fill all gaps around the joint.
  - After pipe connects to the inlet, pipe end must be cut flush with the inside surface of the inlet.
  - Refer to FDOT Standard Plan Index 425-001 for Filter Fabric Wrap on Grouted Pipe to Structure Joint detail.
59.  Add a note to the construction plans stating all disturbed areas in the FDOT right of way will be sodded.
60.  Note both the FDOT & WMD critical duration 100-year peak stages for the stormwater management facilities on the proposed drainage plan sheet and any sections showing the ponds.
61.  Show boring locations and elevations of existing surfaces within the proposed stormwater management facility limits (especially the DRI locations).
62.  All runoff from onsite portions of the proposed driveway(s) shall be maintained onsite. The driveway high point shall be placed at or as close to the right of way line as practical to meet driveway slope criteria and freeboard requirements. Interceptor inlets or a minimum 12-inch wide trench drain are to be considered as applicable. The inlets or trench drain must be placed within the project limits, and grate elevations must be a minimum of 3" higher than the design high water of the pond/swale to which it is discharging to.
63.  Do not use riprap within the FDOT right of way. Consider a concrete splash pad or other alternatives shown in the Drainage Manual if pipe exit velocity exceeds 4 feet per second.
64.  Show the temporary sediment and erosion control measures proposed for the onsite area on the plans. Ensure that sediment will not transport from the site into the FDOT right of way during construction.
65.  Provide roadway cross-sections per the FDOT Design Manual Chapter 905. Additional cross sections may be required at the Department's discretion. Where existing ditches are being modified, a section for each proposed ditch must be provided. Note the ditch bottom width and elevation on each cross section.

66.  On the cross sections, show proposed and adjacent existing pavement slopes as a percentage, and ditch front and back slopes as a vertical:horizontal (v:h) ratio. Label proposed ditch bottom widths and elevations.
67.  Show proposed ditch profiles on the plans. Show begin and end ditch stations (or where they match existing), DPI's with elevations and the ditch profile slope between each DPI. Notes may be added to the plan sheets in lieu of providing profile sheets.
68.  Standard ditch criteria is required for all drainage connection permits and it may necessitate a R/W donation to in order to meet this criteria. Ditch bottom widths are required to be a 5' minimum per the FDOT Drainage Manual, Chapter 2.4.4. A smaller bottom width can be allowed if both the front and back slopes are 1:6 or flatter.
69.  FDOT minimum pipe size for driveway culverts is 18-inches. Proposed driveway MES's are to be called out using FDOT Standard Plan Index 430-022. Note the pipe culvert size for the driveways immediately upstream and downstream from the proposed driveway(s) on the plans or in the drainage documentation. The MES placement shall be per the section detail shown in FDOT Index 330-001. All proposed driveway culverts are required to meet pipe cover requirements per Appendix C of the FDOT Drainage Manual. Additionally, District 7 requires that all driveway culverts utilize RCP as the pipe material.
70.  Provide sediment and erosion protection for existing and proposed drainage systems within the FDOT right of way affected by the site construction. Note that hay or straw bales are not allowed within the FDOT right of way, and silt fences are not allowed to be used across ditches as check dams. Refer to the State of Florida Erosion and Sediment Control Designer and Reviewer Manual for guidance.
71.  FDOT District 7 does not permit point discharges or flumes over sidewalks. As an alternative, please refer to Standard Plans Index No 425-060. A modified 425-061 structure may also be considered; this will require an additional review by FDOT Structures Department.

***SECTION 4 - FDOT RIGHT OF WAY, ADDITIONAL REQUIREMENTS:***

72.  Please note that the construction of a right turn lane with required sidewalk, bike lane keyhole, and drainage facilities within the Department's right of way WILL require a right of way donation if it cannot fit within the existing right-of-way and meet current criteria.
73.  No work shall be proposed over an existing FDOT easement.
74.  All work within the FDOT right-of-way must meet criteria shown in the FDOT Design Manual and FDOT Standard Plans for Road Construction.
75.  If turn lanes within a curb and gutter sections are proposed within the FDOT right of way, develop post basin areas for the FDOT right of way, and provide spread calculations for the 4-inch per hour storm intensity. Provide an exhibit that shows the contributing areas with the calculations.
76.  For projects impacting FDOT cross drains associated with a regulated floodway, a FEMA no rise certification, and accompanying calculations are required.

**FDOT District Seven Guidelines for Processing Drainage/Driveway Connections with Right of Way Conveyances**

Upon determination by the District Drainage Engineer (DDE) and or the District Access Management Engineer (AME) as applicable, that a donation or exchange of right of way is required, due to an applicant's drainage/driveway connection encroaching into an FDOT stormwater facility or right of way; the DDE/AME must make a written request of the District Right of way Surveyor (DRS) stating that the lands depicted in the required information described below correctly depicts the lands to be donated to the Department. In addition, the request must include a statement identifying the purpose of the donation, if it is to be acquired as an easement (type of easement if applicable) or in fee ownership. The request may be in the form of an e-mail. The following is required to be submitted to the DRS:

- The applicant must quantify the proposed encroachment and prepare a mitigation fix design for review and approval by the District Drainage Engineer/ District Access Management Engineer. (i.e. turn lanes and driveways within FDOT linear stormwater facilities)
- The applicant must submit to the District Drainage Engineer/ District Access Management Engineer:
  - ✓ construction plans and calculations for the proposed mitigating fix design
  - ✓ a certified survey including legal description(s) of the proposed area(s) *Said survey and legal descriptions must be relative to the data shown on the current right of way maps including the basis of bearings.* The sketch or survey must delineate all easements affecting the lands to be donated as well as all visible physical evidence of utilities, occupation or other uses of the lands to be donated to the department. In addition, the applicant shall submit the legal description in electronic format compatible with M.S. Word.
  - ✓ An Earliest Available Record title search or Ownership and Encumbrance report (Earliest Available Record) containing the legal description of the lands to be donated, together with all copies of instruments affecting title to the property, including all subordinate interests. An old commitment for title insurance or title insurance policy for the parent tract will not be acceptable.
  - ✓ A disc containing a copy of the legal description in electronic format compatible with M.S. Word
- If the mitigating fix design land area that is proposed to be donated to FDOT is a monumented parcel on a recorded subdivision plat, four copies, signed and sealed by the Surveyor of Record, of a sketch and legal description containing all information required on the survey of un-platted lands (second check mark above) and related to the official Right of Way Map is required.
- Upon review by the DDE/AME, these documents will be sent to the District Right of Way Surveyor (DRS) in Surveying & Mapping (SM) for review and approval.
- If documents are not acceptable, they will be sent back with mark-ups to the DDE/AME and/or the applicant for revision.
- If documents are acceptable, SM will prepare the necessary instruments to be executed by the applicant or subordinate interest holder and transmit them to the Right of way Section, for execution by the applicant, with copies to DDE/AME. Along with the necessary instruments SM will also forward all contact information for the applicant, and the DDE/AME.
- In cases where an exchange or surplus property will be necessary, SM will coordinate with Property Management to prepare the necessary "outbound" instruments.
- Right of Way will advise DDE/AME of receipt of instruments and agent assigned to work the parcel. Can be done in form of an e-mail.
- Upon execution by the applicant and subordinate interests, the documents will be transmitted to the DRS for review, with copies to the DDE/AME. If the necessary instruments are not deemed acceptable, they

will be returned with mark-ups or comments to the Right of way Agent for revision, with copies to the DDE/AME. If any of the documents submitted by the applicant were not prepared by the Department, they must be forwarded to the District General Counsel for review and approval. Any comments from the General Counsel would go to the DRS for forwarding to the Right of way Agent for distribution to the applicant for correction with copies to the DDE/AME.

- When the entire package is approved by the DDE/AME and DRS, the Right of way Agent will process the required executed instruments in Right of way Acquisition for recording.
- Upon recording, the original recorded instruments shall be transmitted to Records Management by Right of way Acquisition. Copies would then be transmitted to the DDE/AME for the drainage/driveway connection permit file and to the DRS for the revisions and updating of the Official Right of Way Map.

## **DRAINAGE CONNECTION PERMITS**

### **Checklist Comments**

Included on this checklist are the most frequently omitted items by applicants seeking exception approval pursuant to Chapter 14-86. **Please provide written responses to any comments that are checked.**

#### ***SECTION 1 - DRAINAGE CONNECTION EXCEPTION APPLICATION:***

1.  If the project complies with the criteria set forth in Rule Chapter 14-86.003(3) for an exception, please check mark the "Exception" box and fill out the Questionnaire.
2.  Check mark the 14-86.003(2)(a) box on Part 2 of the application. Any deviations from this section of the rule will require approval of the District Drainage Engineer.
3.  The disturbed project area is larger than 1 acre therefore an NPDES Permit is required. Please check mark the box on Part 2 of the application accordingly.
4.  Input the work location onto the map in OSP, Application, Tab 3. This will propagate some of the required information into the Work Location table.
5.  Complete Parts 4 and 5 of the drainage connection permit application in OSP.
6.  Please note that the Department does not permit developments in separate phases. The applicant is required to submit their conceptual master drainage plan for the entire property under current ownership for review to establish both the permitted discharge rates and freeboard allowances for pond berms located adjacent to the FDOT right of way. All future development of later phases, or out parcels adjacent to the FDOT right of way, will require a separate drainage review by the Department to ensure compliance with the approved conditions. This will be a stipulation when the permit is approved for the master plan. Subsequent phases submitted should include the master stormwater plan sheets.
7.  All submittal Plans and Reports shall be signed and sealed by the Engineer of Record. FDOT will not accept partial submittals; all submittals must be complete.
8.  If the 100-year runoff is retained, all critical storm durations, including the 7-day and 10-day events, must be analyzed. Additionally, the pond must recover half its volume within 7 days and the full volume within 30 days. A drainage connection permit will be required.
9.  Link for access to Historic FDOT Drainage Maps [District 7 Drainage Map Documents \(arcgis.com\)](http://arcgis.com)
10.  Improvements that discharge to the Interstate right of way also require review by the Federal Highway Administration (FHWA). This could add time to the review process. This review is not performed concurrently to the FDOT review. Once District 7 has determined all conditions of a permit are complete, the permit package will be sent for review and concurrence. FHWA may have additional comments requesting more information or request modification to the system.

## **SECTION 2 - DRAINAGE CALCULATION AND DOCUMENTATION REQUIREMENTS:**

11.  Signed and sealed Drainage Report with project narrative, calculations, and supporting documentation, location and vicinity map is required. The project narrative shall include:
  - a. Existing and proposed conveyance descriptions
  - b. Outfall location(s)
  - c. High and low tailwater assumptions (refer to Section 7.2 of the FDOT Drainage Connection Permit Handbook)
  - d. Proposed treatment and attenuation requirements
  - e. Describe if the project is located within an open or closed basin
  - f. Submit pdf of entire report with each submittal
12.  Provide a signed and sealed Geotechnical Report.
13.  Please provide the signed and sealed boundary survey for the project site. Include information on any easements (e.g. type of easement, width of easement) within the surveyed limits.
14.  For projects that do not discharge directly or indirectly to the FDOT right of way, pond freeboard rather than peak discharge is the concern for the site. District 7 requires 1' of freeboard from SWFWMD 100-year peak stage.
15.  If the project is within a closed basin and discharges to a wetland/depression, model and provide the pre-development and post development stages for the wetland/depression.
16.  Provide photographs of the site and the portion of the FDOT right of way adjacent to the site. Include photos of existing drainage systems within the FDOT right of way that may be affected by the project. Photos should be recent and based on actual site visits (screenshots of Google Street View will no longer be accepted by District 7).
17.  Provide an aerial with the project location, boundary map, north arrow, and all adjacent roadways labeled.
18.  Provide pre and post development drainage maps; these shall include:
  - a. Contours with labeled elevations
  - b. Drainage areas with pervious and impervious sub-areas (ac)
  - c. Flow patterns depicted with flow arrows
  - d. Outfall locations
  - e. Node/Basin names that correspond to model naming convention
  - f. If turn lanes are proposed, include FDOT basin(s) for limits of proposed work within FDOT right of way
19.  Provide Time of Concentration calculations. The minimum Time of Concentration acceptable to FDOT is 10 minutes; however, do not default to the minimum of 10 minutes for the existing condition.
20.  Provide hydrologic soil group (HSG) data and composite CN calculations for the pre and post conditions. When soils for dual hydrologic soil groups (HSG) are present (A/D, B/D, C/D), supporting information should be included to justify the use of HSG D soils for the pre-development condition. Examples of justification could include geotechnical report showing high groundwater table, silty to clayey surface soils, perched water table conditions, site or aerial photographs of standing water, etc.

21.  Include the basin node/link diagram, input and output parameters, and summary sheets for the model(s). Please provide the following summary tables:
- Peak pond stage for each required storm event
  - Pre. vs. Post discharge rates
  - Pre. vs. Post volumes for closed basins
22.  Existing and proposed structures influencing pond stages and discharge rates must be modeled.
23.  For onsite systems that have inlets or trench drain adjacent to the FDOT right of way, include internal storm drain tabulations, based on the 5-year frequency storm event with a 100-year tailwater within the pond/chamber system, to demonstrate that the system is adequately sized to contain the system's hydraulic gradient onsite.
24.  FDOT District 7 requires including a factor of safety of 1 foot of freeboard to the SWFWMD 100-year design high water elevation. The required freeboard allows for the variation in pond berm elevations during construction. In a facility where the pond has vertical walls, a freeboard 0.5 feet will be required. For vaults and parking lot and driveway inlets, 0.3 feet of freeboard is required.
25.  The weighted post-developed C-factor / Curve Number should include any water surface areas, including the pond and swale areas, as  $C = 1.0 / CN = 100$ , respectively for the water at the 100-year design high water elevation.
26.  No part of the treatment volume can be used for attenuation purposes in an open basin design. The initial stage = the weir elevation.
27.  When more than one pond or a combination of ponds and vaults are proposed, each storage area must be modeled separately if not connected with a relatively large and short equalizer pipe.
28.  If infiltration is utilized in the model, a Double Ring Infiltration or other recognized testing method is required to determine the percolation rate within the vicinity of the proposed pond bottom or vault bottom. If a falling head piezometer test is performed, it shall be done to a depth of 5 to 7 feet below the proposed pond bottom. The infiltration rate used for design must be included in the signed and sealed geotechnical report. As an alternative, you may use  $\frac{1}{2}$  of the lowest infiltration rate provided by the NRCS Soil Survey. A factor of safety of two is recommended for infiltration.
29.  Provide calculations for sizing the driveway culvert. Do not set it flat. The FDOT District 7 does not allow bubble structures within the D7 right of way.
30.  Provide a copy of the Water Management District Permit/Exemption (or FDEP Self Certification Letter). If the plans/calculations have been modified due to any other Entities comments, please resubmit for an updated drainage review. The design approved in the WMD documentation must match the design submitted to FDOT.

### **SECTION 3 - CONSTRUCTION PLANS REQUIREMENTS:**

31.  Include a Cover Sheet with location, vicinity map, and permit application number(s).
32.  The benchmark equation and the elevation datum must be referenced in the plans.
33.  Include the existing topography with contours both onsite and within the FDOT right-of-way. All existing offsite elevations are to extend at least 50-feet past the property line.
34.  Check for utility conflicts within the FDOT right-of-way. If there is a potential for a conflict, SUE is required. Sumped connections and conflict structures are not allowed within the FDOT R/W.
35.  Show right of way lines, project boundaries, and easements in the plans. State if there are any encroachments into existing drainage facility or easements that would adversely impact their intended use. FDOT D7 DOES NOT ALLOW PROPOSED WORK ON OR OVER FDOT EXCLUSIVE EASEMENTS.
36.  Include proposed drainage, grading and paving sheets in the plans.
37.  Additional documentation such as field survey, historic FDOT drainage maps and SWFWMD lidar contours may be required within the plans and drainage document to demonstrate that all existing pre-development runoff will not be blocked by post-development construction and historical drainage patterns will be maintained.
38.  Ensure all existing FDOT drainage structures (pipes, inlets, culverts etc.) are accurately illustrated and called out in the construction plans; labels shall include size, type, and elevations.
39.  All existing driveways to be made obsolete shall be removed and called out in the construction plans. The typical section shall be restored to the original condition; this typically involves side drain removal and ditch restoration or curb restoration.
40.  Proposed conditions for the driveway location are to be included in a section detail or the roadway cross sections along the center profile of the driveway.
41.  Urban turnout return radius with curb shall have a minimum gutter grade of 0.3% within the FDOT right of way. Return profile grades shall allow inlets to be placed outside the curb return and avoid conflicts with pedestrian movements. The driveway shall not cause ponding within the FDOT right of way. The curb returns shall include spot elevations every 20 feet.
42.  If a proposed driveway impacts an existing inlet and is on grade, please relocate the inlet in kind outside of the driveway limits. If the inlet being impacted is in a sag, please replace it with a Type V or Type S with reticuline grates (H-20 loading) per FDOT Standard Plans Indexes 425-040 and 425-041. Add a valley gutter transition detail if necessary.
43.  Pond and perimeter berms that have a potential to convey overtopping discharges to the FDOT right of way must have a minimum 2-foot wide flat top berm. The top width may be requested to be increased and/or stabilized due to pond depth.
44.  Add appropriate FDOT Standard Plans Index No(s). for structures located within FDOT right-of-way. (Curb and gutter, sidewalk, etc.)
45.  Add a note to the construction plans stating all disturbed areas in the FDOT right of way will be sodded.

46.  Note both the FDOT & WMD critical duration 100-year peak stages for the stormwater management facilities on the proposed drainage plan sheet and any sections showing the ponds.
47.  Show boring locations and elevations of existing surfaces within the proposed stormwater management facility limits (especially the DRI locations).
48.  All runoff from onsite portions of the proposed driveway(s) shall be maintained onsite. The driveway high point shall be placed at or as close to the right of way line as practical to meet driveway slope criteria and freeboard requirements. Interceptor inlets or a minimum 12-inch wide trench drain are to be considered as applicable. The inlets or trench drain must be placed within the project limits, and grate elevations must be a minimum of 3" higher than the design high water of the pond/swale to which it is discharging to.
49.  Do not use riprap within the FDOT right of way. Consider a concrete splash pad or other alternatives shown in the Drainage Manual if pipe exit velocity exceeds 4 feet per second.
50.  Show the temporary sediment and erosion control measures proposed for the onsite area on the plans. Ensure that sediment will not transport from the site into the FDOT right of way during construction.
51.  On the cross sections, show proposed and adjacent existing pavement slopes as a percentage, and ditch front and back slopes as a vertical:horizontal (v:h) ratio. Label proposed ditch bottom widths and elevations.
52.  FDOT minimum pipe size for driveway culverts is 18-inches. Proposed driveway MES's are to be called out using FDOT Standard Plan Index 430-022. Note the pipe culvert size for the driveways immediately upstream and downstream from the proposed driveway(s) on the plans or in the drainage documentation. The MES placement shall be per the section detail shown in FDOT Index 330-001. All proposed driveway culverts are required to meet pipe cover requirements per Appendix C of the FDOT Drainage Manual. Additionally, District 7 requires that all driveway culverts utilize RCP as the pipe material.
53.  Provide sediment and erosion protection for existing and proposed drainage systems within the FDOT right of way affected by the site construction. Note that hay or straw bales are not allowed within the FDOT right of way, and silt fences are not allowed to be used across ditches as check dams. Refer to the State of Florida Erosion and Sediment Control Designer and Reviewer Manual for guidance.

**SECTION 4 - FDOT RIGHT OF WAY, ADDITIONAL REQUIREMENTS:**

54.  Any work proposed over a FDOT Non-Exclusive easement will require a Drainage Connection Permit.
55.  Any proposed improvements that affect the FDOT drainage system within the FDOT right of way will require a Drainage Connection Permit.

## FDOT District Seven Guidelines for Processing Drainage/Driveway Connections with Right of Way Conveyances

Upon determination by the District Drainage Engineer (DDE) and or the District Access Management Engineer (AME) as applicable, that a donation or exchange of right of way is required, due to an applicant's drainage/driveway connection encroaching into an FDOT stormwater facility or right of way; the DDE/AME must make a written request of the District Right of way Surveyor (DRS) stating that the lands depicted in the required information described below correctly depicts the lands to be donated to the Department. In addition, the request must include a statement identifying the purpose of the donation, if it is to be acquired as an easement (type of easement if applicable) or in fee ownership. The request may be in the form of an e-mail. The following is required to be submitted to the DRS:

- The applicant must quantify the proposed encroachment and prepare a mitigation fix design for review and approval by the District Drainage Engineer/ District Access Management Engineer. (i.e. turn lanes and driveways within FDOT linear stormwater facilities)
- The applicant must submit to the District Drainage Engineer/ District Access Management Engineer:
  - ✓ construction plans and calculations for the proposed mitigating fix design
  - ✓ a certified survey including legal description(s) of the proposed area(s) *Said survey and legal descriptions must be relative to the data shown on the current right of way maps including the basis of bearings.* The sketch or survey must delineate all easements affecting the lands to be donated as well as all visible physical evidence of utilities, occupation or other uses of the lands to be donated to the department. In addition, the applicant shall submit the legal description in electronic format compatible with M.S. Word.
  - ✓ An Earliest Available Record title search or Ownership and Encumbrance report (Earliest Available Record) containing the legal description of the lands to be donated, together with all copies of instruments affecting title to the property, including all subordinate interests. An old commitment for title insurance or title insurance policy for the parent tract will not be acceptable.
  - ✓ A disc containing a copy of the legal description in electronic format compatible with M.S. Word
- If the mitigating fix design land area that is proposed to be donated to FDOT is a monumented parcel on a recorded subdivision plat, four copies, signed and sealed by the Surveyor of Record, of a sketch and legal description containing all information required on the survey of un-platted lands (second check mark above) and related to the official Right of Way Map is required.
- Upon review by the DDE/AME, these documents will be sent to the District Right of Way Surveyor (DRS) in Surveying & Mapping (SM) for review and approval.
- If documents are not acceptable, they will be sent back with mark-ups to the DDE/AME and/or the applicant for revision.
- If documents are acceptable, SM will prepare the necessary instruments to be executed by the applicant or subordinate interest holder and transmit them to the Right of way Section, for execution by the applicant, with copies to DDE/AME. Along with the necessary instruments SM will also forward all contact information for the applicant, and the DDE/AME.
- In cases where an exchange or surplus property will be necessary, SM will coordinate with Property Management to prepare the necessary "outbound" instruments.

- Right of Way will advise DDE/AME of receipt of instruments and agent assigned to work the parcel. Can be done in form of an e-mail.
- Upon execution by the applicant and subordinate interests, the documents will be transmitted to the DRS for review, with copies to the DDE/AME. If the necessary instruments are not deemed acceptable, they will be returned with mark-ups or comments to the Right of way Agent for revision, with copies to the DDE/AME. If any of the documents submitted by the applicant were not prepared by the Department, they must be forwarded to the District General Counsel for review and approval. Any comments from the General Counsel would go to the DRS for forwarding to the Right of way Agent for distribution to the applicant for correction with copies to the DDE/AME.
- When the entire package is approved by the DDE/AME and DRS, the Right of way Agent will process the required executed instruments in Right of way Acquisition for recording.
- Upon recording, the original recorded instruments shall be transmitted to Records Management by Right of way Acquisition. Copies would then be transmitted to the DDE/AME for the drainage/driveway connection permit file and to the DRS for the revisions and updating of the Official Right of Way Map.

**COMMISSION**

Gwendolyn "Gwen" W. Myers CHAIR  
 Harry Cohen VICE-CHAIR  
 Chris Boles  
 Donna Cameron Cepeda  
 Ken Hagan  
 Christine Miller  
 Joshua Wostal



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Janet D. Lorton EXECUTIVE DIRECTOR  
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 Michael Lynch WETLANDS DIVISION  
 Rick Muratti, Esq. LEGAL DEPT  
 Steffanie L. Wickham WASTE DIVISION

**AGENCY COMMENT SHEET**

REZONING	
<b>HEARING DATE:</b> December 15, 2025  <b>PETITION NO.:</b> 25-1372  <b>EPC REVIEWER:</b> Kelly M. Holland  <b>CONTACT INFORMATION:</b> (813) 627-2600 x 1222  <b>EMAIL:</b> <a href="mailto:hollandk@epchc.org">hollandk@epchc.org</a>	<b>COMMENT DATE:</b> October 1, 2025  <b>PROPERTY ADDRESS:</b> 6302 E Dr Martin Luther King Jr Blvd, Tampa  <b>FOLIO #:</b> 0417790000 and 0417820110  <b>STR:</b> 03-29S-19E
<b>REQUESTED ZONING:</b> Major Modification to an existing PD	
FINDINGS	
<b>WETLANDS PRESENT</b>	YES
<b>SITE INSPECTION DATE</b>	N/A
<b>WETLAND LINE VALIDITY</b>	N/A
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Minimally, ponds in the southeast and southwest portions of the property.
<p><b>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</b></p> <ul style="list-style-type: none"> <li>Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.</li> <li>The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.</li> <li>Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/</li> </ul>	

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OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

**INFORMATIONAL COMMENTS:**

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

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

Kmh / app

ec: Kami Corbett, Agent - [Kami.Corbett@hwhlaw.com](mailto:Kami.Corbett@hwhlaw.com)

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**AGENCY REVIEW COMMENT SHEET**

**NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.**

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**TO:** Zoning Review, Development Services

**DATE:** 02/10/2026

**REVIEWER:** Ron Barnes, Impact & Mobility Fee Coordinator

**APPLICANT:** Torose 6302 LLC

**PETITION NO:** 25-1372

**LOCATION:** 6302 E Dr MLK jr Blvd

**FOLIO NO:** 41779.0000

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**Estimated Fees:**

Warehouse  
(Per 1,000 s.f.)  
Mobility: \$1,337  
Fire: \$34

Manufacturing  
(Per 1,000 s.f.)  
Mobility: \$3,315  
Fire: \$34

Light Industrial  
(Per 1,000 s.f.)  
Mobility: \$4,230  
Fire: \$57

**Project Summary/Description:**

Urban Mobility, Northeast Fire - warehouse/distribution

AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer: Andria McMaugh** **Date: 10/01/2025**

**Agency: Natural Resources** **Petition #: 25-1372**

- This agency has **no comment**
- This agency has **no objections**
- This agency has **no objections, subject to listed or attached conditions**
- This agency **objects, based on the listed or attached issues.**

1. 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.
2. 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.
3. 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.



## Agency Review Comment Sheet

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

**TO:** Zoning Review, Development Services      **REQUEST DATE:** 9/10/2025  
**REVIEWER:** Kim Cruz, Environmental Supervisor      **REVIEW DATE:** 9/24/2025  
**PROPERTY OWNER:** Torose 6302 LLC      **PID:** 25-1372  
**APPLICANT:** Torose 6302 LLC  
**LOCATION:** 6302 East Dr. Martin Luther King Jr. Blvd. Tampa, FL 33610  
**FOLIO NO.:** 41779.0000

### AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site is not located within a Wellhead Resource Protection Area (WRPA) and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

At this time, according to the Florida Department of Environmental Protection well location information, the site is not located within 500-feet of non-transient non-community and/or community water system wells; therefore, the site is not located within a Potable Water Wellfield Protection Area (PWWPA).

At this time, Hillsborough County Environmental Services Division has no objection to the applicant's request as it relates to the County's wellhead and surface water protection regulations.

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

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PETITION NO.: MM 25-1372

REVIEWED BY: Clay Walker, E.I.

DATE: 9/16/2025

FOLIO NO.: 41779.0000

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**WATER**

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

**WASTEWATER**

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

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

**AGENCY REVIEW COMMENT SHEET**

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**TO: ZONING TECHNICIAN, Planning Growth Management**

**DATE: 09/15/2025**

**REVIEWER: Jan Kirwan, Conservation and Environmental Lands Management**

**APPLICANT: Kami Corbett**

**PETITION NO: 25-1372**

**LOCATION: 6302 E Martin Luther King Jr Blvd. Tampa**

**FOLIO NO: 41779.0000**

**SEC: 03 TWN: 29 RNG: 19**

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

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



# **VERBATIM TRANSCRIPT**

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HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

IN RE:  
ZONING HEARING MASTER MEETING

ZONING HEARING MASTER MEETING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch  
Zoning Hearing Master  
DATE: February 23, 2026  
TIME: Commencing at 6:00 p.m.  
TIME: Concluded at 7:49 p.m.  
LOCATION: Hillsborough County BOCC  
Development Services Department  
601 East Kennedy Boulevard  
Second Floor  
Tampa, Florida 33602

Reported by:  
Kate Khvostova

1 MS. HEINRICH: Our next application is Item D.3.  
2 Major Mod 25-1372. The applicant is requesting a major  
3 modification to PD (83-0173). Chris Grandlienard has  
4 reviewed this for Development Services, and I'll provide the  
5 staff findings tonight, after the applicant's presentation.

6 HEARING OFFICER: Thank you so much. Good evening.

7 MS. CORBETT: Good evening. Kami Corbett, with the  
8 law firm of Hill Ward Henderson.

9 Subject property is located on Martin Luther King  
10 Boulevard. It's got a Future Land Use category of UMU-20.  
11 You can see the picture on the right is what's three now,  
12 which is an existing office building, and then also a hotel  
13 that's out front.

14 You can see the surrounding zonings are a variety  
15 of different types. There's industrial, both to the south  
16 and then to the west, and then we've got some PDs and some  
17 residential to the north on Chelsea Street. We'll talk about  
18 what we're doing on Chelsea Street in a little bit.

19 This is the area of modification. And this  
20 essentially -- sorry wrong way -- that's the area of  
21 modification. That's essentially what the Option A looks  
22 like, the PD site plan. This is the Option B site plan. You  
23 can see we're already titled for C-3A and C-1 commercial  
24 office uses, and we are asking for all M uses, except heavy  
25 industrial uses, and it's subject to a trip cap. Setbacks

1 are 50 feet on all sides and the maximum height is 50 feet.

2 On Chelsea Street is the one area of concern.

3 There was concern from the Planning Commission about truck  
4 access onto Chelsea Street, because it's a local street.

5 Through this application, we have conditions that we cannot  
6 have access onto Chelsea Street for trucks. And we are also  
7 reducing the number of access points on Chelsea from three  
8 that are existing in the -- are in the existing Option A and  
9 reducing those to two. And you can see from the flex site  
10 plan they align with project boundaries -- I'm sorry --  
11 driveways on the north side.

12 Staff has found it consistent, for a variety of  
13 reasons, and Planning Commission has found it consistent and  
14 compatible, and we would respectfully request your approval.  
15 And then, I do have housekeeping, unless you have any  
16 questions first.

17 HEARING OFFICER: I do have questions, but if you  
18 want to do your housekeeping, we can go that way.

19 MS. CORBETT: Okay. Ask the questions.

20 HEARING OFFICER: Okay. All right. I just want to  
21 confirm for the record that Option B doesn't propose to add  
22 the C-3A and C-1 uses.

23 MS. CORBETT: Correct.

24 HEARING OFFICER: It takes those out and is  
25 replaced with M except --

1 MS. CORBETT: Yes.

2 HEARING OFFICER: -- for heavy industrial.

3 MS. CORBETT: That is correct.

4 HEARING OFFICER: Perfect.

5 All right. C-3A and C-1 go back to my recollection  
6 there is a 1976 zoning code.

7 MS. CORBETT: Yes.

8 HEARING OFFICER: Any contemplation of updating  
9 those categories to something that's used today?

10 MS. CORBETT: It's not something that was discussed  
11 with staff. And since we really just were going to leave  
12 what was already approved and didn't want to get into a whole  
13 discussion about what might be able to be developed or what  
14 might be redeveloped, we just thought it was best to just  
15 leave it as is.

16 HEARING OFFICER: Okay.

17 MS. CORBETT: And preserve the option.

18 HEARING OFFICER: So as far as you know, there's no  
19 intent to redevelop this under that C-3A C-1 --

20 MS. CORBETT: Correct.

21 HEARING OFFICER: -- zoning district?

22 MS. CORBETT: The intent was to get this zoned for  
23 an industrial use, warehousing, light industrial uses.

24 HEARING OFFICER: And protect your use with leaving  
25 an option with what you have currently?

1 MS. CORBETT: Correct.

2 HEARING OFFICER: Okay. And then finally, the  
3 Option B site plan shows a height of 40 feet on the notes.  
4 Is that one of your housekeeping issues?

5 MS. CORBETT: It's -- yes.

6 So it has a proposed and a maximum on the site  
7 plan. We're not sure why the 40 feet was included, but the  
8 maximum is 50 feet, and that's what we're asking for, and  
9 that's what's in the conditions.

10 HEARING OFFICER: Okay. All right.

11 MS. CORBETT: So yes, that is in my housekeeping.

12 HEARING OFFICER: That was the end of my questions.

13 MS. CORBETT: One more housekeeping related to the  
14 plan, Michelle. On this page, this arrow that is on the area  
15 to be modified, is pointing at the wrong parcel. It's the  
16 triangle parcel that's shaded. So that should be corrected  
17 prior to certification as well.

18 And then I also provided Ms. Heinrich with some  
19 reorganization of the conditions, relating specifically to  
20 what's allowed in Option A and which Option B, just to clean  
21 it up. And then we also modified a condition regarding the  
22 requirement to potentially install a traffic light at MLK.  
23 We added language that allows us to -- gives us an out if  
24 FDOT denies it. And so we retained it for both options. We  
25 just reworded it and we provided that wording to staff.

1           And Michael Yates has spoken with Michael Williams  
2 about that change, and I think Richard Perez indicated to  
3 Michelle this evening that it was okay. It was okay with  
4 him. So those conditions.

5           And then one more cleanup, in addition to that,  
6 Michelle. Condition 8 of the staff report leaves in the 90  
7 days of approval language from PRS, where we submit our  
8 certified plan 90 days from the date of the Board approval  
9 here, and we're going to do our certified plan before the  
10 Board date.

11           HEARING OFFICER: Okay. I didn't have anything  
12 further.

13           MS. CORBETT: Okay. I didn't either.

14           HEARING OFFICER: Okay. Thanks so much. I  
15 appreciate it. Don't forget to sign in.

16           All right. We will go to Development Services.

17           MS. HEINRICH: Michelle Heinrich, Development  
18 Services. Staff reviewed a major modification request PD 83-  
19 0173, which requests a second development option. The PD is  
20 currently approved for industrial and commercial uses at a  
21 maximum FAR of 0.22. If approved, this major modification  
22 will allow M zone district uses at an FAR of 0.27.

23           The site is located on the north side of Dr. Martin  
24 Luther King Boulevard, northwest of I-4 in the UMU Future  
25 Land Use category. The surrounding area is developed with

1 residential and non-residential uses.

2 As the applicant stated, to ensure compatibility  
3 with residential found at the north, the applicant proposes a  
4 30-foot-wide buffer with Type C, screening limited access  
5 points, and access to be limited to domestic cars.

6 Staff received no objections from reviewing  
7 agencies, and does recommend approval, subject to proposed  
8 conditions. I'm available if you have any questions.

9 HEARING OFFICER: None at this time. Thank you so  
10 much.

11 Planning Commission.

12 MS. MICHIE: Willow Michie, Planning Commission  
13 staff. The subject property is located in the Urban Mixed  
14 Use-20 Future Land Use category, is in an urban service area,  
15 and is within the limits of the East Lake Orient-Park  
16 Community Plan.

17 Given the established commercial and industrial  
18 development pattern, the proposed major modification is  
19 compatible with the surrounding area and maintains the  
20 prevailing neighborhood character.

21 Policy 4.8.1 states that high-intensity non-  
22 residential development shall be located external to emerging  
23 and established residential neighborhoods and access on  
24 arterial or collector roadways. In accordance with this  
25 policy, the applicant has restricted truck access, as stated

1 in the conditions of approval, to State Road 574, a state-  
2 designated principal arterial roadway, and has prohibited  
3 truck access from Chelsea Street, which is a local roadway.  
4 This access strategy directs heavy vehicle traffic away from  
5 adjacent residential areas and local streets, ensuring that  
6 the proposed high-intensity light industrial use is  
7 appropriately served by the higher capacity roadway network.

8 Objective 3.2 and Policy 3.2.4 require that  
9 community plans throughout the county be consistent with the  
10 comprehensive plan. The East Lake Orient-Park Community  
11 Plan's economic development goals seek to provide  
12 opportunities for business growth and job creation,  
13 supporting a diverse mix of employment uses and strengthening  
14 the local economy. The proposed major modification to allow  
15 light industrial use is consistent with this economic  
16 development, as it would support the expansion of employment-  
17 generated uses and strengthen the area's role as a regional  
18 employment hub.

19 Based upon the above considerations and the  
20 following goals, objectives, and policies, Planning  
21 Commission staff finds the proposed major modification  
22 consistent with the Unincorporated Hillsborough County  
23 Comprehensive Plan, subject to the conditions proposed by the  
24 Hillsborough County Development Services Department.

25 HEARING OFFICER: Thank you so much. Is there

1 anyone in the room that would like to speak in support?

2 Anyone in favor? Seeing no one.

3 Anyone in opposition? No one.

4 Ms. Heinrich?

5 MS. HEINRICH: Nothing further.

6 HEARING OFFICER: Ms. Corbett, anything else? All  
7 right.

8 Then with that, we'll close major modification 25-  
9 1372 and go to the next case.

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**EXHIBITS SUBMITTED  
DURING THE ZHM HEARING**

DATE/TIME: 6pm 2/23/2026 HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ</u> <u>26-1097</u>	PLEASE PRINT NAME <u>Aileen Rosario</u> MAILING ADDRESS <u>2504 1/2 W. Crest Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33614</u> PHONE <u>813-520-2184</u>
APPLICATION # <u>RZ</u> <u>24-0921</u>	PLEASE PRINT NAME <u>ISAAC Turpin</u> MAILING ADDRESS <u>4000 N FRONT OGE RD</u> CITY <u>Plant City</u> STATE <u>FL</u> ZIP <u>33565</u> PHONE <u>813 716 2727</u>
APPLICATION # <u>RZ 921</u> <u>24-</u>	PLEASE PRINT NAME <u>RYAN REVARDO</u> MAILING ADDRESS <u>10312 Bloomingdale Ave, ste 108-367</u> CITY <u>Riverview</u> STATE <u>FL</u> ZIP <u>33578</u> PHONE <u>727-741-3536</u>
APPLICATION # <u>RZ</u> <u>25-0582</u>	PLEASE PRINT NAME <u>Colin Rice</u> MAILING ADDRESS <u>1000 W. Cass St</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813-915-6371</u>
APPLICATION # <u>MM</u> <u>25-1372</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-2278421</u>
APPLICATION # <u>RZ</u> <u>25-138a</u>	PLEASE PRINT NAME <u>Brentwood Townsend</u> MAILING ADDRESS <u>21931 Hiale Road</u> CITY <u>Land O Lakes</u> STATE <u>FL</u> ZIP <u>34659</u> PHONE <u>321-431-5679</u>

DATE/TIME: 2/23/26 6pm

HEARING MASTER: Susan Finch

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # RZ-PD 25-1382	PLEASE PRINT NAME <u>Hannah Townsend</u> MAILING ADDRESS <u>911 Bryan Road</u> CITY <u>Brandon</u> STATE <u>FL</u> ZIP <u>33511</u> PHONE <u>770-876-8323</u>
APPLICATION # RZ 25-1382	PLEASE PRINT NAME <u>Erik Blackwell</u> MAILING ADDRESS <u>10325 George Smith rd</u> CITY <u>Lithia</u> STATE <u>FL</u> ZIP <u>33547</u> PHONE <u>813-957-5145</u>
APPLICATION # RZ 25-1382	PLEASE PRINT NAME <u>Nicholas Carris</u> MAILING ADDRESS <u>3723 Hollow Wood Dr</u> CITY <u>Valrico</u> STATE <u>FL</u> ZIP <u>33596</u> PHONE <u>407-489-1187</u>
APPLICATION # RZ 25-1382	PLEASE PRINT NAME <u>Jessica Benitez</u> MAILING ADDRESS <u>610 E Lumsden Rd</u> CITY <u>Brandon</u> STATE <u>FL</u> ZIP <u>33511</u> PHONE <u>813-841-2602</u>
APPLICATION # MM 26-0216	PLEASE PRINT NAME <u>Nicole MacInnes</u> MAILING ADDRESS <u>2002 W Cleveland St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813-407-1686</u>
APPLICATION # MM 26-0216	PLEASE PRINT NAME <u>David M Smith</u> MAILING ADDRESS <u>401 E Jackson St. Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813-222-5010</u>

DATE/TIME: 2/23/24 6pm HEARING MASTER: Susan Finch


PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

<p>APPLICATION # <u>RZ</u> <u>26-0220</u></p>	<p>PLEASE PRINT NAME <u>Nicole MacInnes</u>  MAILING ADDRESS <u>2002 W Cleveland St.</u>  CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813-407-1686</u></p>
<p>APPLICATION # <u>RZ</u> <u>26-0220</u></p>	<p>PLEASE PRINT NAME <u>David M. Smith</u>  MAILING ADDRESS <u>401 E. Jackson St Suite 2100</u>  CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33609</u> PHONE <u>813 222 5010</u></p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____</p>




FEBRUARY 23, 2026 - ZONING HEARING MASTER


The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, February 23, 2026, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

 Susan Finch, ZHM, called the meeting to order at 6:01 p.m. and led in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

 Michelle Heinrich, Development Services (DS), introduced staff and reviewed the changes/withdrawals/continuances.

 Susan Finch, ZHM, overview of ZHM process.

 Assistant County Attorney Mary Dorman, overview of evidence/ZHM/BOCC Land Use agenda process.



 Susan Finch, ZHM, Oath.

B. REMANDS - **None**.

C. REZONING STANDARD (RZ-STD):

C.1. RZ 26-0297

 Michelle Heinrich, DS, called RZ 26-0297.

 Testimony provided.  Meeting resumed.

 Susan Finch, ZHM, closed RZ 26-0297.

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. RZ 24-0921

 Michelle Heinrich, DS, called RZ 24-0921.

 Testimony provided.


 Susan Finch, ZHM, closed RZ 24-0921.

D.2. RZ 25-0582

 Michelle Heinrich, DS, called RZ 25-0582.

 Testimony provided.


MONDAY, FEBRUARY 23, 2026

 Susan Finch, ZHM, closed RZ 25-0582.

D.3. MM 25-1372

 Michelle Heinrich, DS, called MM 25-1372.


 Testimony provided.

 Susan Finch, ZHM, closed MM 25-1372.

D.4. RZ 25-1382

 Michelle Heinrich, DS, called RZ 25-1382.


 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1382.

D.5. MM 26-0216

 Michelle Heinrich, DS, called MM 26-0216.


 Testimony provided.

 Susan Finch, ZHM, closed MM 26-0216.

D.6. RZ 26-0220

 Michelle Heinrich, DS, called RZ 26-0220.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 26-0220.

E. ZHM SPECIAL USE - **None**.

ADJOURNMENT

 Susan Finch, ZHM, adjourned the meeting at 7:49 p.m.

Application No. MM 25-1372  
Name: Kami Corbett  
Entered at Public Hearing: ZHM  
Date: 2/23/2026  
Exhibit # 1

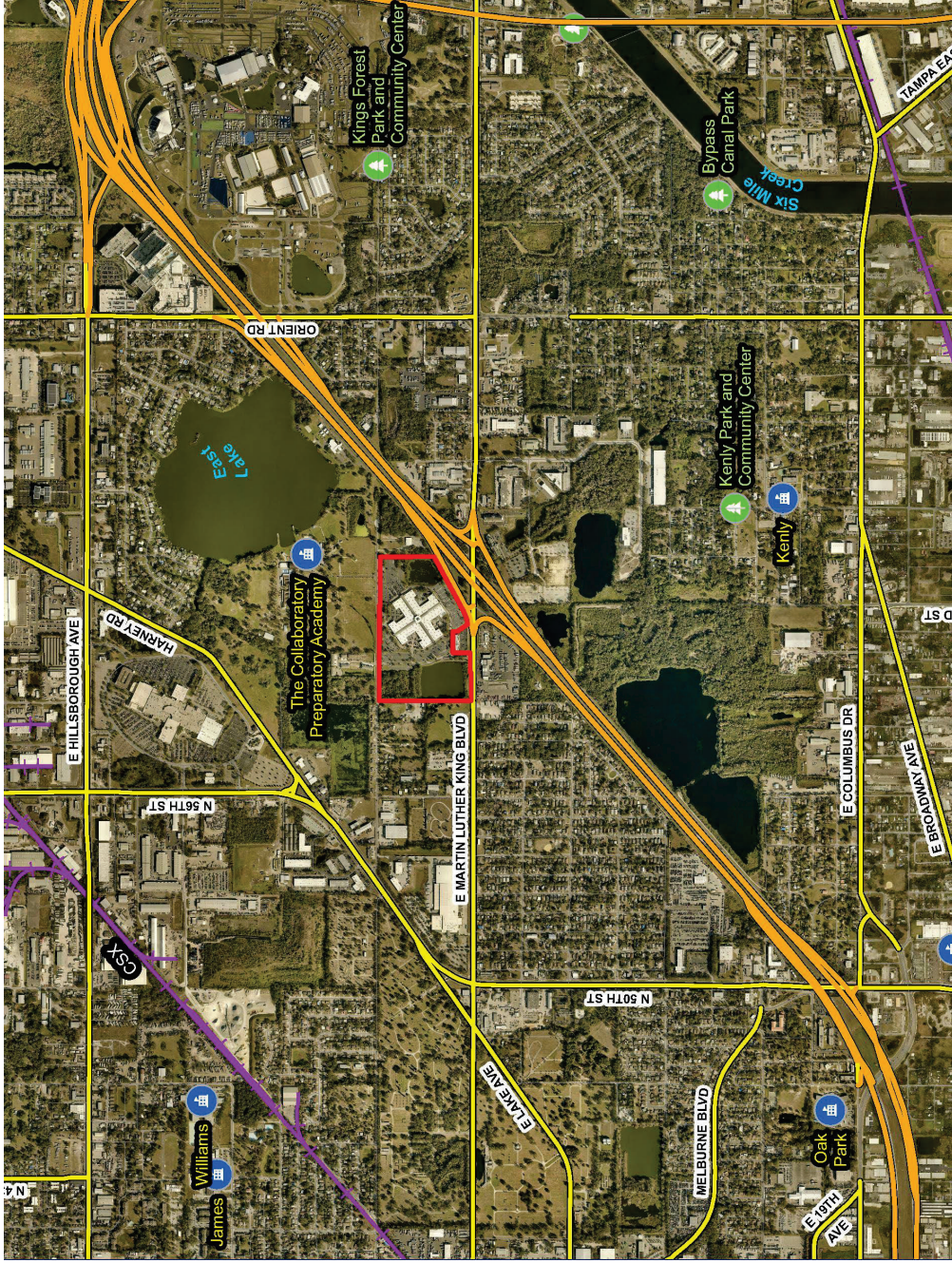
**MM 25-1372**

**(fka) Buffalo Avenue/I-4 Commerce Park**

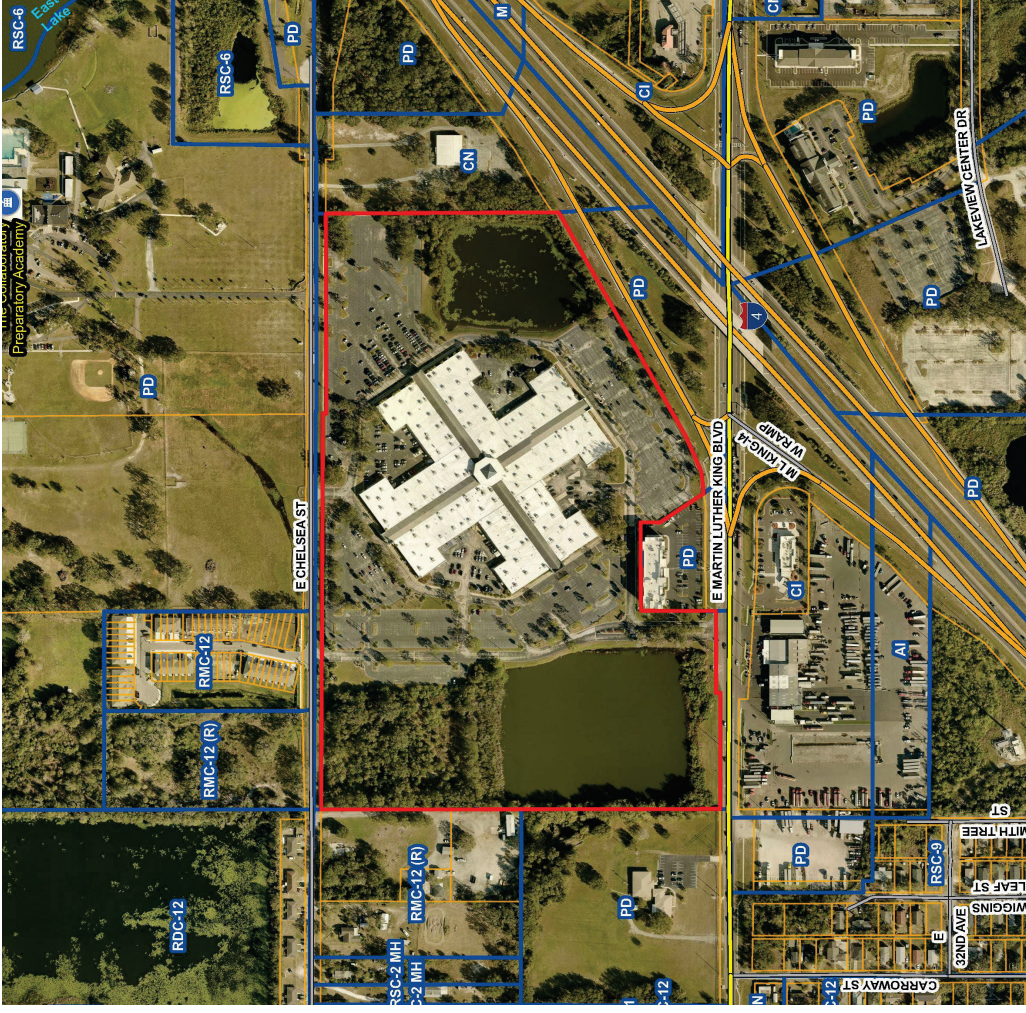
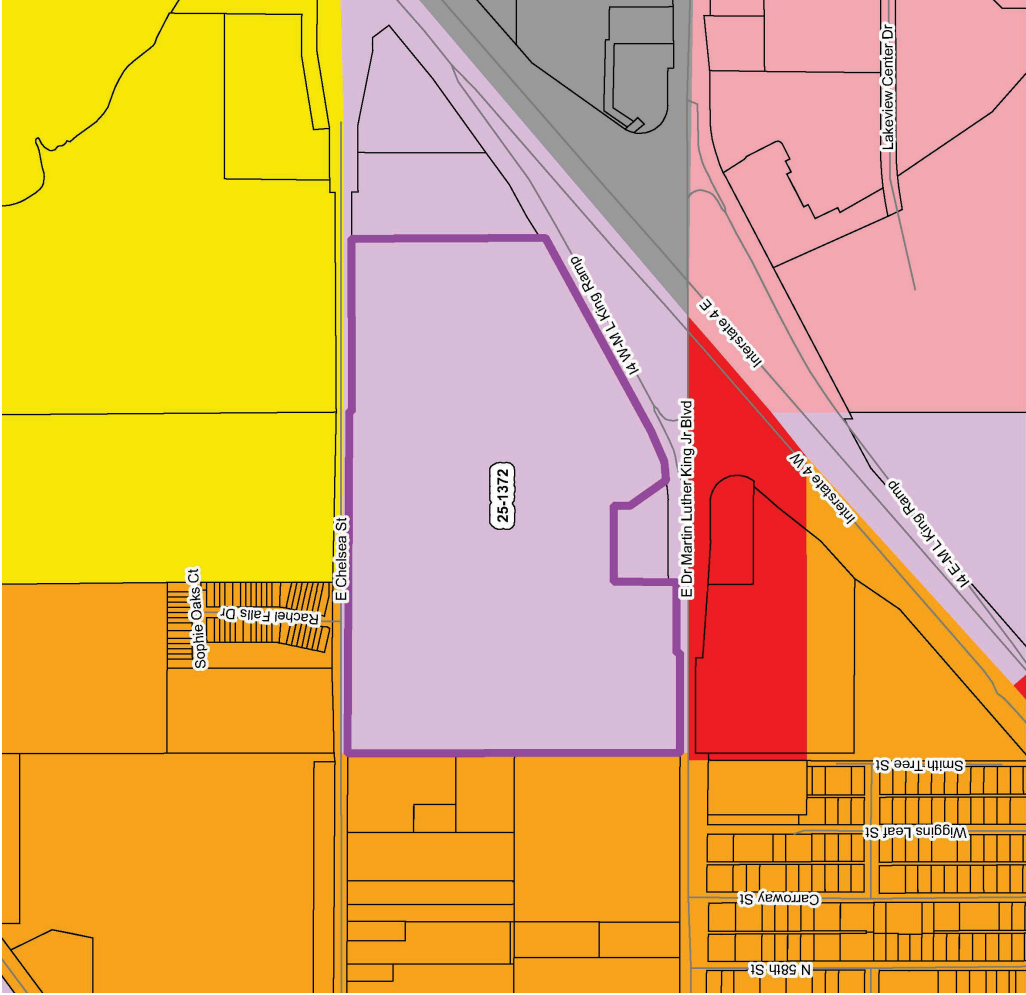
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**Applicant: Torose 6302 LLC**

**Representative: Kami Corbett – Hill Ward Henderson**

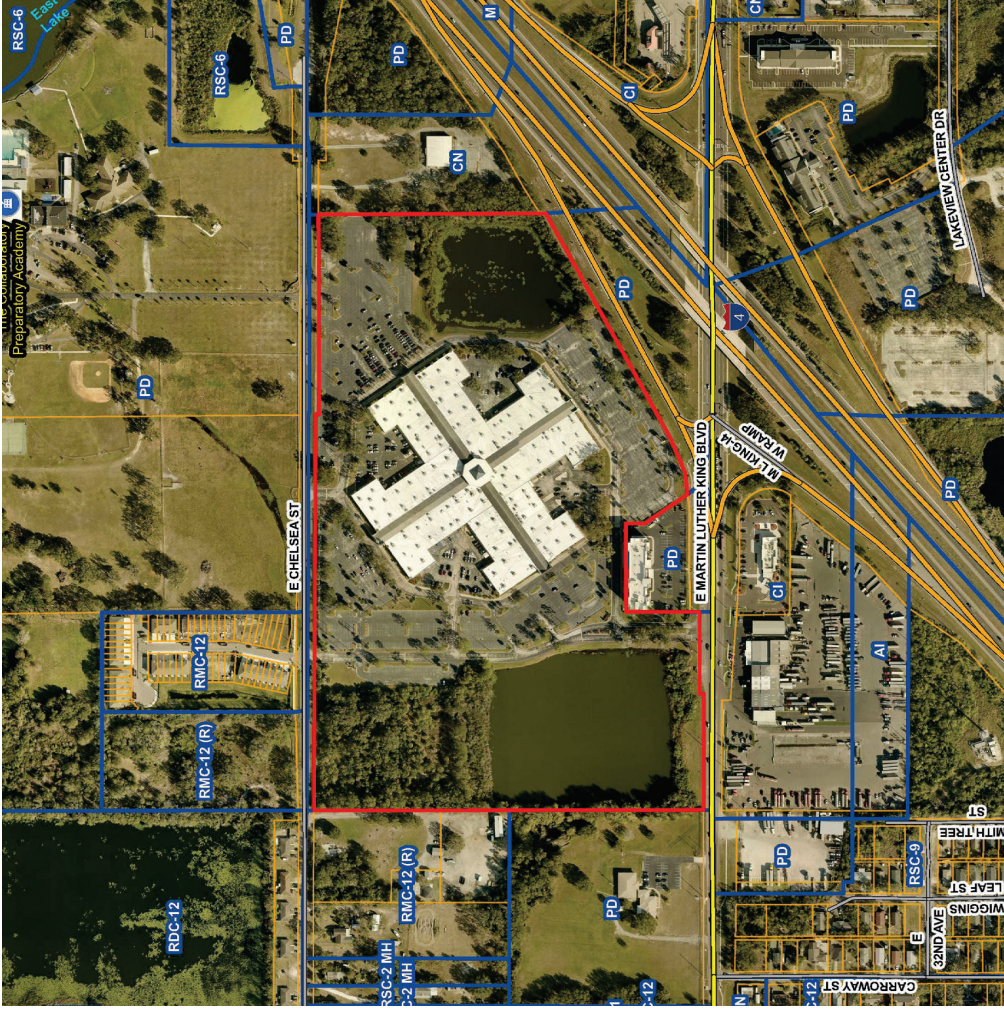


# Location



## FLU – UMU-20 – Zoning – PD

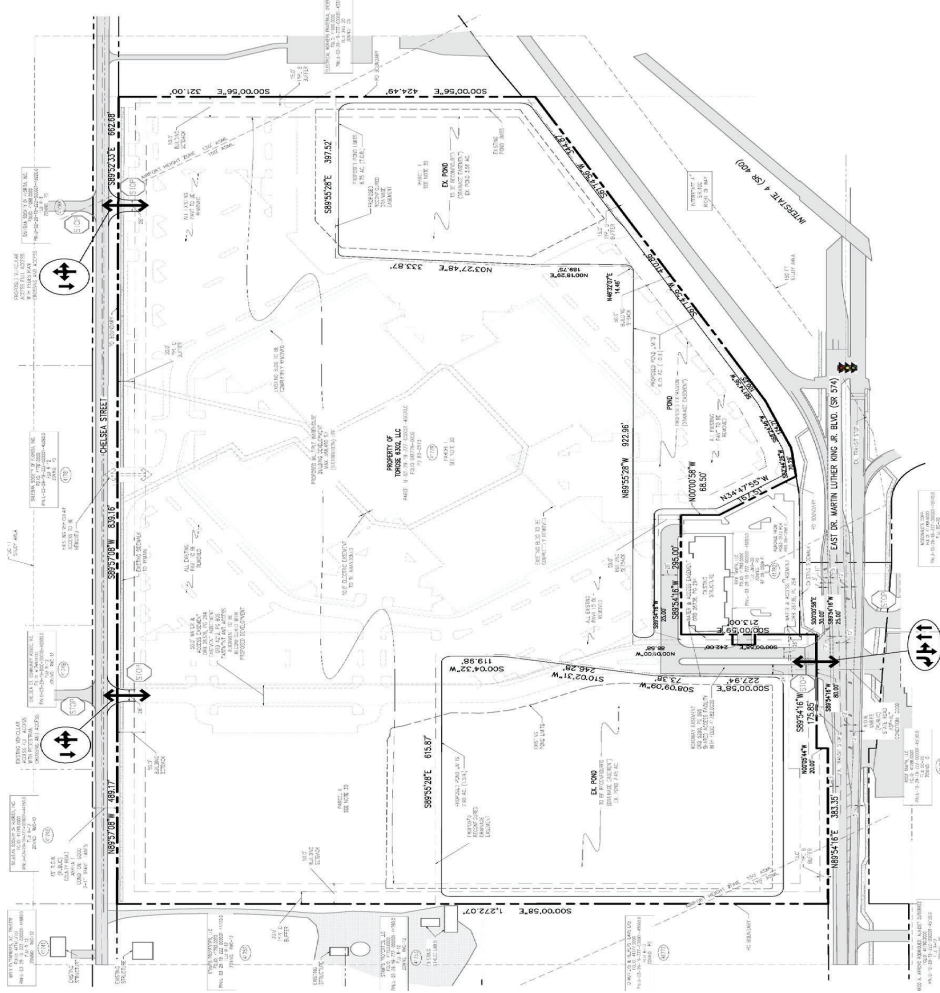
Adjacent Zonings and Uses				
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RMC-12, PD 17-1006	12 du/ga, 0.07 F.A.R./ 6 du/ga	Multi-Family Residential, Church/School/Rectory	Vacant, SFR, Church/School/Rectory
South	PD 09-0509, CI	0.84 F.A.R., 0.30 F.A.R.	Hotel, Intensive Commercial	Hotel, Truck Stop
East	CN	0.20 F.A.R.	Neighborhood Commercial	Union Hall
West	RMC-12, PD 90-0149	12 du/ga, .0165 F.A.R.	Multi-Family Residential, Union Hall	Vacant, Open Storage, Union Hall



## Mix of Surrounding Uses



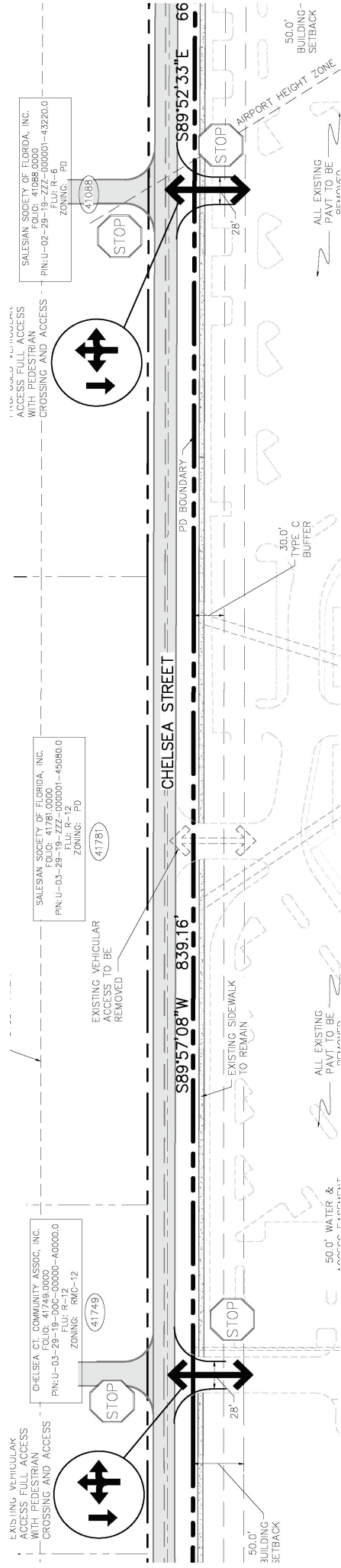
	Option A (Existing)	Option B (Proposed)
Allowable Uses	C-3A & C-1 Commercial & Office	M - Industrial Uses** (Except Heavy Industrial)
Max FAR - PD Max FAR - FLU	0.22 1.0	0.27 1.0
Setbacks	Standard Zoning District	50 feet on all sides
Max Height	Per Code	50 feet



\*\* Subject to trip cap – 2,016 Daily trips - 209 AM Peak - 209 PM Peak

## Proposed Change

- Truck Access is Prohibited on to Chelsea Street
- Reduction in Access points from 3 to 2 under Option B
- 5 Foot Sidewalk Along Chelsea Street from N. 50<sup>th</sup> Street to Western Project Boundary



## Chelsea Street Access Improvements

- *FLU Goal 2 – Objective 2.1 – Use is Consistent with UMU-20*
- *FLU Policy 4.8.1 – Limitation of Truck Access on Local Street*
- *FLU Objective 3.2 – Policy 3.2.4 – Consistent with East Lake-Orient Park Community Plan policies – supporting diverse mix of employment uses and encouraging economic development*
- *Planning Commission finds Request Consistent with the Comprehensive Plan*
- *Development Services notes improvements of certain conditions such as setbacks and buffers with new development Option B.*
- *Development Services finds the Request Supportable subject to conditions*

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**Policies Supporting the Request**

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**PARTY OF  
RECORD**

**NONE**