

PD Modification Application: PRS 25-1183
Zoning Hearing Master Date: NA
BOCC Land Use Meeting Date: September 9, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Ian Anderson
Catalyst Design Group, PC

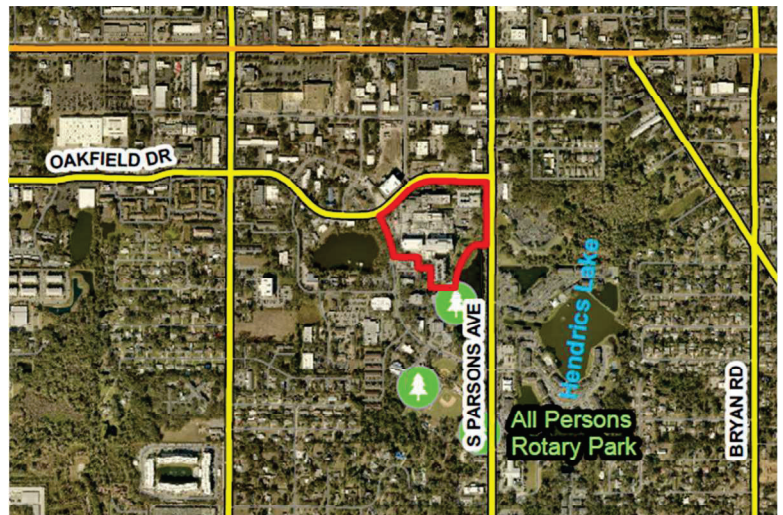
FLU Category: Public/Quasi-Public (P/Q-P)

Service Area: Urban

Site Acreage: 18.381

Community Plan Area: Brandon

Overlay: None



Introduction Summary

PD 97-0121 is approved to allow for 569,744 square feet of hospital use. The most recent PD modification is PRS 22-0833. The applicant is requesting a modification to increase the allowable gross floor area by 30,260 square feet to accommodate an expansion of gross floor area to the hospital and to reconfigure the building footprint.

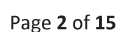
Existing Approvals	Proposed Modifications
Site development up to 569,744 square feet of hospital and limited accessory use.	Site development up to 598,231 square feet of hospital and limited accessory use.
	Enlarge the building footprint to allow for an addition to be used as materials management facility. (The surgery expansion is an interior remodel project and will not increase GFA.)
	Reconfigurations of the site include the removal of an existing parking lot and modifications to internal vehicular and pedestrian circulations.

Additional Information

PD Variations	None Requested as part of this application
Waivers to the Land Development Code	None Requested as part of this application

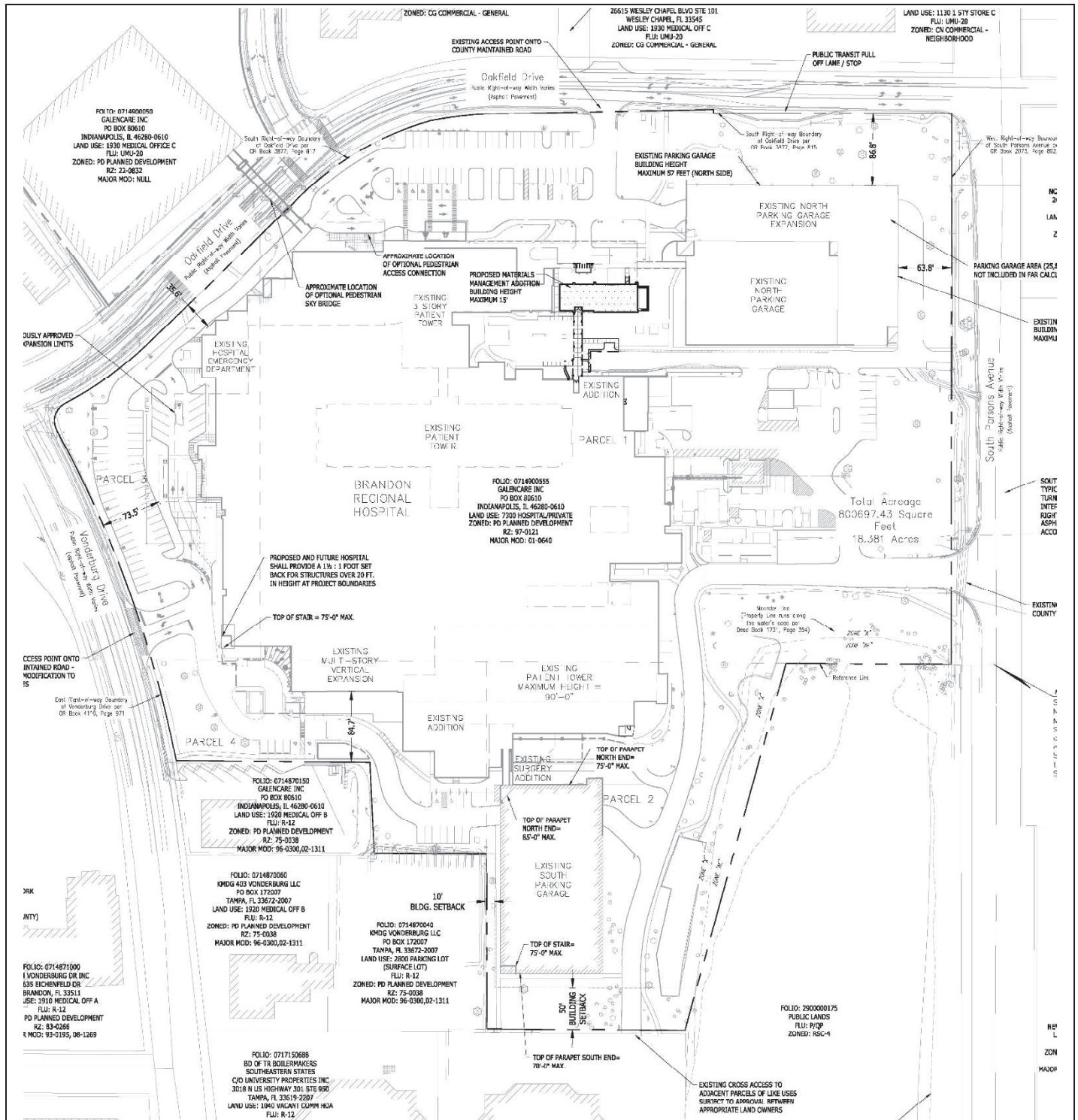
Planning Commission Recommendation: N/A	Development Services Recommendation: Approvable, subject to proposed conditions
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2.1 Vicinity Map



2.3 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 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
Oakfield Dr.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Parsons Ave.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" 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
Vonderburg Dr.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	6,482	560	562
Proposed	6,634	576	580
Difference (+/-)	+152	+16	+18

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

Connectivity and Cross Access ☐ Not applicable for this request

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

Notes:

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Parsons Ave./Substandard Road	Administrative Variance Previously Approved	De Minimis
Oakfield Dr./Substandard Road	Administrative Variance Previously Approved	De Minimis

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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	
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	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input 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	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees: NA				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff finds that no changes to permitted uses of the development have been proposed as part of this modification, and the location of proposed addition is internal to the site and obscured from public view by existing structures. Based on these determinations, Staff finds the proposed modification to the approved Planned Development to be compatible with the surrounding areas.

5.2 Recommendation

Staff recommends approval, subject to conditions.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~May 2, 2022~~ August 28, 2025.

1. Uses permitted in the PD zoning district shall be limited to a hospital and related accessory uses including, but not limited to: a drug store, optician/optical supplies, health practitioner's office, and rental and leasing of medical supplies and equipment. Accessory uses shall be permitted only as subordinate and accessory to the primary hospital use and may not be located in freestanding buildings. Bank, banking-automatic teller, business services uses, and professional services uses may be permitted although not related to the function of the hospital, but together shall not exceed five percent (5%) of the building floor area within the primary hospital structure, nor shall these uses be in freestanding buildings by themselves. ~~1.a The maximum allowable square footage of gross floor area for the planned development shall be 569,744 square feet.~~
 - 1.a The maximum allowable square footage of gross floor area for the planned development shall be ~~569,744~~ 598,231 square feet.
 - 1.b Unless otherwise approved by Hillsborough County, with any increment of development resulting in more than 569,744 square feet of total cumulative project building area, the developer shall provide a detailed site access analysis to evaluate the project accesses to determine if turn lane or other site access improvements are warranted. The developer shall be responsible for the construction of any identified site access improvements.
2. Building and/or structure heights shall be 57 feet unless otherwise indicated on the site plan. Maximum impervious surface shall be 80 percent.
3. Setbacks shall be as indicated by the building envelopes on the site plan dated November 3, 2020. Buffering and screening shall be in accordance with the Land Development Code.
4. The applicant shall provide internal access to any existing or future outparcels on the site.
5. The applicant shall show the ability to provide cross access to adjacent parcels of like uses. These cross-access points are subject to approval between the appropriate land owners.
6. All internal access to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, unless otherwise approved by Hillsborough County.
7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- 23 feet of right-of-way along its Oakfield Drive frontage, such that a minimum of 55 feet of right-of-way is preserved from the existing right-of-way centerline. This right-of-way preservation is beyond the additional 12 feet of right-of-way needed to accommodate the required eastbound to southbound right turn lane on Oakfield (see condition ~~11~~12, below). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setback shall be calculated from the future right-of-way line.
8. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- six (6) feet of right-of-way along its Parsons Ave. frontage, such that a minimum of 55 feet of right-of-way is preserved from the predominate right-of-way centerline within the corridor. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.

9. If a change to the signal timing should be warranted at the Oakfield Drive/Parsons Avenue intersection, as shown on the transportation analysis, the developer shall install, at his expense, and with the concurrence of the County, a signal, and appropriate interconnect adjacent signals. The developer shall submit the 60% roadway construction plans for all collector or arterial roadways to Public Works (Traffic Section) for inclusion of possible signal interconnect communications conduit and pull boxes. The route, number, and size of conduit will be stipulated by this review process. If signals are not immediately warranted, the cable will not be required for installation. (This is intended to prevent the need to retrofit new roadways with conduit once signals are warranted). The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.
10. Notwithstanding anything shown on the site plan to the contrary, the presence, design and location of sky bridge shall be subject to the review and approval of applicable County agencies, including but not limited to Development Services, Public Works and the County Attorney's Office. Construction of such access shall be contingent upon the developer entering into a right-of-way use and maintenance agreement with Hillsborough County and/or obtaining an air rights easement from Hillsborough County.
11. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.
12. With respect to site access improvements, the developer shall:
- Construct a westbound to southbound left turn lane on Oakfield Drive into the project driveway;
 - Construct an eastbound to southbound right turn lane on Oakfield Drive into the project driveway; and,
 - Extend the existing northbound to westbound left turn lanes on Parsons Ave. into the project driveway, such that it meets queue length and other design requirements.
- [Part a, b AND c OF THIS CONDITION HAS BEEN SATISFIED]
- d. The developer shall be required to dedicate and convey an additional 12_-feet of right-of-way along Oakfield Drive where necessary to accommodate the eastbound to southbound right turn lane into the project driveway. This dedication is above and beyond the additional +/- 23-feet of right-of-way preservation which is required per the Hillsborough County Corridor Preservation Plan (see condition 7, above) and shall be completed prior to issuance of the certificate of occupancy for the next increment of development.
13. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
14. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the developer shall be permitted to modify the site plan (without a zoning modification) if necessary to accommodate required sidewalks/ADA facilities, or as necessary to accommodate required site access improvements.
15. If PRS 25-1183 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated February 8, 2021) which was approved by the County Engineer (on August 26, 2025) from the Section 6.04.03.L. requirement to improve Parsons Avenue and Oakfield Drive to County standards. Approval of this de minimis exception will allow the previously approved Administrative Variance, to stand as-is.
- ~~15-16.~~ Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.

- ~~16.17.~~ Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
18. 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.

Zoning Administrator Sign Off:

J. Brian Grady

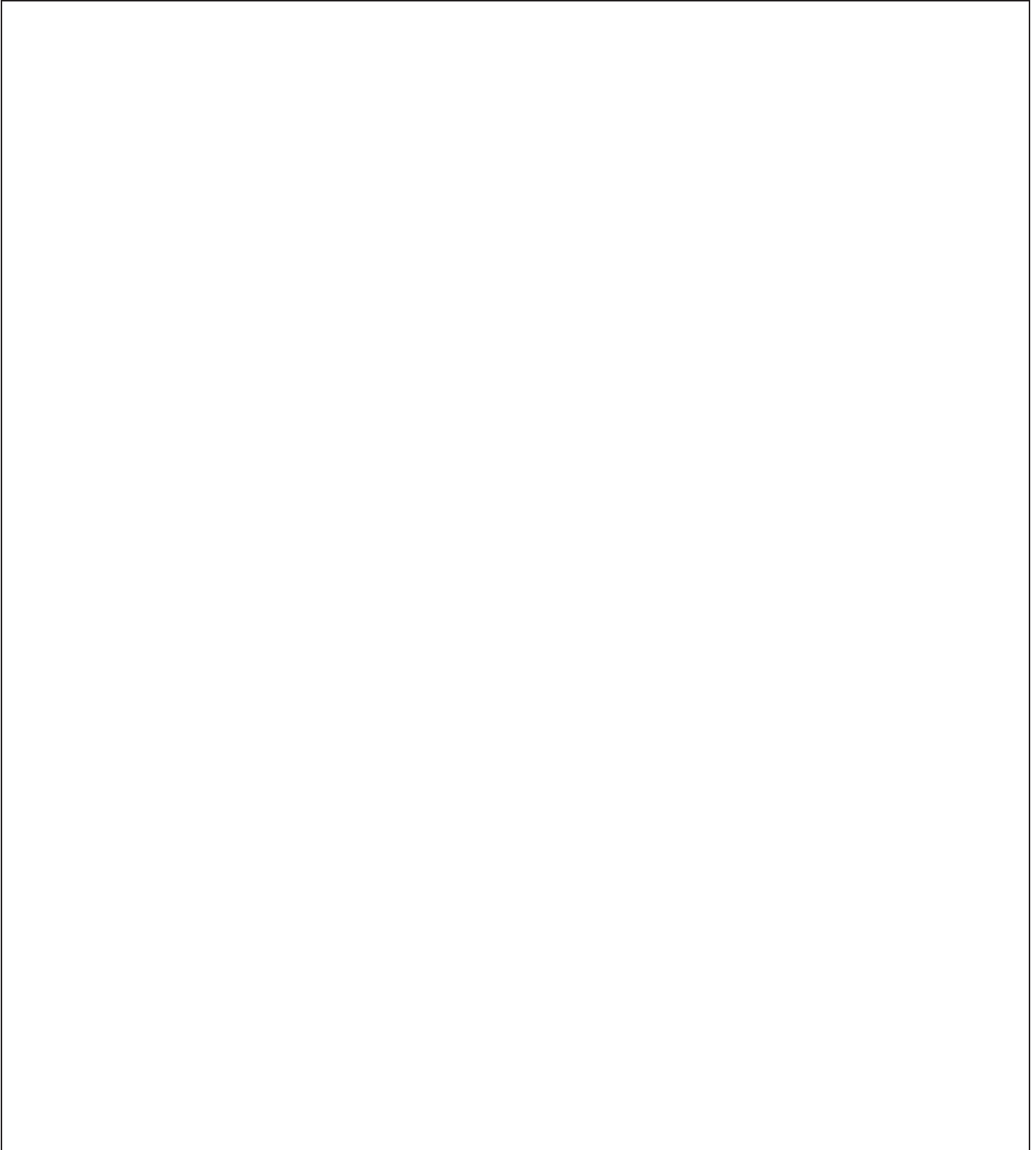
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

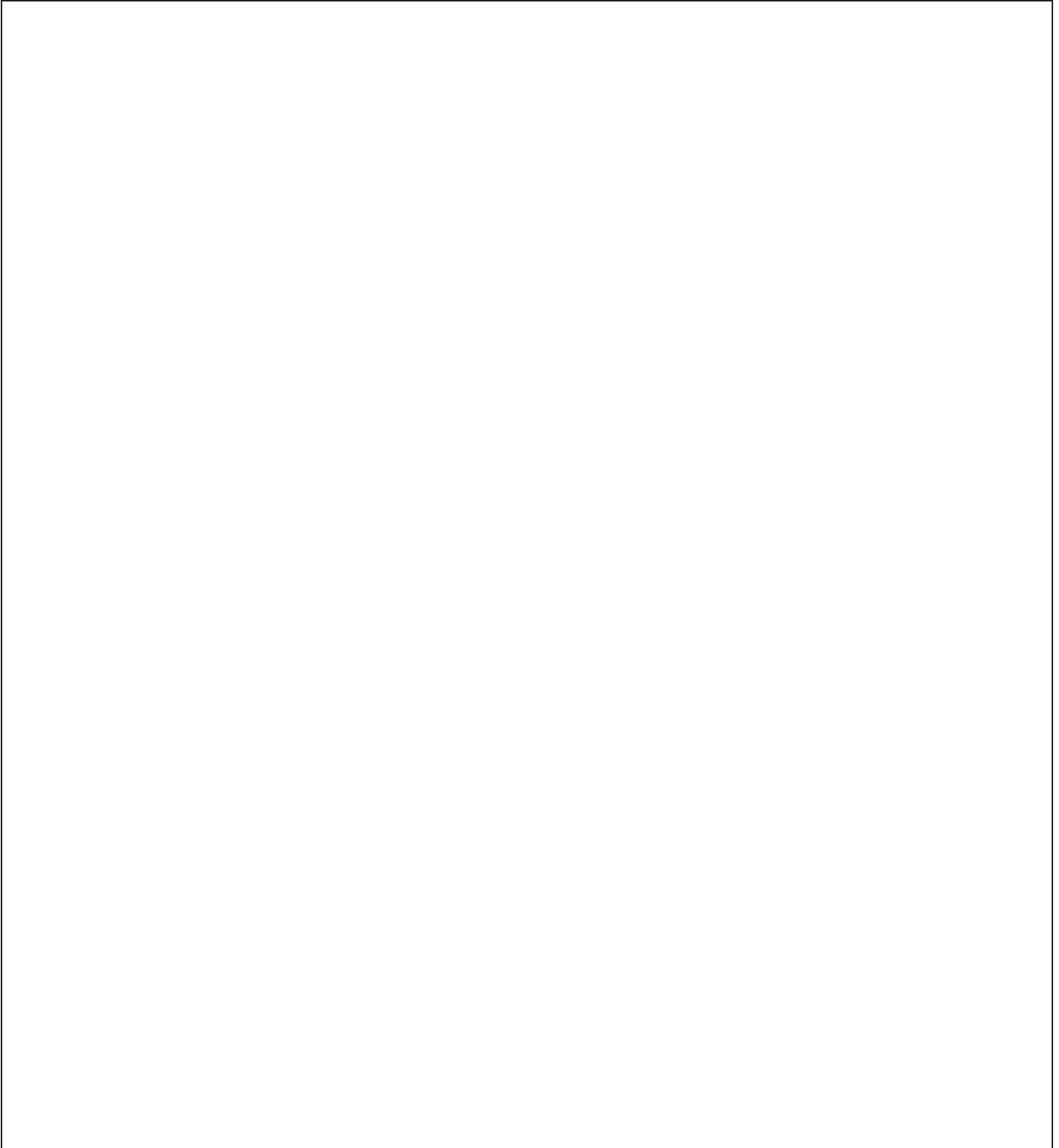
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Approved Site Plan. It occupies the majority of the page below the section header.

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Proposed Site Plan. It occupies the majority of the page below the section header.

APPLICATION NUMBER: PRS 25-1183

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: September 9, 2025

Case Reviewer: Sam Ball

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 8/27/2025

REVISED: 8/28/2025

REVIEWER: Richard Perez, AICP, Executive Planner AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BR

PETITION NO: PRS 25-1183

- ☐ 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.

CONDITIONS OF APPROVAL

Revised Conditions

1. Uses permitted in the PD zoning district shall be limited to a hospital and related accessory uses including, but not limited to: a drug store, optician/optical supplies, health practitioner's office, and rental and leasing of medical supplies and equipment. Accessory uses shall be permitted only as subordinate and accessory to the primary hospital use and may not be located in freestanding buildings. Bank, banking-automatic teller, business services uses, and professional services uses may be permitted although not related to the function of the hospital, but together shall not exceed five percent (5%) of the building floor area within the primary hospital structure, nor shall these uses be in freestanding buildings by themselves. ~~1.a The maximum allowable square footage of gross floor area for the planned development shall be 569,744 square feet.~~
 - 1.a The maximum allowable square footage of gross floor area for the planned development shall be ~~569,744~~ 598,231 square feet.
 - 1.b. With any increment of development resulting in more than 569,744 square feet of total cumulative project building area, the developer shall provide a detailed site access analysis to evaluate the project accesses to determine if turn lane or other site access improvements are warranted. The developer shall be responsible for the construction of any identified site access improvements.
7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- 23 feet of right-of-way along its Oakfield Drive frontage, such that a minimum of 55 feet of right-of-way is preserved from the existing right-of-way centerline. This right-of-way preservation is beyond the additional 12 feet of right-of-way needed to accommodate the required eastbound to southbound right turn lane on Oakfield (see condition ~~11~~12, below). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setback shall be calculated from the future right-of way line.

{The revision corrects the reference from condition 11 to condition 12 as it relates to turn lanes on Oakfield Dr..}
12. With respect to site access improvements, the developer shall:
 - a. Construct a westbound to southbound left turn lane on Oakfield Drive into the project driveway;

- b. Construct an eastbound to southbound right turn lane on Oakfield Drive into the project driveway; and,
- c. Extend the existing northbound to westbound left turn lanes on Parsons Ave. into the project driveway, such that it meets queue length and other design requirements.
[PART a., b. AND c. OF THIS CONDITION HAS BEEN SATISFIED]
- d. The developer shall be required to dedicate and convey an additional 12-feet of right-of-way along Oakfield Drive where necessary to accommodate the eastbound to southbound right turn lane into the project driveway. This dedication is above and beyond the additional +/- 23-feet of right-of-way preservation which is required per the Hillsborough County Corridor Preservation Plan (see condition 7, above) and shall be completed prior to issuance of the certificate of occupancy for the next increment of development.

New Condition:

- If PRS 25-1183 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated February 8, 2021) which was approved by the County Engineer (on August 26, 2025) from the Section 6.04.03. L. requirement to improve Parsons Ave. and Oakfield Dr. to County standards. Approval of this de minimis exception will allow the previously approved Administrative Variance, to stand as-is.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a personal appearance (PRS) to approved Planned Development (PD)#97-0121, consisting of multiple parcels totaling +/- 18.23 ac., and as most recently amended via PRS 22-0833. The existing PD is approved for up to 569,744 s.f. of hospital and related accessory uses including, but not limited to: drug store, optician/optical supplies, and rental and leasing of medical supplies and equipment. Certain accessory uses are also permitted, such as bank, banking-automatic teller, business service uses, and professional service uses maybe permitted although not related to the function of a hospital but shall not exceed five percent (5) of the building floor area within the primary hospital structure.

The applicant is requesting to modify the PD to increase the total maximum square footage to 598,231 square feet.

Trip Generation Analysis

The applicant submitted a trip generation demonstrating that the proposed change will increase project traffic. The developer will be required to submit a detailed site access analysis at the time of site construction plan review. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved PD Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 569,744 sf, Hospital (ITE LUC 610)	6,482	560	562

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 598,231 sf, Hospital (ITE LUC 610)	6,634	576	580

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+152	+16	+18

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Parsons Ave. is a substandard publicly maintained, urban 2-lane, collector roadway characterized by +/- 11-foot thru lanes and curb and gutter within +/- 80 feet of right of way. There are sidewalks on both sides of the road and no bikelanes within the vicinity of the project frontage.

Pursuant to the Hillsborough County Corridor Preservation Plan, Parson Ave. is designated a future 4-lane roadway.

Oakfield Dr. is a substandard publicly maintained, urban 2-lane, collector roadway characterized by +/- 11-foot thru lanes and curb and gutter within +/- 60 to 65 feet of right of way. There are sidewalks on both sides of the road and no bikelanes within the vicinity of the project frontage.

Pursuant to the Hillsborough County Corridor Preservation Plan, Oakfield Dr. is designated a future 4-lane roadway.

Vonderburg Dr. is a publicly maintained, urban 2-lane, local roadway characterized by +/- 11-foot thru lanes and curb and gutter within +/- 61 feet of right of way. There are sidewalks on both sides of the road and no bikelanes within the vicinity of the project frontage.

SITE ACCESS

The project has vehicular and pedestrian access to Oakfield Dr., Parsons Ave., and Vonderburg Dr. Additionally, there is a vehicular and pedestrian cross access connection to the adjacent property to the south.

Auxiliary lanes serving the site access include:

- Parsons Ave. – Northbound to westbound left turn lane
- Oakfield Dr. – Westbound to southbound left turn and eastbound to southbound right turn lanes.

Staff notes that the required right of way dedication associated with the construction of Oakfield Dr. turn lanes has not been completed per County Real Estate records. The developer will be required to convey said right of way prior to the issuance of Certificate of Occupancy (CO) for the next increment of development.

ADMINISTRATIVE VARIANCE DE MINIMIS FINDING– SUBSTANDARD ROADWAYS

Parsons Ave. and Oakfield Dr. are substandard roadways. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance request (dated February 8, 2021) to waive the Section 6.04.03. L. requirement to improve said roadways to standard. The County Engineer approved the request on August 26, 2025. The applicant requested a de minimis review by the County Engineer, who concurred that the previous Administrative Variance shall be permitted to stand as-is. If this modification to the PD zoning is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the de minimis exception.

LEVEL OF SERVICE

Level of Service (LOS) information for the adjacent roadway segments is provided below. Vanderburg Rd. is not a regulated roadway.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Oakfield Dr.	Kings Ave.	Parsons Ave.	D	D
Parsons Ave.	Lumsden Rd.	SR 60	D	D

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Perez, Richard](#)
Cc: [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: RE: PRS 21-0064
Date: Tuesday, August 26, 2025 11:26:12 AM
Attachments: [image001.png](#)
[21-0064 AVReq 02-08-21.pdf](#)

Rick – attached is the APPROVED Administrative Variance.

Mike

From: Williams, Michael
Sent: Monday, February 15, 2021 8:51 AM
To: Clark, Ryan.P <Ryan.P.Clark@kimley-horn.com>
Cc: Cintron, Artie <Artie.Cintron@kimley-horn.com>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: FW: RE: PRS 21-0064

Ryan – the attached variance request submitted by Kimley-Horn is APPROVABLE.

Mike

From: Rome, Ashley <RomeA@hillsboroughcounty.org>
Sent: Tuesday, February 9, 2021 10:34 AM
To: Ackett, Kelli <AckettK@hillsboroughcounty.org>; Airport Authority Tony Mantegna <tmantegna@tampaairport.com>; Albert Marrero <marreroa@plancom.org>; Alvarez, Alicia <AlvarezA@hillsboroughcounty.org>; Ayesha Brinkley <ayasha.brinkley@sdhc.k12.fl.us>; Blinck, Jim <BlinckJ@HillsboroughCounty.ORG>; Brown, Gregory <BrownGr@hillsboroughcounty.org>; Cabrera, Richard <CabreraR@HillsboroughCounty.ORG>; David Skrelunas <David.Skrelunas@dot.state.fl.us>; Dickerson, Ross <DickersonR@HillsboroughCounty.ORG>; FDOT Danny Santos <Daniel.Santos@dot.state.fl.us>; Franklin, Deborah <FranklinDS@hillsboroughcounty.org>; FWC Kelly O'Connor <kelly.oconnor@myfwc.com>; Salisbury, Troy <SalisburyT@hillsboroughcounty.org>; HC Sheriff's Office Amanda Shaw <ashaw@hcsso.tampa.fl.us>; Holman, Emily - PUD <HolmanE@HillsboroughCounty.ORG>; Hummel, Christina <HummelC@hillsboroughcounty.org>; Jessica Rohr <jrohr@hcsso.tampa.fl.us>; Jiwan Haley <haleyj@plancom.org>; Kaiser, Bernard <KAISERB@HillsboroughCounty.ORG>; Katz, Jonah <KatzJ@hillsboroughcounty.org>; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>; Lindstrom, Eric <LindstromE@hillsboroughcounty.org>; Mackenzie, Jason <MackenzieJ@hillsboroughcounty.org>; Matthew Pleasant <matthew.pleasant@hcps.net>; Martin, Monica <MartinMo@hillsboroughcounty.org>; Petrovic, Jaksa <PetrovicJ@HillsboroughCounty.ORG>; Pezone, Kathleen <PezoneK@hillsboroughcounty.org>; Melissa Lienhard <lienhardm@plancom.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Hessinger, Rebecca <HessingerR@hillsboroughcounty.org>; Rochelle, Randy <RochelleR@HillsboroughCounty.ORG>; Rodriguez, Dan <RodriguezD@gohart.org>; Salma Ahmad <ahmads@plancom.org>; Sanchez, Silvia <sanchezs@epchc.org>; Schipfer, Andy

<Schipfer@epchc.org>; Amber Dickerson <amber.dickerson@hcps.net>; Shelton, Carla
<SheltonC@HillsboroughCounty.ORG>; SWFWMD Ellen Morrison
<ellen.morrison@swfwmd.state.fl.us>; Tampa Bay Water Ivana Kajtezovic
<lkajtezovic@tampabaywater.org>; Tapley, Kimberly <tapleyk@epchc.org>; TECO Melanie Ganas
<mxganas@tecoenergy.com>; TECO People's Gas James Hamilton <jkhilton@tecoenergy.com>;
Thompson, Mike <Thompson@epchc.org>; Garantiva, Sofia <GarantivaS@hillsboroughcounty.org>;
Turbiville, John (Forest) <TurbivilleJ@HillsboroughCounty.ORG>; Valdez, Rick
<ValdezR@HillsboroughCounty.ORG>; Yeneka Mills <millsy@plancom.org>

Cc: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Marshall, Colleen
<MarshallC@hillsboroughcounty.org>; Vazquez, Bianca <VazquezB@hillsboroughcounty.org>;
Garantiva, Sofia <GarantivaS@hillsboroughcounty.org>; Padron, Ingrid
<PadronI@hillsboroughcounty.org>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>

Subject: RE: PRS 21-0064

Good Day All,

Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.

For further information regarding the change/update please contact the assigned planner.

Planner assigned:

Planner: Colleen Marshall

Contact: marshallc@hillsboroughcounty.org

Thank you,

Ashley Rome
Planning & Zoning Technician
Development Services Dept.

P: (813) 272-5595

E: romea@hillsboroughcounty.org

W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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February 8, 2021

Mr. Michael J. Williams, P.E.
Director of Transportation Planning and Development
Hillsborough County Public Works Department
601 East Kennedy Boulevard, 22nd Floor Tampa,
Florida 33602

Via Email: PW-CEIntake@HCFLGov.net

Re: **SECTION 6.04.02.B ADMINISTRATIVE VARIANCE REQUESTS FOR
SUBSTANDARDS ROADS OAKFIELD DRIVE AND PARSONS ROAD
BRANDON REGIONAL HOSPITAL BED TOWER AND ED EXPANSION
PRS 21-0064**
Folio: 071490-0555

Mr. Williams:

Please accept this letter as a formal request for your approval of the following administrative variances:

1. Variance to Section 6.04.03.L of the LDC (Existing Facilities Improvements)

The subject property is zoned PD. The parent tract is 18.38 acres, has a Future Land Use of Public/Quasi-Public, and is located southwest of the intersection of Oakfield Drive and South Parsons Avenue in Brandon, FL.

The proposed project includes an expansion of the existing Brandon Regional Hospital including a vertical bed tower expansion located on the southwest corner of the existing medical campus, and results in a 22,569 SF increase over the previous allowable SF. The PD is entitled for 547,175 SF and 498,351 SF have been constructed to date. The proposed project results in less than a 5% increase in the allowable SF and a PD Minor Modification has been submitted to Hillsborough County as a result (PRS 21-0064).

The existing Brandon Regional Hospital has three project access points: S Parsons Avenue, Oakfield Drive, and Vonderburg Drive. Both S Parsons Avenue and Oakfield Drive are identified as Collector Roads based on the Hillsborough County Functional Roadway Classification map. During review of the submittal documents of PRS 21-0064, Hillsborough County review staff noted that these roadways are now deemed "substandard" due to the fact that the roadway's typical sections differ from the latest typical section in the Hillsborough County Transportation Technical Manual (TM-04). Both Oakfield Drive and S Parsons Avenue have very similar urban roadway typical sections that consist of 11' minimum travel lanes, curb and gutter, and 5' minimum sidewalks. The deviation in the roadway typical section from the current County standard is attributed to the minimum 64' Right of Way width and a 7' buffered bike lane alongside both travel lanes.

A variance is requested to no upgrade the existing substandard roadways around the project site due to the existing right of way widths and physical constraints along the existing roadways. In addition a resulting excessive financial burden is created from the extent of offsite upgrades that would be required in comparison to the proposed minor project expansion.

The Land Development Code ("LDC") allows for relief of certain standards of Section 6.04, Access Management, subject to providing the following information and justifications:

1. *Site Information (folio number, acreage):*
Folio 071490-0555, Total acreage is 18.38 acres
2. *Associated application numbers, if any (zoning numbers, site/plat/construction plan review):*

Site and Subdivision Review PRS 21-0064, PD 97-0121

3. *Type of Request:*
Administrative Variance to Section 6.04.03.L.
4. *Section of the LDC from which the variance is being sought as well as any associated zoning conditions which require said improvement(s):*
Section 6.04.03.L requires upgrades of existing roadways to conform with current roadway standards of the same access class. Both Parsons Avenue and Oakfield Drive have been designated as substandard collector roadways by the County.
5. *Description of what the LDC / zoning conditions require (e.g. improvement of current standards for a TS-4 roadway):*
Section 6.04.03.L requires improving Parsons Avenue and Oakfield Drive to meet the current standards for a 2-lane undivided Roadway (TS-4). Parsons Avenue and Oakfield Drive are both 2-lane collector roadways and would require improvements to be made between the project access driveways and the nearest standard roadway to current County standards.
6. *Description of existing roadway conditions (e.g. pavement width, lane width, condition, number of lanes, bicycles / sidewalk facilities):*
The typical roadway section of Oakfield Drive that fronts the hospital boundary consists of a varying width right of way, with two +/-11' travel lanes with curb and gutter, and two sets of 5' sidewalks.

The typical roadway section of Parsons Avenue that fronts the hospital boundary consists of a varying width right of way with two +/-11' travel lanes, a +/- 11' two-way center left turn lane, curb and gutter, and two 5' sidewalks.
7. *Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02.B.3 criteria (a) and (b) – if applicable, (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability the following circumstances are met:*

- a) *There is unreasonable burden on the applicant*
**Standard County Urban Collector (2 lane undivided) typical section:
64' ROW with two standard 11' travel lanes, two 7' bike lanes, curb and gutter, 5' landscape strips, and 5' sidewalks**

Oakfield Drive

From Parsons Ave to Vonderburg

The existing ROW along existing bus stop appears to be 65', and then narrows to 60' in the westward direction. Single travel lanes, multiple turn lanes, curb, and sidewalks exist along this section of Oakfield. With the currently proposed hospital project, both left and right turn lanes into the hospital site from Oakfield have been requested that will utilize available ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes.

Existing parking and drives located within the hospital property are close to the ROW, and any ROW dedication from the hospital parcel would remove parking and negatively impact internal hospital circulation, including access to/ from the existing Emergency Department entrance, and emergency access around the north side of the parcel. ROW acquisition along the north side of Oakfield would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees.

From Vonderburg to Corner Drive

Existing ROW is 60' and includes single travel lanes, multiple turn lanes, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition on both the north side and south side of Oakfield would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees.

From Corner Drive to South King Ave

Existing ROW is 80' and includes multiple travel lanes, turn lanes, divided median, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, and sidewalks.

From South King Ave to Pauls Drive

Existing ROW appears to vary from 84' to 76' and includes multiple travel lanes, turn lanes, divided median, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees.

From Pauls Drive to South Lakewood

Existing ROW appears to vary from 80' to 67' and includes multiple travel lanes, turn lanes, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, mature/ protected trees, and stormwater management systems.

Parsons Ave**From Oakfield to Vonderburg Drive**

Existing ROW appears to vary from 60' to 80' and includes single travel lanes, multiple turn lanes, curb and sidewalks. ROW acquisition along the 60' ROW portion would be needed to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees. The ROW appears to be shifted towards the eastern portion of Parsons Ave, and potential roadway re-alignment may be necessary to provide bike lanes along both sides of the road section, or ROW acquisition would be needed along western side of Parsons.

From Vonderburg Drive to East Lumsden Road

Existing ROW appears to vary from 77' to 98' and includes single travel lanes, multiple turn lanes, curb and sidewalks. The ROW appears to be shifted towards the eastern portion of Parsons Ave, and potential roadway re-alignment may be necessary to provide bike lanes along both sides of the road section, or ROW acquisition would be needed along western side of Parsons.

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

Oakfield Drive is a lower speed collector road that has sufficient travel lane widths and pedestrian sidewalks per County standards. In addition, a review of the 5-Year Crash Data was done along Oakfield Drive from S Kings Avenue to S Parsons Avenue. Based on the report, there were no report pedestrian or bicycle crashes any of the intersections along the segment. The requested variance is from the addition of bicycle lanes and there is not a history of safety concerns based on the report.

Parsons Avenue is lower speed collector road that also has sufficient travel lane widths and pedestrian sidewalks per County standards. In addition, a review of the 5-Year Crash Data was

done along S Parsons Avenue from W Brandon Avenue south to W Lumsden Road. Based on the report, there were no report pedestrian or bicycle crashes at the intersections other than at the intersection with S Parsons Avenue and W Brandon Avenue, which included 1 pedestrian and 1 bicycle incident. The requested variance is from the addition of bicycle lanes and there is not a history of safety concerns along the segment between W Brandon Avenue and W Lumsden Road.

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

The Oakfield Drive site access to the Brandon Regional Hospital is critical to the emergency, site circulation, functionality, and operation of the Hospital. This access drive is one of the primary access points to serve the emergency room and existing multi-story parking garage structures located on the campus.

The S Parsons Avenue site access to the Brandon Regional Hospital is also critical to the emergency, site circulation, functionality, and operation of the Hospital. This access drive is one of the primary access points to the hospital main entrance, multi-story parking garage, and service/delivery yard.

8. *Documentation / other attachments:*

Attached is the latest Minor Modification Site Plan for Brandon Regional Hospital Bed Tower and ED Expansion.

If you have any questions regarding this submittal, please feel free to contact me at 813-620-1460.

Sincerely,

KIMLEY-HORN AND ASSOCIATES

This item has been digitally signed and sealed by Ryan P. Clark, PE (FL PE #87615) on 02/03/2021.

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

This sheet containing standard details is being signed and sealed by Ryan P. Clark, PE based on the authority granted under board rule F.A.C. 61G15-18.011 (1)(a)3.

Ryan P. Clark, P.E.
Professional Engineer

APPROVED

The County Engineer has reviewed zoning modification application # 25-1183 and determined the changes to be de minimis. As such, the previous approval shall stand.

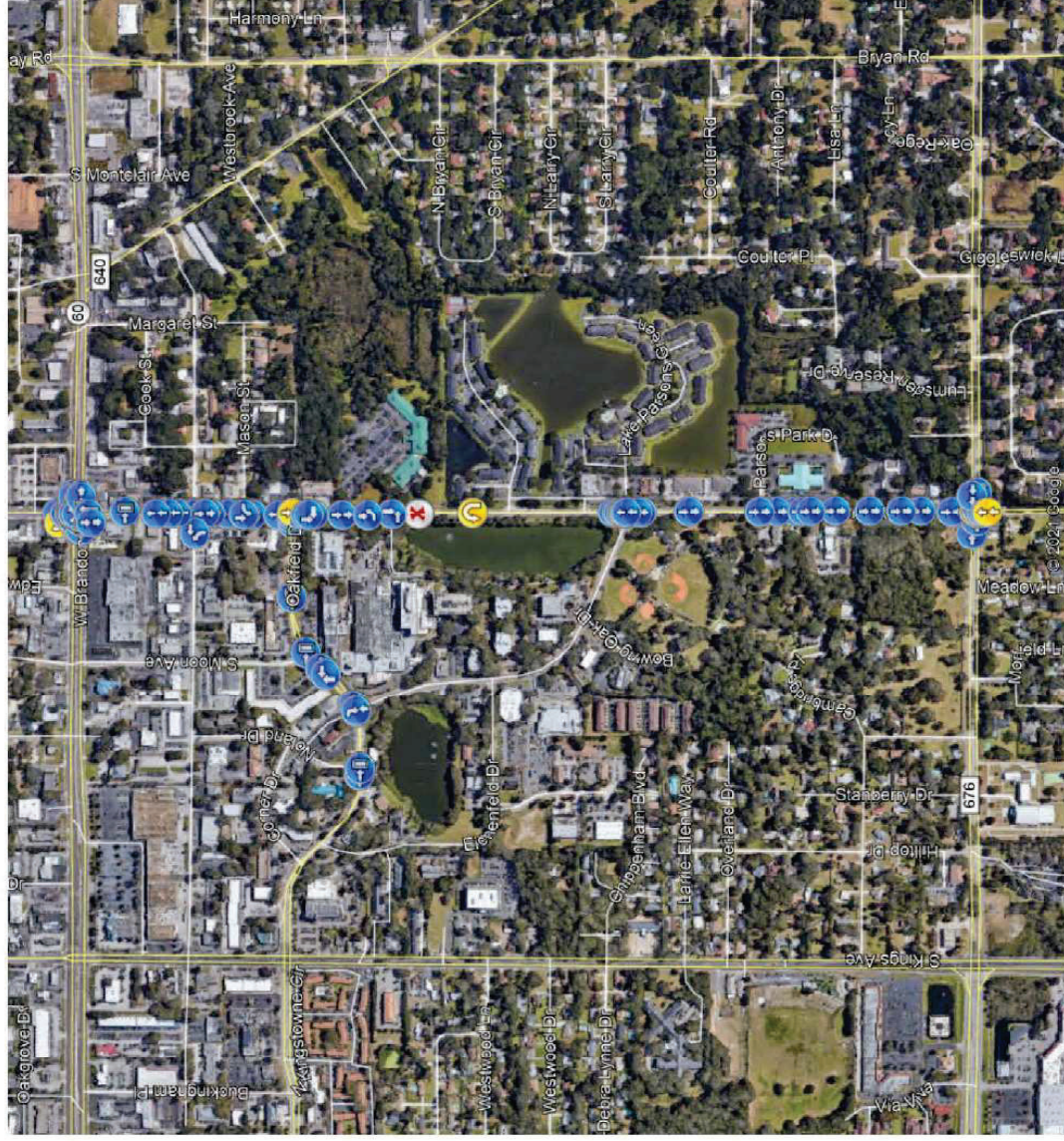
Michael J. Williams, P.E.
Hillsborough County Engineer on _____

Michael J. Williams
Digitally signed by Michael J. Williams
Date: 2025.08.26 11:24:03 -04'00'

CDMS - Crash Data Management System

Report Memo:

S Parsons Ave from SR 60 to E
Lumsden Rd and Oakfield Drive from
Nolan Dr. to S Parsons Ave



Selections used to generate this report:

Date Range: 1/1/2016 - 1/1/2021

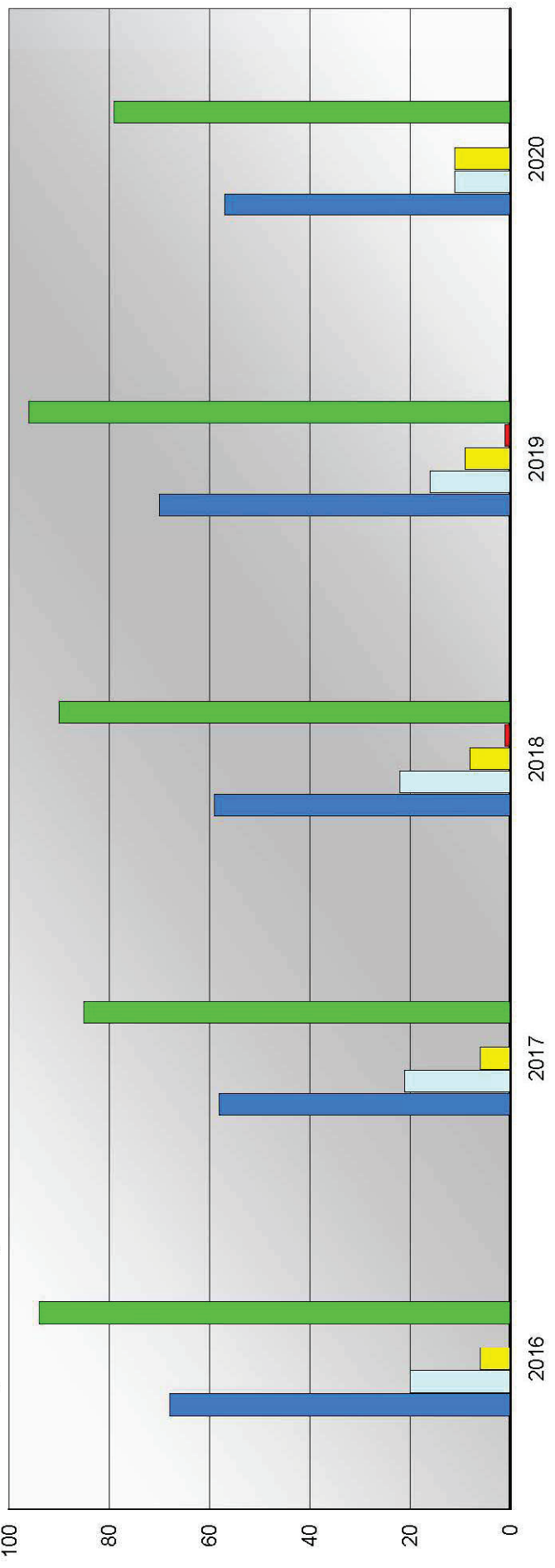
Saved Area 1: -82.29051260340108 27.933213293475663, -82.29051260340108 27.933194335744466, -82.29052333223714 27.933421828299537, -82.28803424227154 27.934530847646183, -82.2854164062732 27.9345649638146, -82.28542713510927 27.933943163598112, -82.28769091951764 27.9339333684796944, -82.288277878256433 27.93285309601437, -82.29052333223714 27.93286257491031, -82.29051260340108 27.933213293475663

Saved Area 2: -82.28612450945148 27.938014231824273, -82.28533057558305 27.938014231824273, -82.2853203325514 27.922827250563692, -82.2861030517793 27.93799382746693, -82.28612450945148 27.938014231824273

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.								
01/08/2016 to 12/13/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85								
Intersection Summary																								
Top Intersection Report																								
Click for Drill Down																								
	Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan										
				Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head Or	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
SR 60 @ PARSONS AVE	221	1	24	1	4	13	41	1	1	26	19	8	5	12	1	4	82	36	41	63	24	50	8	3
CR 676 @ JOHN WOORE RD	69	0	10	0	2	4	16	0	1	8	1	2	1	4	0	4	26	12	15	33	7	24	1	1
PARSONS AVE @ OAKFIELD DR	36	0	7	0	0	4	5	0	0	8	3	1	0	1	0	2	15	3	8	16	4	10	1	0
PARSONS AVE @ VONDERBURG DR	24	1	7	1	0	4	5	0	0	3	4	0	1	0	1	3	9	1	7	12	5	9	0	0
PARSONS AVE @ ROBERTSON ST	21	0	5	0	1	2	7	0	0	1	4	1	0	0	0	0	8	2	1	11	1	6	0	1
PARSONS AVE @ MASON ST	17	0	1	0	0	1	4	0	0	9	0	1	0	1	0	0	8	1	8	6	2	9	0	0
PARSONS AVE @ PARSONS PARK DR	8	0	2	0	0	2	3	0	0	0	0	0	0	0	1	0	3	0	0	5	2	3	0	0
OAKFIELD DR @ VONDERBURG DR	7	0	1	0	0	1	0	0	0	0	1	1	1	0	0	0	4	3	1	3	1	3	1	1
SR 60 @ MARGARET ST	7	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	1	1	1	0	0
OAKFIELD DR @ NOLAND DR	5	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0	1	4	0	0	0	0	0	1
OAKFIELD DR @ MOON AVE	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
SR 60 @ EDWARDS AVE	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
SR 60 @ MOON AVE	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ KINGS AVE	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
PARSONS AVE @ FONTAINE ST	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0
SR 60 @ BRANDON TOWN CENTER DR	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
PARSONS AVE @ LAKE PARSONS GREEN	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	0	0	1	0	0
SR 60 @ CARVER AVE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
SR 60 @ BEVERLY BLVD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
SR 60 @ KNIGHTS AVE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ MOUNT CARMEL RD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
SR 574 @ KINGSWAY RD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OAKFIELD DR @ CORNER DR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ LITHIA PINECREST RD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
SR 60 @ MONTCLAIR AVE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ RIDGEWOOD AVE	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Number of Crashes By Year

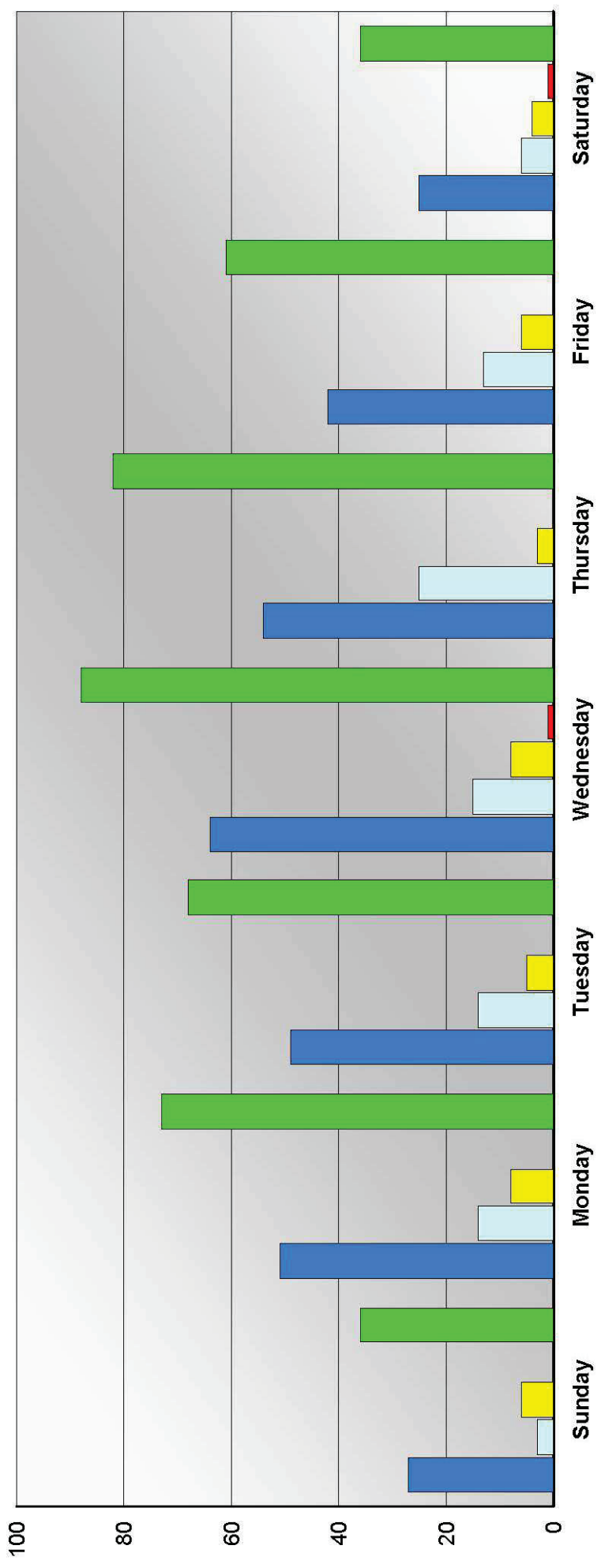


Breakdown of Crashes by Year

	2016	2017	2018	2019	2020
PDO	68	58	59	70	57
Possible Injury	20	21	22	16	11
Injury Crashes	6	6	8	9	11
Fatal Crashes	0	0	1	1	0
Total Crashes	94	85	90	96	79

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/08/2016 to 12/13/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Number of Crashes by Day of Week



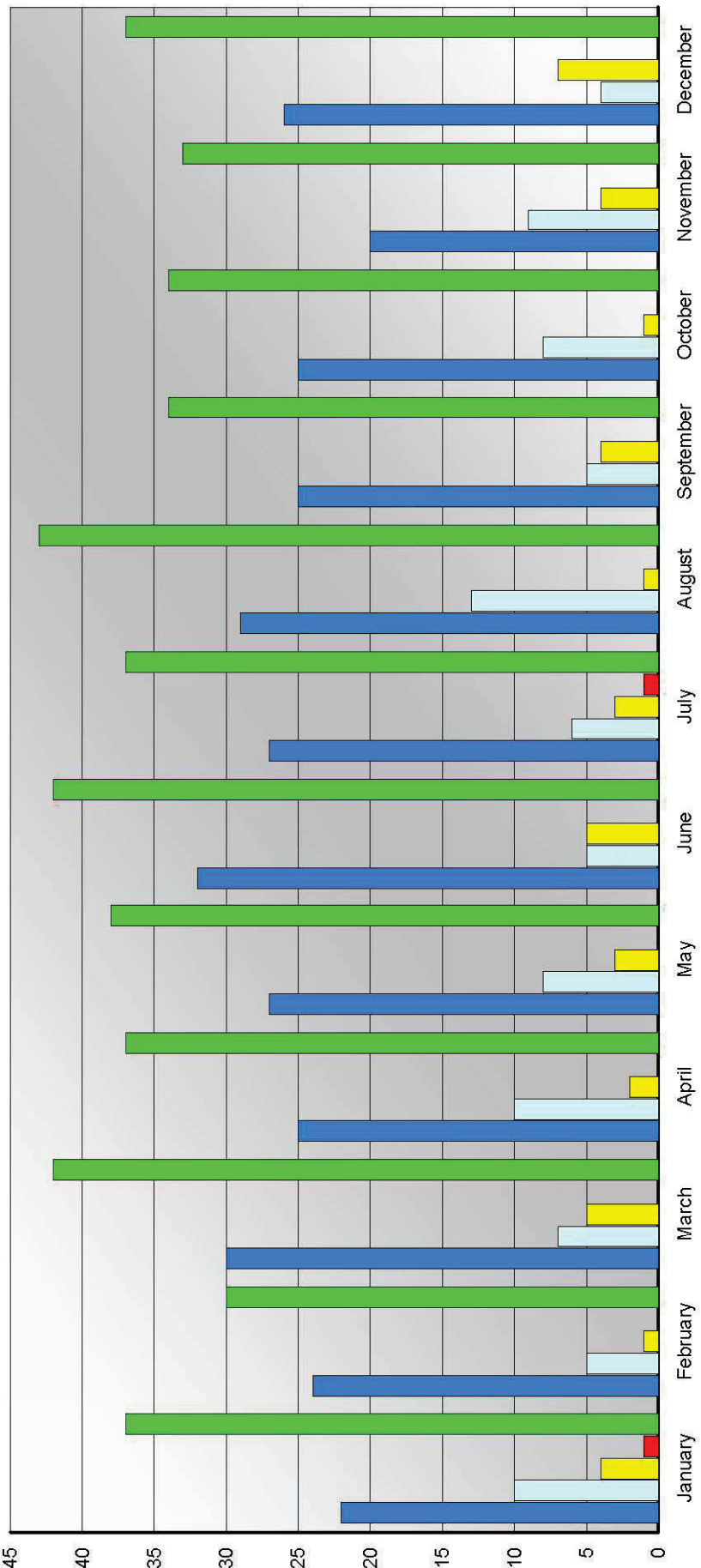
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	27	51	49	64	54	42	25	312
Possible Injury	3	14	14	15	25	13	6	90
Injury Crashes	6	8	5	8	3	6	4	40
Fatal Crashes	0	0	0	1	0	0	1	2
Total Crashes	36	73	68	88	82	61	36	444

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016 to 12/31/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Number of Crashes by Month



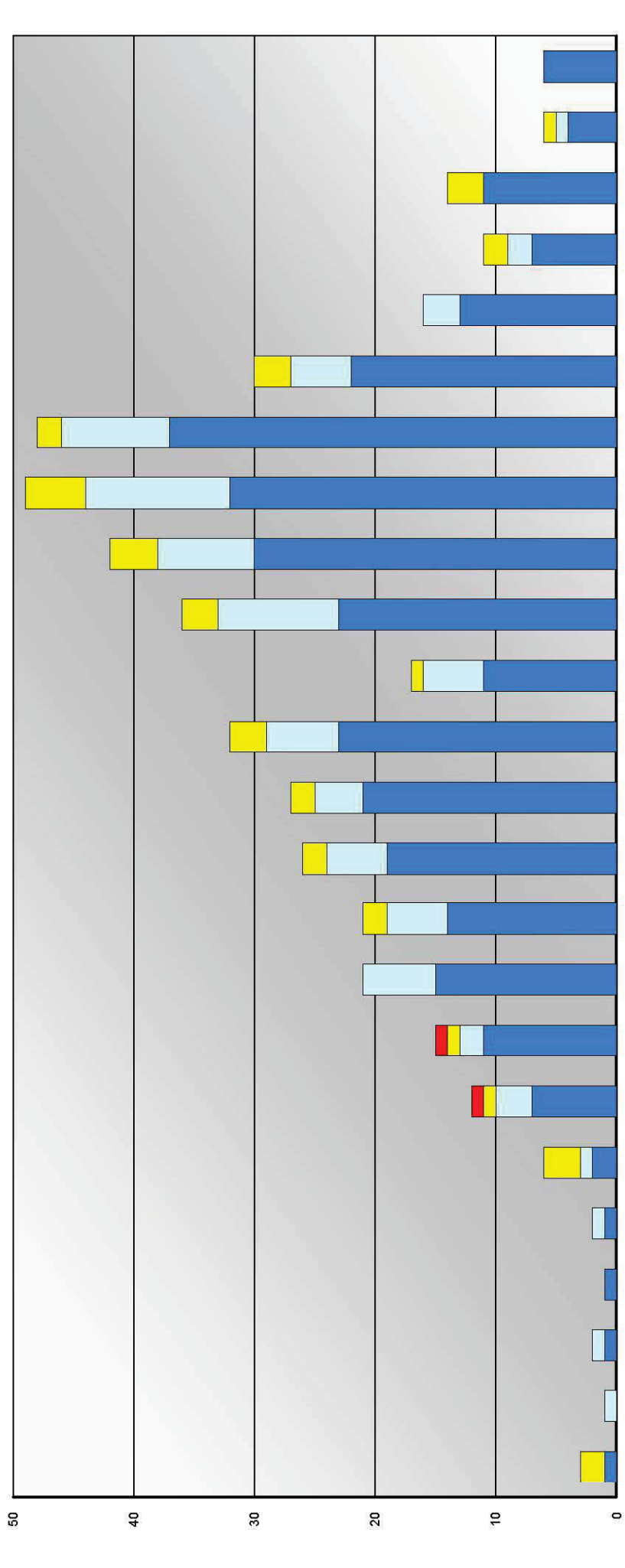
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	22	24	30	25	27	32	27	29	25	25	20	25	312
Possible Injury	10	5	7	10	8	5	6	13	5	8	9	4	90
Injury Crashes	4	1	5	2	3	5	3	1	4	1	4	7	40
Fatal Crashes	1	0	0	0	0	0	1	0	0	0	0	0	2
Total Crashes	37	30	42	37	38	42	37	43	34	34	33	37	444

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Crashes by Time of Day



5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/08/2016 to 12/13/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

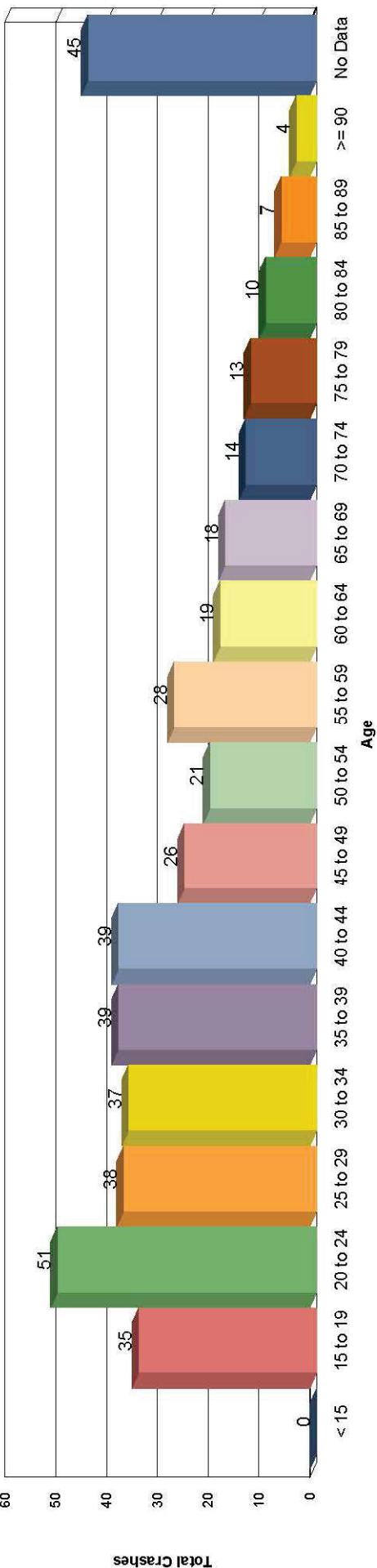
Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	35	0	6	0	0	0	0	0	0	0	1	0	15	16
Age 20 to 24	51	0	7	0	1	2	2	4	1	1	3	1	15	19
Age 25 to 29	38	0	4	0	1	1	1	2	0	0	2	1	16	15
Age 30 to 34	37	1	6	0	0	0	1	0	0	0	2	0	13	12
Age 35 to 39	39	0	9	0	0	0	2	2	0	0	1	2	17	16
Age 40 to 44	39	0	2	0	0	0	1	1	0	0	1	0	19	17
Age 45 to 49	26	0	6	1	0	0	0	0	0	0	0	1	9	7
Age 50 to 54	21	0	4	0	0	0	1	1	0	0	2	0	5	6
Age 55 to 59	28	1	2	0	0	0	0	0	0	0	0	0	7	14
Age 60 to 64	19	0	1	0	0	0	0	1	0	0	1	1	8	7
Age 65 to 69	18	0	3	0	0	0	0	0	0	0	1	0	7	7
Age 70 to 74	14	0	3	0	0	0	0	0	0	0	0	0	3	6
Age 75 to 79	13	0	2	0	0	0	0	0	0	0	1	0	4	5
Age 80 to 84	10	0	1	0	0	0	0	0	0	0	0	1	5	5
Age 85 to 89	7	0	1	0	0	0	0	0	0	0	1	0	4	2
Age >= 90	4	0	0	0	0	0	0	0	0	0	0	0	1	2
Age No Data	45	0	2	0	0	0	0	0	0	0	0	1	5	11

Driver Age



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Crash Type Summary

Impact Type	Strategic Highway Safety Plan (SHSP)														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection		
Click for Drill Down															

Angle	109	1	27	0	0	2	2	0	2	2	79	0	54		
Front to Front	5	0	2	0	0	0	3	0	0	0	3	5	2		
Front to Rear	237	0	16	0	0	1	40	0	1	1	0	0	12		
Sideswipe, same direction	51	0	2	0	0	3	30	0	3	3	51	6	6		
Unknown	42	1	12	1	2	2	15	12	2	5	12	11	11		

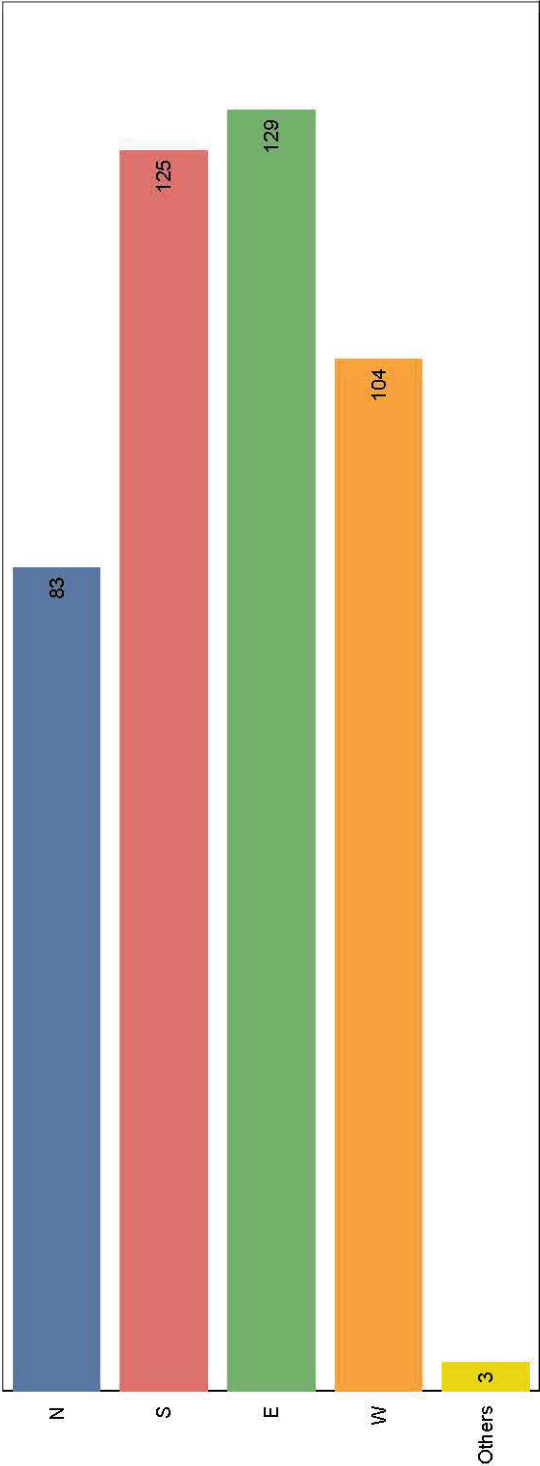
Relation to Intersection	Strategic Highway Safety Plan (SHSP)														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection					
Click for Drill Down															

Intersection	85	1	30	1	2	0	3	53	12	85					
Intersection-Related	126	0	6	0	0	2	2	27	16	0					
Non-Junction	188	1	15	0	0	4	4	55	32	0					
Driveway/Ally Access Related	42	0	8	0	0	2	2	31	6	0					
Railway Grade Crossing	1	0	0	0	0	0	0	0	0	0					
Other, Explain in Narrative	2	0	0	0	0	0	0	1	2	0					

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Front to Front	Front to Rear	Other, Explain in Narrative	Rear to Rear	Sideswipe , Opposite Direction	Sideswipe , same direction
N	32	0	37	5	0	2	7
S	23	2	81	6	1	2	10
E	22	1	71	17	0	0	18
W	31	2	47	8	0	1	15
Others	1	0	1	0	0	0	1
Total	109	5	237	36	1	5	51

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

At Fault Vehicle Summary

Strategic Highway Safety Plan (SHSP)														
Vehicle Type		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection			
Click for Drill Down														
Cargo Van (10,000lbs (4,536kg) or less)		4	0	1	0	0	0	0	1	0	1			
Medium/Heavy Trucks (more than 10,000lbs)		8	0	0	0	0	0	0	1	2	2			
Motorcycle		3	0	1	0	0	3	3	1	2	0			
Other Light Trucks (10,000lbs (4,536kg))		4	0	0	0	0	0	0	0	0	0			
Passenger Car		249	0	34	1	0	4	5	105	37	50			
Passenger Van		21	1	4	0	0	0	0	6	3	4			
Pickup		54	1	6	0	1	0	1	19	6	10			
Unknown		9	0	0	0	0	0	0	0	1	2			
No Data		92	0	13	0	1	1	2	34	17	16			

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016 to 12/13/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	236	2	26	0	1	2	3	51	10	27			
Turning Left	70	0	23	0	0	3	3	50	14	38			
Turning Right	34	0	3	1	1	1	3	19	9	15			
Making U-Turn	3	0	2	0	0	0	0	3	0	0			
Backing	5	0	2	0	0	0	0	1	1	0			
Changing Lanes	42	0	1	0	0	1	1	27	27	1			
Overtaking/Passing	4	0	0	0	0	0	0	4	2	0			
Parked	2	0	0	0	0	0	0	0	0	0			
Slowing	29	0	1	0	0	0	0	2	0	2			
Other, Explain in Narrative	4	0	0	0	0	0	0	2	3	1			
Unknown	15	0	1	0	0	1	1	8	2	1			

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Roadway Condition Summary

Roadway Location		Strategic Highway Safety Plan (SHSP)									
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway		429	1	57	1	2	7	10	166	61	83
Median		1	0	1	0	0	1	1	1	0	0
Shoulder		2	0	1	0	0	0	0	0	0	1
Off Roadway		10	1	0	0	0	0	0	0	6	1
Unknown		2	0	0	0	0	0	0	0	1	0

Road Condition		Strategic Highway Safety Plan (SHSP)														
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection					
Wet		63	0	10	1	0	2	3	16	9	15					
Dry		380	2	49	0	2	6	8	151	59	70					
Unknown		1	0	0	0	0	0	0	0	0	0					

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agg. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agg. Driving	Lane Depart	At Int.
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agg. Driving	Lane Depart	At Int.
None	422	2	59	1	2	8	59	8	11	1	16	11	167	68	85
Obstruction in Roadway	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Work Zone	3	0	0	0	0	0	0	0	0	0	1	1	1	0	0
Other, Explain in Narrative	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0
Unknown	17	0	0	0	0	0	0	0	0	0	2	2	2	2	2

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Traffic Control Signal	165	1	29	0	2	2	4	59	29	59
Stop Sign	21	0	2	0	0	0	0	17	3	9
No Controls	257	1	27	0	0	6	6	91	36	16
Other, Explain in Narrative	1	0	1	1	0	0	1	0	0	1

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agg. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Road Alignment

Strategic Highway Safety Plan (SHSP)

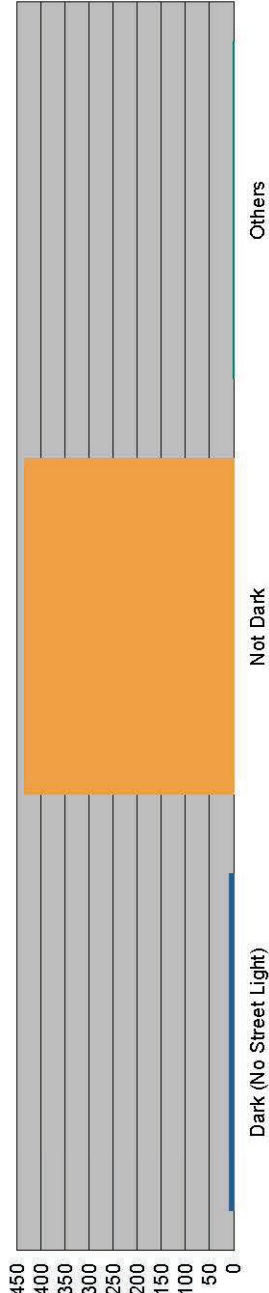
Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	437	2	57	0	2	7	0	2	7	9	165	64	83
Curve Left	5	0	1	0	0	1	0	0	1	1	2	3	1
Curve Right	2	0	1	1	0	0	1	0	0	1	0	1	1

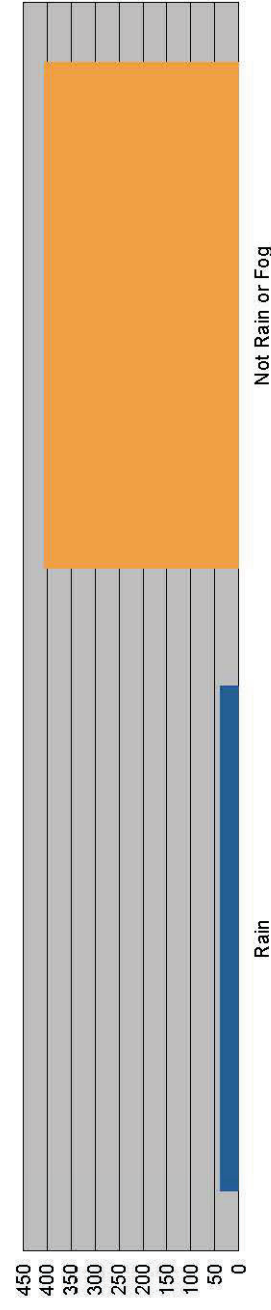
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Environment Summary Report

Strategic Highway Safety Plan (SHSP)														
Lighting		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection			
Click for Drill Down														
Daylight		344	1	36	1	2	6	9	129	49	57			
Dark-Lighted		67	0	18	0	0	1	1	20	11	21			
Dusk		17	0	0	0	0	0	0	9	5	4			
Dawn		5	1	0	0	0	0	0	1	1	1			
Dark-Not Lighted		9	0	5	0	0	1	1	7	1	2			
Unknown		2	0	0	0	0	0	0	1	1	0			



Strategic Highway Safety Plan (SHSP)											
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear		328	2	43	0	1	6	7	128	47	55
Cloudy		77	0	10	0	1	1	2	28	16	19
Rain		38	0	6	1	0	1	2	11	5	11
Other, Explain in Narrative		1	0	0	0	0	0	0	0	0	0



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Located Crashes

Area	Crashes	Fatalities	Injuries
BRANDON	275	2	32
E LAKE ORIENT PARK	26	0	9
SEFFNER	1	0	0
UNINCORPORATED	101	0	11
UNINCORPORATED H.C.	36	0	7
Totals:	439	2	59

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
BRANDON	1	0	0
E LAKE ORIENT PARK	1	0	0
UNINCORPORATED	3	0	0
Totals:	5	0	0

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 2, 2022.

1. Uses permitted in the PD zoning district shall be limited to a hospital and related accessory uses including, but not limited to: a drug store, optician/optical supplies, health practitioner's office, and rental and leasing of medical supplies and equipment. Accessory uses shall be permitted only as subordinate and accessory to the primary hospital use and may not be located in freestanding buildings. Bank, banking-automatic teller, business services uses, and professional services uses may be permitted although not related to the function of the hospital, but together shall not exceed five percent (5%) of the building floor area within the primary hospital structure, nor shall these uses be in freestanding buildings by themselves. 1.a The maximum allowable square footage of gross floor area for the planned development shall be 569,744 square feet.
 - 1.a The maximum allowable square footage of gross floor area for the planned development shall be 569,744 square feet.
2. Building and/or structure heights shall be 57 feet unless otherwise indicated on the site plan. Maximum impervious surface shall be 80 percent.
3. Setbacks shall be as indicated by the building envelopes on the site plan dated November 3, 2020. Buffering and screening shall be in accordance with the Land Development Code.
4. The applicant shall provide internal access to any existing or future outparcels on the site.
5. The applicant shall show the ability to provide cross access to adjacent parcels of like uses. These cross-access points are subject to approval between the appropriate land owners.
6. All internal access to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, unless otherwise approved by Hillsborough County.
7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- 23 feet of right-of-way along its Oakfield Drive frontage, such that a minimum of 55 feet of right-of-way is preserved from the existing right-of-way centerline. This right-of-way preservation is beyond the additional 12 feet of right-of-way needed to accommodate the required eastbound to southbound right turn lane on Oakfield (see condition 11, below). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setback shall be calculated from the future right-of-way line.
8. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- six (6) feet of right-of-way along its Parsons Ave. frontage, such that a minimum of 55 feet of right-of-way is preserved from the predominate right-of-way centerline within the corridor. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.
9. If a change to the signal timing should be warranted at the Oakfield Drive/Parsons Avenue intersection, as shown on the transportation analysis, the developer shall install, at his expense, and with the

concurrence of the County, a signal, and appropriate interconnect adjacent signals. The developer shall submit the 60% roadway construction plans for all collector or arterial roadways to Public Works (Traffic Section) for inclusion of possible signal interconnect communications conduit and pull boxes. The route, number, and size of conduit will be stipulated by this review process. If signals are not immediately warranted, the cable will not be required for installation. (This is intended to prevent the need to retrofit new roadways with conduit once signals are warranted). The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.

10. Notwithstanding anything shown on the site plan to the contrary, the presence, design and location of sky bridge shall be subject to the review and approval of applicable County agencies, including but not limited to Development Services, Public Works and the County Attorney's Office. Construction of such access shall be contingent upon the developer entering into a right-of-way use and maintenance agreement with Hillsborough County and/or obtaining an air rights easement from Hillsborough County.
11. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.
12. With respect to site access improvements, the developer shall:
 - a. Construct a westbound to southbound left turn lane on Oakfield Drive into the project driveway;
 - b. Construct an eastbound to southbound right turn lane on Oakfield Drive into the project driveway; and,
 - c. Extend the existing northbound to westbound left turn lanes on Parsons Ave. into the project driveway, such that it meets queue length and other design requirements.

The developer shall be required to dedicate and convey an additional 12-feet of right-of-way along Oakfield Drive where necessary to accommodate the eastbound to southbound right turn lane into the project driveway. This dedication is above and beyond the additional +/- 23-feet of right-of-way preservation which is required per the Hillsborough County Corridor Preservation Plan (see condition 7, above).

13. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
14. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the developer shall be permitted to modify the site plan (without a zoning modification) if necessary to accommodate required sidewalks/ADA facilities, or as necessary to accommodate required site access improvements.
15. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
16. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 8/27/2025

REVIEWER: Richard Perez, AICP, Executive Planner AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BR

PETITION NO: PRS 25-1183

- ☐ 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.

CONDITIONS OF APPROVAL

Revised Conditions

1. Uses permitted in the PD zoning district shall be limited to a hospital and related accessory uses including, but not limited to: a drug store, optician/optical supplies, health practitioner's office, and rental and leasing of medical supplies and equipment. Accessory uses shall be permitted only as subordinate and accessory to the primary hospital use and may not be located in freestanding buildings. Bank, banking-automatic teller, business services uses, and professional services uses may be permitted although not related to the function of the hospital, but together shall not exceed five percent (5%) of the building floor area within the primary hospital structure, nor shall these uses be in freestanding buildings by themselves. ~~1.a The maximum allowable square footage of gross floor area for the planned development shall be 569,744 square feet.~~
 - 1.a The maximum allowable square footage of gross floor area for the planned development shall be ~~569,744~~ 636,671 square feet.
 - 1.b. With any increment of development resulting in more than 569,744 square feet of total cumulative project building area, the developer shall provide a detailed site access analysis to evaluate the project accesses to determine if turn lane or other site access improvements are warranted. The developer shall be responsible for the construction of any identified site access improvements.
7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- 23 feet of right-of-way along its Oakfield Drive frontage, such that a minimum of 55 feet of right of-way is preserved from the existing right-of-way centerline. This right-of-way preservation is beyond the additional 12 feet of right-of-way needed to accommodate the required eastbound to southbound right turn lane on Oakfield (see condition ~~11~~12, below). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setback shall be calculated from the future right-of way line.

{The revision corrects the reference from condition 11 to condition 12 as it relates to turn lanes on Oakfield Dr..}
12. With respect to site access improvements, the developer shall:
 - a. Construct a westbound to southbound left turn lane on Oakfield Drive into the project driveway;

- b. Construct an eastbound to southbound right turn lane on Oakfield Drive into the project driveway; and,
- c. Extend the existing northbound to westbound left turn lanes on Parsons Ave. into the project driveway, such that it meets queue length and other design requirements.
[PART a., b. AND c. OF THIS CONDITION HAS BEEN SATISFIED]
- d. The developer shall be required to dedicate and convey an additional 12-feet of right-of-way along Oakfield Drive where necessary to accommodate the eastbound to southbound right turn lane into the project driveway. This dedication is above and beyond the additional +/- 23-feet of right-of-way preservation which is required per the Hillsborough County Corridor Preservation Plan (see condition 7, above) and shall be completed prior to issuance of the certificate of occupancy for the next increment of development.

New Condition:

- If PRS 25-1183 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated February 8, 2021) which was approved by the County Engineer (on August 26, 2025) from the Section 6.04.03. L. requirement to improve Parsons Ave. and Oakfield Dr. to County standards. Approval of this de minimis exception will allow the previously approved Administrative Variance, to stand as-is.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a personal appearance (PRS) to approved Planned Development (PD)#97-0121, consisting of multiple parcels totaling +/- 18.23 ac., and as most recently amended via PRS 22-0833. The existing PD is approved for up to 569,744 s.f. of hospital and related accessory uses including, but not limited to: drug store, optician/optical supplies, and rental and leasing of medical supplies and equipment. Certain accessory uses are also permitted, such as bank, banking-automatic teller, business service uses, and professional service uses maybe permitted although not related to the function of a hospital but shall not exceed five percent (5) of the building floor area within the primary hospital structure.

The applicant is requesting to modify the PD to increase the total maximum square footage to 636,671 square feet.

Trip Generation Analysis

The applicant submitted a trip generation demonstrating that the proposed change will increase project traffic. The developer will be required to submit a detailed site access analysis at the time of site construction plan review. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved PD Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 569,744 sf, Hospital (ITE LUC 610)	6,482	560	562

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 636,671 sf, Hospital (ITE LUC 610)	6,838	598	603

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+356	+38	+41

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Parsons Ave. is a substandard publicly maintained, urban 2-lane, collector roadway characterized by +/- 11-foot thru lanes and curb and gutter within +/- 80 feet of right of way. There are sidewalks on both sides of the road and no bikelanes within the vicinity of the project frontage.

Pursuant to the Hillsborough County Corridor Preservation Plan, Parson Ave. is designated a future 4-lane roadway.

Oakfield Dr. is a substandard publicly maintained, urban 2-lane, collector roadway characterized by +/- 11-foot thru lanes and curb and gutter within +/- 60 to 65 feet of right of way. There are sidewalks on both sides of the road and no bikelanes within the vicinity of the project frontage.

Pursuant to the Hillsborough County Corridor Preservation Plan, Oakfield Dr. is designated a future 4-lane roadway.

Vonderburg Dr. is a publicly maintained, urban 2-lane, local roadway characterized by +/- 11-foot thru lanes and curb and gutter within +/- 61 feet of right of way. There are sidewalks on both sides of the road and no bikelanes within the vicinity of the project frontage.

SITE ACCESS

The project has vehicular and pedestrian access to Oakfield Dr., Parsons Ave., and Vonderburg Dr. Additionally, there is a vehicular and pedestrian cross access connection to the adjacent property to the south.

Auxiliary lanes serving the site access include:

- Parsons Ave. – Northbound to westbound left turn lane
- Oakfield Dr. – Westbound to southbound left turn and eastbound to southbound right turn lanes.

Staff notes that the required right of way dedication associated with the construction of Oakfield Dr. turn lanes has not been completed per County Real Estate records. The developer will be required to convey said right of way prior to the issuance of Certificate of Occupancy (CO) for the next increment of development.

ADMINISTRATIVE VARIANCE DE MINIMIS FINDING– SUBSTANDARD ROADWAYS

Parsons Ave. and Oakfield Dr. are substandard roadways. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance request (dated February 8, 2021) to waive the Section 6.04.03. L. requirement to improve said roadways to standard. The County Engineer approved the request on August 26, 2025. The applicant requested a de minimis review by the County Engineer, who concurred that the previous Administrative Variance shall be permitted to stand as-is. If this modification to the PD zoning is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the de minimis exception.

LEVEL OF SERVICE

Level of Service (LOS) information for the adjacent roadway segments is provided below. Vanderburg Rd. is not a regulated roadway.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Oakfield Dr.	Kings Ave.	Parsons Ave.	D	D
Parsons Ave.	Lumsden Rd.	SR 60	D	D

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Perez, Richard](#)
Cc: [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: RE: PRS 21-0064
Date: Tuesday, August 26, 2025 11:26:12 AM
Attachments: [image001.png](#)
[21-0064 AVReq 02-08-21.pdf](#)

Rick – attached is the APPROVED Administrative Variance.

Mike

From: Williams, Michael
Sent: Monday, February 15, 2021 8:51 AM
To: Clark, Ryan.P <Ryan.P.Clark@kimley-horn.com>
Cc: Cintron, Artie <Artie.Cintron@kimley-horn.com>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: FW: RE: PRS 21-0064

Ryan – the attached variance request submitted by Kimley-Horn is APPROVABLE.

Mike

From: Rome, Ashley <RomeA@hillsboroughcounty.org>
Sent: Tuesday, February 9, 2021 10:34 AM
To: Ackett, Kelli <AckettK@hillsboroughcounty.org>; Airport Authority Tony Mantegna <tmantegna@tampaairport.com>; Albert Marrero <marreroa@plancom.org>; Alvarez, Alicia <AlvarezA@hillsboroughcounty.org>; Ayesha Brinkley <ayasha.brinkley@sdhc.k12.fl.us>; Blinck, Jim <BlinckJ@HillsboroughCounty.ORG>; Brown, Gregory <BrownGr@hillsboroughcounty.org>; Cabrera, Richard <CabreraR@HillsboroughCounty.ORG>; David Skrelunas <David.Skrelunas@dot.state.fl.us>; Dickerson, Ross <DickersonR@HillsboroughCounty.ORG>; FDOT Danny Santos <Daniel.Santos@dot.state.fl.us>; Franklin, Deborah <FranklinDS@hillsboroughcounty.org>; FWC Kelly O'Connor <kelly.oconnor@myfwc.com>; Salisbury, Troy <SalisburyT@hillsboroughcounty.org>; HC Sheriff's Office Amanda Shaw <ashaw@hcsso.tampa.fl.us>; Holman, Emily - PUD <HolmanE@HillsboroughCounty.ORG>; Hummel, Christina <HummelC@hillsboroughcounty.org>; Jessica Rohr <jrohr@hcsso.tampa.fl.us>; Jiwan Haley <haleyj@plancom.org>; Kaiser, Bernard <KAISERB@HillsboroughCounty.ORG>; Katz, Jonah <KatzJ@hillsboroughcounty.org>; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>; Lindstrom, Eric <LindstromE@hillsboroughcounty.org>; Mackenzie, Jason <MackenzieJ@hillsboroughcounty.org>; Matthew Pleasant <matthew.pleasant@hcps.net>; Martin, Monica <MartinMo@hillsboroughcounty.org>; Petrovic, Jaksa <PetrovicJ@HillsboroughCounty.ORG>; Pezone, Kathleen <PezoneK@hillsboroughcounty.org>; Melissa Lienhard <lienhardm@plancom.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Hessinger, Rebecca <HessingerR@hillsboroughcounty.org>; Rochelle, Randy <RochelleR@HillsboroughCounty.ORG>; Rodriguez, Dan <RodriguezD@gohart.org>; Salma Ahmad <ahmads@plancom.org>; Sanchez, Silvia <sanchezs@epchc.org>; Schipfer, Andy

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Thompson, Mike <Thompson@epchc.org>; Garantiva, Sofia <GarantivaS@hillsboroughcounty.org>;
Turbiville, John (Forest) <TurbivilleJ@HillsboroughCounty.ORG>; Valdez, Rick
<ValdezR@HillsboroughCounty.ORG>; Yeneka Mills <millsy@plancom.org>

Cc: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Marshall, Colleen
<MarshallC@hillsboroughcounty.org>; Vazquez, Bianca <VazquezB@hillsboroughcounty.org>;
Garantiva, Sofia <GarantivaS@hillsboroughcounty.org>; Padron, Ingrid
<PadronI@hillsboroughcounty.org>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>

Subject: RE: PRS 21-0064

Good Day All,

Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.

For further information regarding the change/update please contact the assigned planner.

Planner assigned:

Planner: Colleen Marshall

Contact: marshallc@hillsboroughcounty.org

Thank you,

Ashley Rome
Planning & Zoning Technician
Development Services Dept.

P: (813) 272-5595

E: romea@hillsboroughcounty.org

W: 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.

February 8, 2021

Mr. Michael J. Williams, P.E.
Director of Transportation Planning and Development
Hillsborough County Public Works Department
601 East Kennedy Boulevard, 22nd Floor Tampa,
Florida 33602

Via Email: PW-CEIntake@HCFLGov.net

Re: **SECTION 6.04.02.B ADMINISTRATIVE VARIANCE REQUESTS FOR
SUBSTANDARDS ROADS OAKFIELD DRIVE AND PARSONS ROAD
BRANDON REGIONAL HOSPITAL BED TOWER AND ED EXPANSION
PRS 21-0064**

Folio: 071490-0555

Mr. Williams:

Please accept this letter as a formal request for your approval of the following administrative variances:

1. Variance to Section 6.04.03.L of the LDC (Existing Facilities Improvements)

The subject property is zoned PD. The parent tract is 18.38 acres, has a Future Land Use of Public/Quasi-Public, and is located southwest of the intersection of Oakfield Drive and South Parsons Avenue in Brandon, FL.

The proposed project includes an expansion of the existing Brandon Regional Hospital including a vertical bed tower expansion located on the southwest corner of the existing medical campus, and results in a 22,569 SF increase over the previous allowable SF. The PD is entitled for 547,175 SF and 498,351 SF have been constructed to date. The proposed project results in less than a 5% increase in the allowable SF and a PD Minor Modification has been submitted to Hillsborough County as a result (PRS 21-0064).

The existing Brandon Regional Hospital has three project access points: S Parsons Avenue, Oakfield Drive, and Vonderburg Drive. Both S Parsons Avenue and Oakfield Drive are identified as Collector Roads based on the Hillsborough County Functional Roadway Classification map. During review of the submittal documents of PRS 21-0064, Hillsborough County review staff noted that these roadways are now deemed "substandard" due to the fact that the roadway's typical sections differ from the latest typical section in the Hillsborough County Transportation Technical Manual (TM-04). Both Oakfield Drive and S Parsons Avenue have very similar urban roadway typical sections that consist of 11' minimum travel lanes, curb and gutter, and 5' minimum sidewalks. The deviation in the roadway typical section from the current County standard is attributed to the minimum 64' Right of Way width and a 7' buffered bike lane alongside both travel lanes.

A variance is requested to no upgrade the existing substandard roadways around the project site due to the existing right of way widths and physical constraints along the existing roadways. In addition a resulting excessive financial burden is created from the extent of offsite upgrades that would be required in comparison to the proposed minor project expansion.

The Land Development Code ("LDC") allows for relief of certain standards of Section 6.04, Access Management, subject to providing the following information and justifications:

1. *Site Information (folio number, acreage):*
Folio 071490-0555, Total acreage is 18.38 acres
2. *Associated application numbers, if any (zoning numbers, site/plat/construction plan review):*

Site and Subdivision Review PRS 21-0064, PD 97-0121

3. *Type of Request:*
Administrative Variance to Section 6.04.03.L.
4. *Section of the LDC from which the variance is being sought as well as any associated zoning conditions which require said improvement(s):*
Section 6.04.03.L requires upgrades of existing roadways to conform with current roadway standards of the same access class. Both Parsons Avenue and Oakfield Drive have been designated as substandard collector roadways by the County.
5. *Description of what the LDC / zoning conditions require (e.g. improvement of current standards for a TS-4 roadway):*
Section 6.04.03.L requires improving Parsons Avenue and Oakfield Drive to meet the current standards for a 2-lane undivided Roadway (TS-4). Parsons Avenue and Oakfield Drive are both 2-lane collector roadways and would require improvements to be made between the project access driveways and the nearest standard roadway to current County standards.
6. *Description of existing roadway conditions (e.g. pavement width, lane width, condition, number of lanes, bicycles / sidewalk facilities):*
The typical roadway section of Oakfield Drive that fronts the hospital boundary consists of a varying width right of way, with two +/-11' travel lanes with curb and gutter, and two sets of 5' sidewalks.

The typical roadway section of Parsons Avenue that fronts the hospital boundary consists of a varying width right of way with two +/-11' travel lanes, a +/- 11' two-way center left turn lane, curb and gutter, and two 5' sidewalks.
7. *Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02.B.3 criteria (a) and (b) – if applicable, (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability the following circumstances are met:*

- a) *There is unreasonable burden on the applicant*
**Standard County Urban Collector (2 lane undivided) typical section:
64' ROW with two standard 11' travel lanes, two 7' bike lanes, curb and gutter, 5' landscape strips, and 5' sidewalks**

Oakfield Drive

From Parsons Ave to Vonderburg

The existing ROW along existing bus stop appears to be 65', and then narrows to 60' in the westward direction. Single travel lanes, multiple turn lanes, curb, and sidewalks exist along this section of Oakfield. With the currently proposed hospital project, both left and right turn lanes into the hospital site from Oakfield have been requested that will utilize available ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes.

Existing parking and drives located within the hospital property are close to the ROW, and any ROW dedication from the hospital parcel would remove parking and negatively impact internal hospital circulation, including access to/ from the existing Emergency Department entrance, and emergency access around the north side of the parcel. ROW acquisition along the north side of Oakfield would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees.

From Vonderburg to Corner Drive

Existing ROW is 60' and includes single travel lanes, multiple turn lanes, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition on both the north side and south side of Oakfield would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees.

From Corner Drive to South King Ave

Existing ROW is 80' and includes multiple travel lanes, turn lanes, divided median, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, and sidewalks.

From South King Ave to Pauls Drive

Existing ROW appears to vary from 84' to 76' and includes multiple travel lanes, turn lanes, divided median, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees.

From Pauls Drive to South Lakewood

Existing ROW appears to vary from 80' to 67' and includes multiple travel lanes, turn lanes, curb, and sidewalks that appear to exhaust existing ROW. ROW acquisition would be necessary to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, mature/ protected trees, and stormwater management systems.

Parsons Ave**From Oakfield to Vonderburg Drive**

Existing ROW appears to vary from 60' to 80' and includes single travel lanes, multiple turn lanes, curb and sidewalks. ROW acquisition along the 60' ROW portion would be needed to accommodate the addition of bike lanes, and negative impacts are anticipated to existing private/ public utilities, signage, parking, drives, sidewalks, and mature/ protected trees. The ROW appears to be shifted towards the eastern portion of Parsons Ave, and potential roadway re-alignment may be necessary to provide bike lanes along both sides of the road section, or ROW acquisition would be needed along western side of Parsons.

From Vonderburg Drive to East Lumsden Road

Existing ROW appears to vary from 77' to 98' and includes single travel lanes, multiple turn lanes, curb and sidewalks. The ROW appears to be shifted towards the eastern portion of Parsons Ave, and potential roadway re-alignment may be necessary to provide bike lanes along both sides of the road section, or ROW acquisition would be needed along western side of Parsons.

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

Oakfield Drive is a lower speed collector road that has sufficient travel lane widths and pedestrian sidewalks per County standards. In addition, a review of the 5-Year Crash Data was done along Oakfield Drive from S Kings Avenue to S Parsons Avenue. Based on the report, there were no report pedestrian or bicycle crashes any of the intersections along the segment. The requested variance is from the addition of bicycle lanes and there is not a history of safety concerns based on the report.

Parsons Avenue is lower speed collector road that also has sufficient travel lane widths and pedestrian sidewalks per County standards. In addition, a review of the 5-Year Crash Data was

done along S Parsons Avenue from W Brandon Avenue south to W Lumsden Road. Based on the report, there were no report pedestrian or bicycle crashes at the intersections other than at the intersection with S Parsons Avenue and W Brandon Avenue, which included 1 pedestrian and 1 bicycle incident. The requested variance is from the addition of bicycle lanes and there is not a history of safety concerns along the segment between W Brandon Avenue and W Lumsden Road.

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

The Oakfield Drive site access to the Brandon Regional Hospital is critical to the emergency, site circulation, functionality, and operation of the Hospital. This access drive is one of the primary access points to serve the emergency room and existing multi-story parking garage structures located on the campus.

The S Parsons Avenue site access to the Brandon Regional Hospital is also critical to the emergency, site circulation, functionality, and operation of the Hospital. This access drive is one of the primary access points to the hospital main entrance, multi-story parking garage, and service/delivery yard.

8. *Documentation / other attachments:*

Attached is the latest Minor Modification Site Plan for Brandon Regional Hospital Bed Tower and ED Expansion.

If you have any questions regarding this submittal, please feel free to contact me at 813-620-1460.

Sincerely,

KIMLEY-HORN AND ASSOCIATES

This item has been digitally signed and sealed by Ryan P. Clark, PE (FL PE #87615) on 02/08/2021.

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

This sheet containing standard details is being signed and sealed by Ryan P. Clark, PE based on the authority granted under board rule FAC 61G15-18.011 (1)(a)3.

Ryan P. Clark, P.E.
Professional Engineer

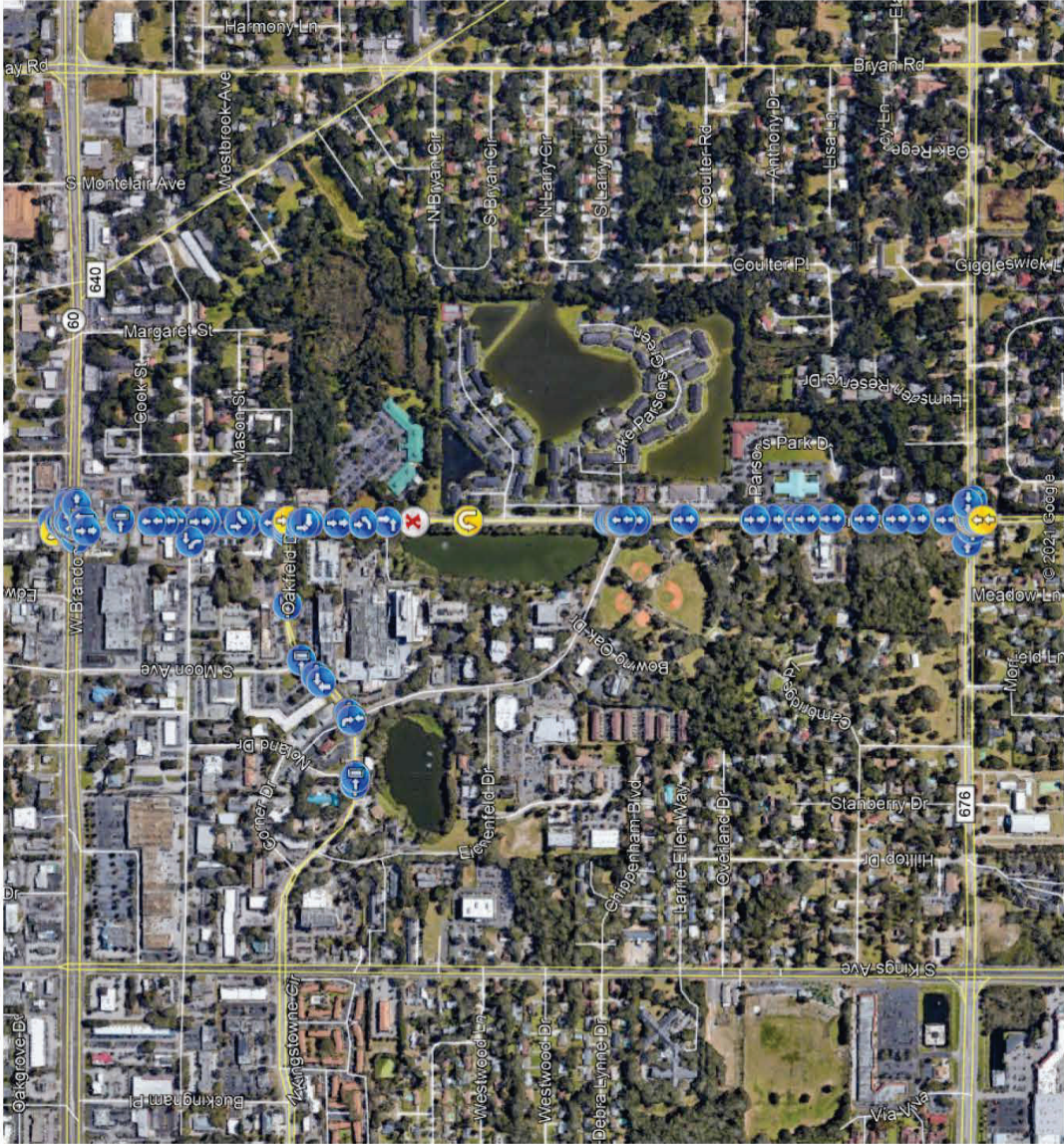
APPROVED

The County Engineer has reviewed zoning modification application # 25-1183 and determined the changes to be de minimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.
Hillsborough County Engineer on _____

Michael J. Williams
Digitally signed by Michael J. Williams
Date: 2025.08.26 11:24:03 -04'00'

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)



Report Memo:

S Parson's Ave from SR 60 to E
Lumsden Rd and Oakfield Drive from
Nolan Dr. to S Parson's Ave

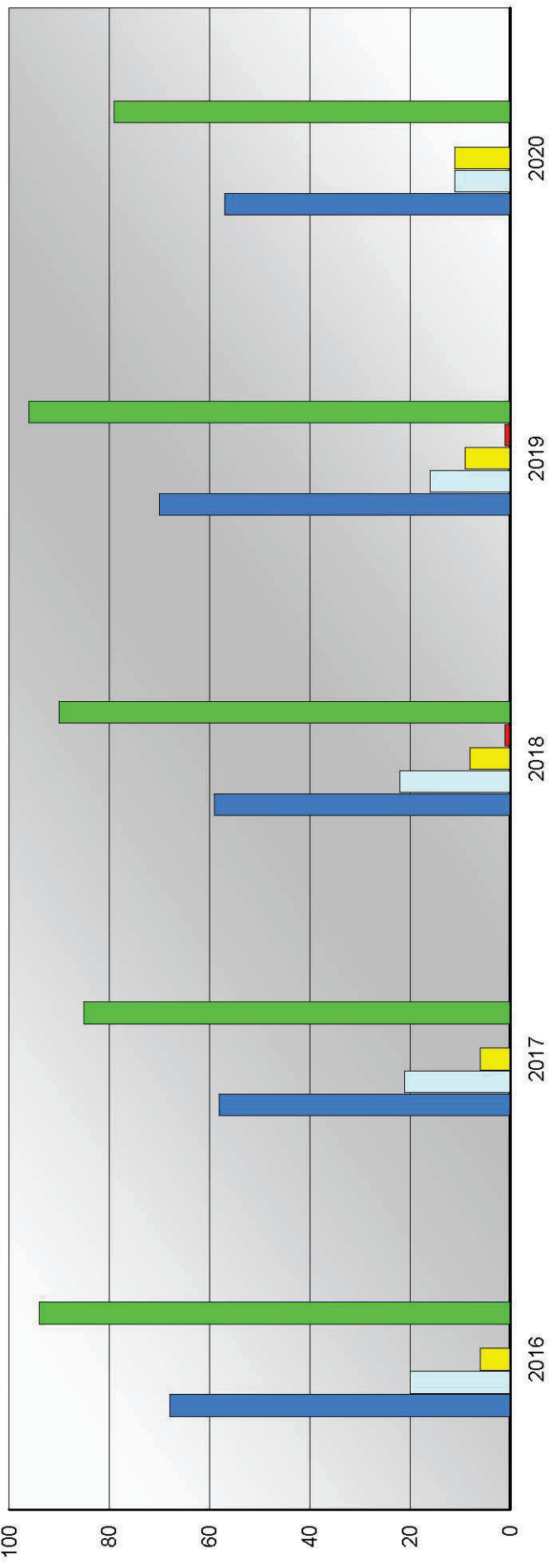


Selections used to generate this report:

Date Range: 1/1/2016 - 1/1/2021
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Saved Area 2: -82.28612450945148 27.938014231824273, -82.28533057558305 27.938014231824273, -82.28621034013992 27.922827250563692, -82.28621034013992 27.922827250563692, -82.2861030517793 27.93799382746693, -82.28612450945148 27.938014231824273

Records Date Range:				Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.						
01/08/2016 to 12/13/2020				444	2	59	1	2	8	59	8	11	1	16	11	167	68	85						
Intersection Summary																								
Top Intersection Report																								
Click for Drill Down																								
	Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type					Strategic Highway Safety Plan									
				Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
SR 60 @ PARSONS AVE	221	1	24	1	4	13	41	1	1	26	19	8	5	12	1	4	82	36	41	63	24	50	8	3
CR 676 @ JOHN MOORE RD	69	0	10	0	2	4	16	0	1	8	1	2	1	4	0	4	26	12	15	33	7	24	1	1
PARSONS AVE @ OAKFIELD DR	36	0	7	0	0	4	5	0	0	8	3	1	0	1	0	2	15	3	8	16	4	10	1	0
PARSONS AVE @ VONDERBURG DR	24	1	7	1	0	4	5	0	0	3	4	0	1	0	1	3	9	1	7	12	5	9	0	0
PARSONS AVE @ ROBERTSON ST	21	0	5	0	1	2	7	0	0	1	4	1	0	0	0	0	8	2	1	11	1	6	0	1
PARSONS AVE @ MASON ST	17	0	1	0	0	1	4	0	0	9	0	1	0	1	0	0	8	1	8	6	2	9	0	0
PARSONS AVE @ PARSONS PARK DR	8	0	2	0	0	2	3	0	0	0	0	0	0	0	1	0	3	0	0	5	2	3	0	0
OAKFIELD DR @ VONDERBURG DR	7	0	1	0	0	0	1	0	0	0	1	1	1	0	0	0	4	3	1	3	1	3	1	1
SR 60 @ MARGARET ST	7	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	1	1	1	0	0
OAKFIELD DR @ NOLAND DR	5	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	4	0	0	0	0	0	1
OAKFIELD DR @ MOON AVE	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
SR 60 @ EDWARDS AVE	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
SR 60 @ MOON AVE	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ KINGS AVE	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
PARSONS AVE @ FONTAINE ST	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0
SR 60 @ BRANDON TOWN CENTER DR	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
PARSONS AVE @ LAKE PARSONS GREEN	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	0	0	1	0	0
SR 60 @ CARVER AVE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
SR 60 @ BEVERLY BLVD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
SR 60 @ KNIGHTS AVE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ MOUNT CARMEL RD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
SR 574 @ KINGSWAY RD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OAKFIELD DR @ CORNER DR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ LITHIA PINECREST RD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
SR 60 @ MONTCLAIR AVE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 60 @ RIDGEWOOD AVE	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Number of Crashes By Year



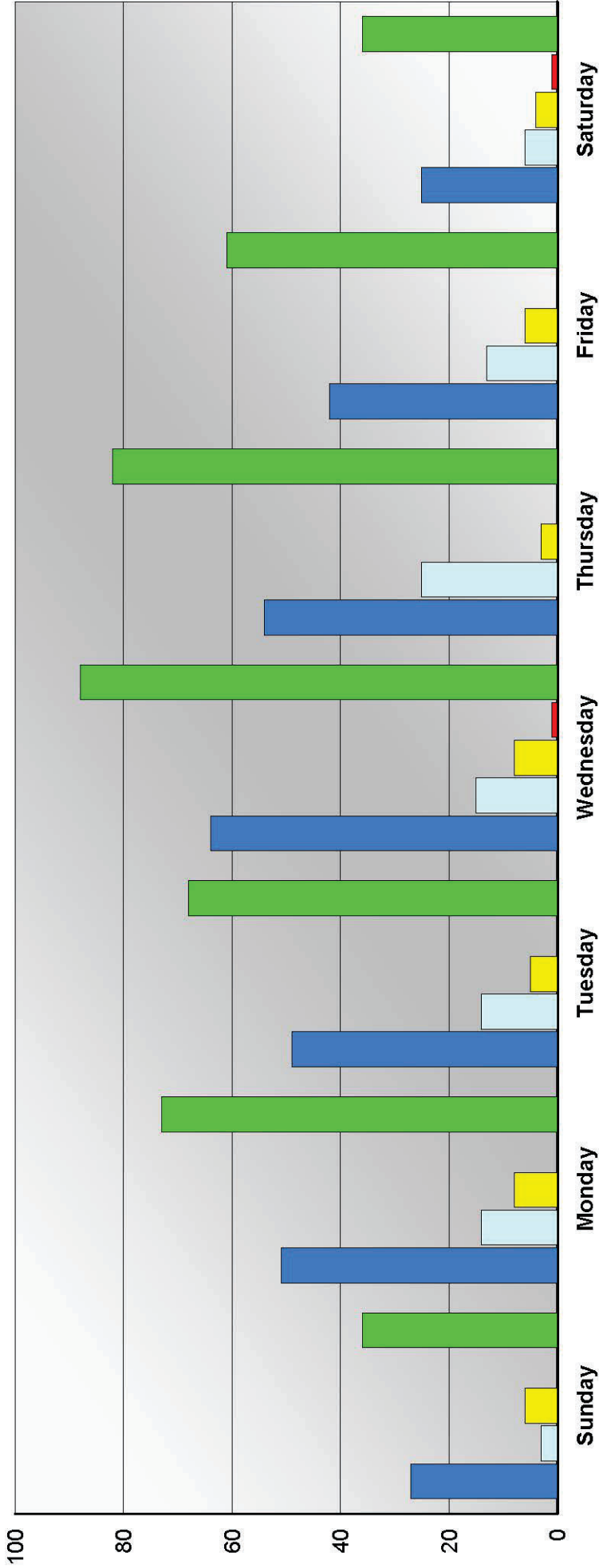
Breakdown of Crashes by Year

	2016	2017	2018	2019	2020
PDO	68	58	59	70	57
Possible Injury	20	21	22	16	11
Injury Crashes	6	6	8	9	11
Fatal Crashes	0	0	1	1	0
Total Crashes	94	85	90	96	79

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016 to 12/13/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Number of Crashes by Day of Week



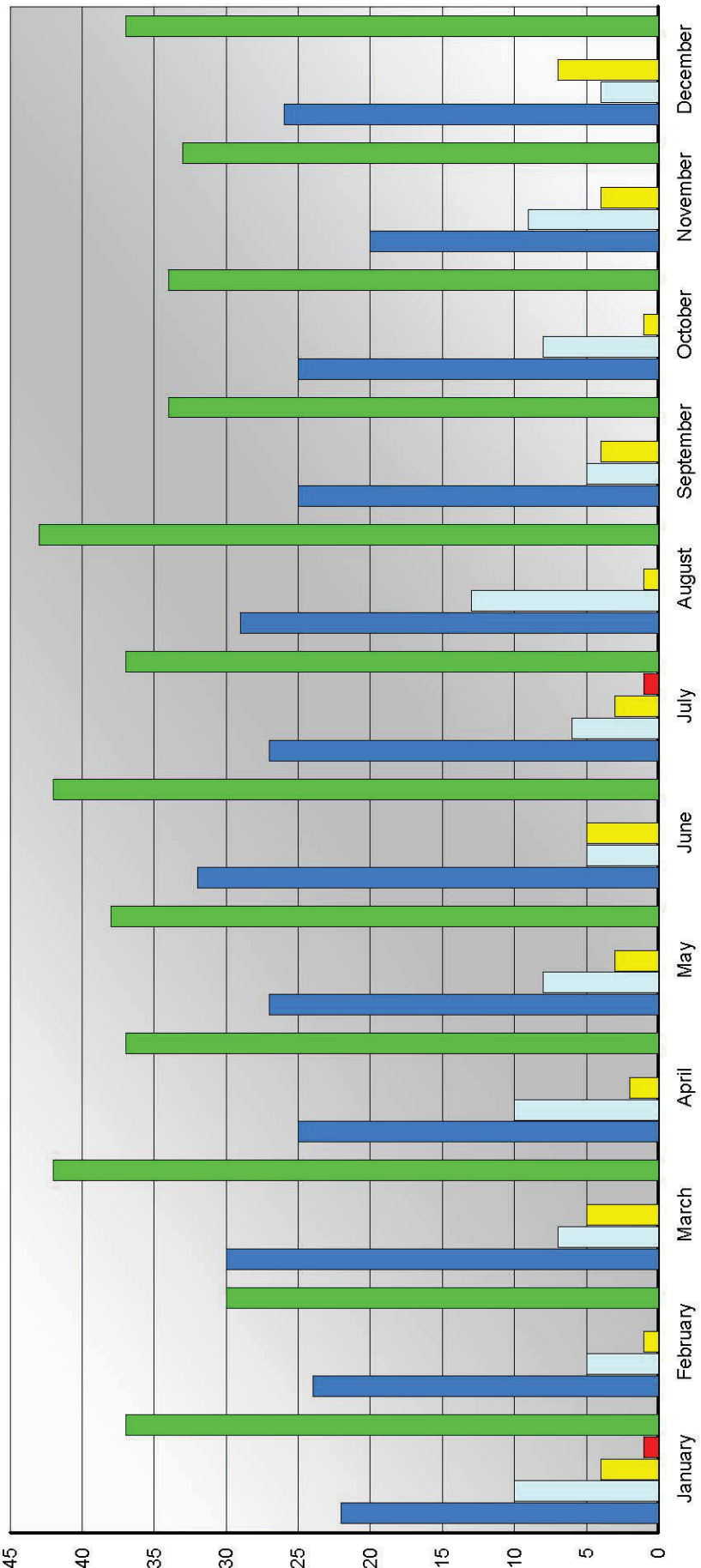
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	27	51	49	64	54	42	25	312
Possible Injury	3	14	14	15	25	13	6	90
Injury Crashes	6	8	5	8	3	6	4	40
Fatal Crashes	0	0	0	1	0	0	1	2
Total Crashes	36	73	68	88	82	61	36	444

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

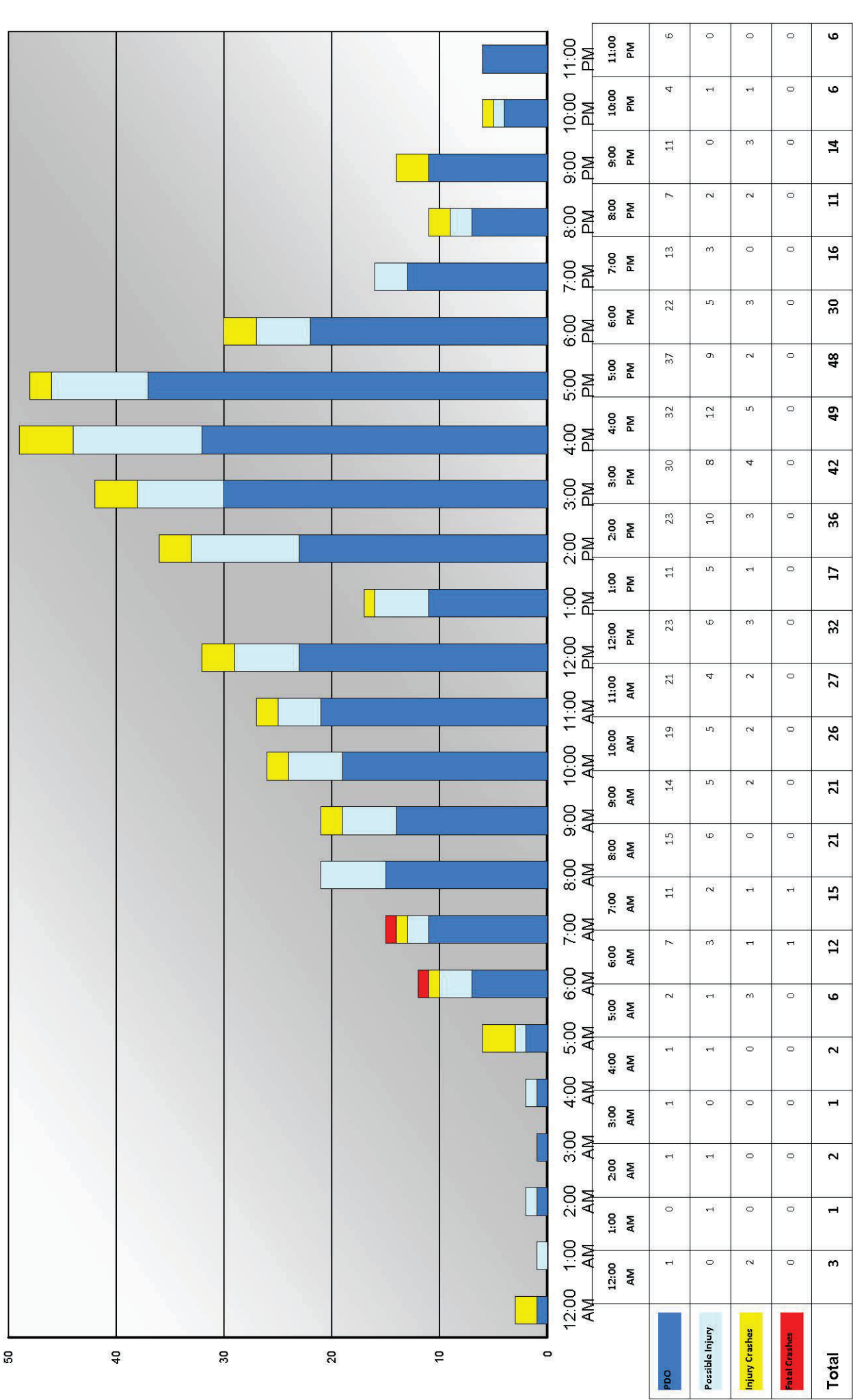
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	22	24	30	25	27	32	27	29	25	25	20	26	312
Possible Injury	10	5	7	10	8	5	6	13	5	8	9	4	90
Injury Crashes	4	1	5	2	3	5	3	1	4	1	4	7	40
Fatal Crashes	1	0	0	0	0	0	1	0	0	0	0	0	2
Total Crashes	37	30	42	37	38	42	37	43	34	34	33	37	444

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Crashes by Time of Day



5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/08/2016 to 12/13/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

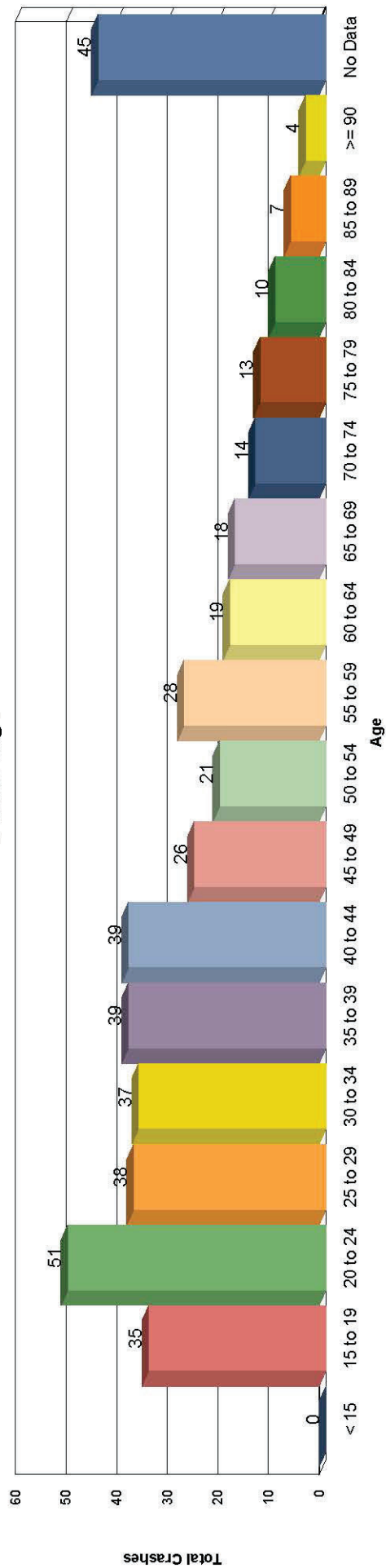
Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age <15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	35	0	6	0	0	0	0	0	0	0	1	0	15	16
Age 20 to 24	51	0	7	0	1	2	2	4	1	1	3	1	15	19
Age 25 to 29	38	0	4	0	1	1	1	2	0	0	2	1	16	15
Age 30 to 34	37	1	6	0	0	0	1	0	0	0	2	0	13	12
Age 35 to 39	39	0	9	0	0	0	2	2	0	0	1	2	17	16
Age 40 to 44	39	0	2	0	0	0	1	1	0	0	1	0	19	17
Age 45 to 49	26	0	6	1	0	0	0	0	0	0	0	1	9	7
Age 50 to 54	21	0	4	0	0	1	1	1	0	0	2	0	5	6
Age 55 to 59	28	1	2	0	0	0	0	0	0	0	0	0	7	14
Age 60 to 64	19	0	1	0	0	0	0	1	0	0	1	1	8	7
Age 65 to 69	18	0	3	0	0	0	0	0	0	0	1	0	7	7
Age 70 to 74	14	0	3	0	0	0	0	0	0	0	0	0	3	6
Age 75 to 79	13	0	2	0	0	0	0	0	0	0	1	0	4	5
Age 80 to 84	10	0	1	0	0	0	0	0	0	0	0	1	5	5
Age 85 to 89	7	0	1	0	0	0	0	0	0	0	1	0	4	2
Age >= 90	4	0	0	0	0	0	0	0	0	0	0	0	1	2
Age No Data	45	0	2	0	0	0	0	0	0	0	0	1	5	11

Driver Age



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016 to 12/13/2020		444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Crash Type Summary

Strategic Highway Safety Plan (SHSP)											
Impact Type				Vulnerable Users				Aggressive Driving			
Click for Drill Down				Motorcycle				Lane Departure			
				Bike				At Intersection			
				Fatalities				Aggressive Driving			
				Crashes							

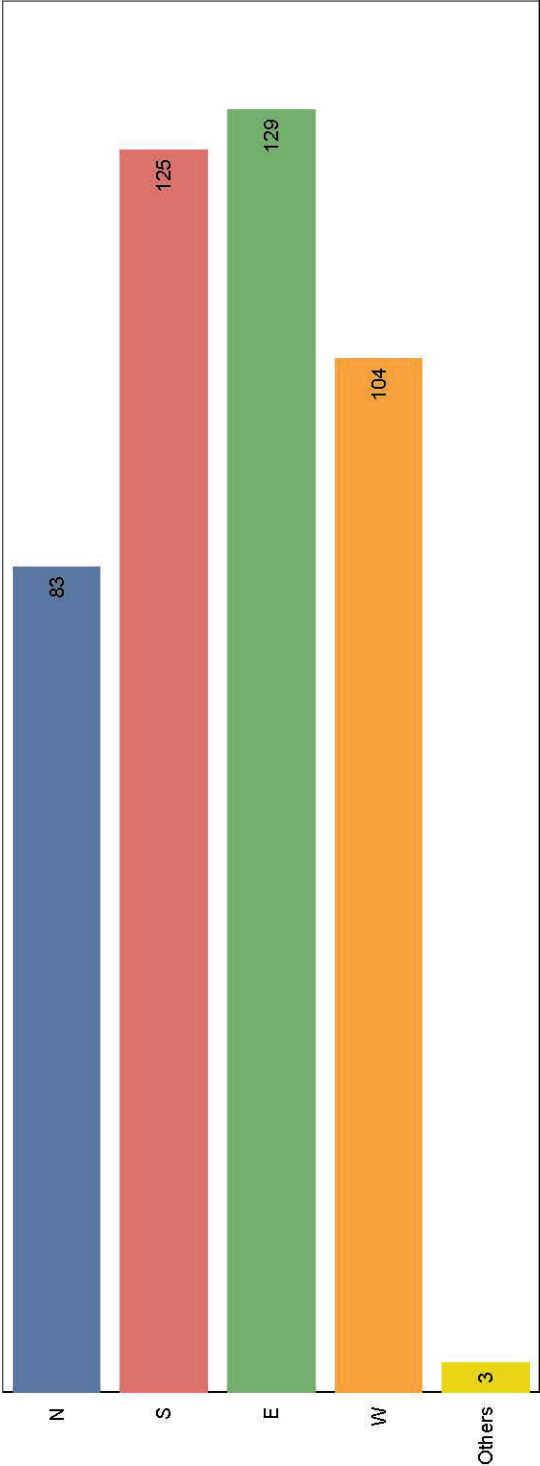
Angle	109	1	27	0	0	2	2	79	0	54
Front to Front	5	0	2	0	0	0	0	3	5	2
Front to Rear	237	0	16	0	0	1	1	40	0	12
Sideswipe, same direction	51	0	2	0	0	3	3	30	51	6
Unknown	42	1	12	1	2	2	5	15	12	11

Strategic Highway Safety Plan (SHSP)										
Relation to Intersection										
Click for Drill Down										
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Intersection	85	1	30	1	2	0	3	53	12	85
Intersection-Related	126	0	6	0	0	2	2	27	16	0
Non-Junction	188	1	15	0	0	4	4	55	32	0
Driveway/Ally Access Related	42	0	8	0	0	2	2	31	6	0
Railway Grade Crossing	1	0	0	0	0	0	0	0	0	0
Other, Explain in Narrative	2	0	0	0	0	0	0	1	2	0

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Front to Front	Front to Rear	Other, Explain in Narrative	Rear to Rear	Sideswipe , Opposite Direction	Sideswipe , same direction
N	32	0	37	5	0	2	7
S	23	2	81	6	1	2	10
E	22	1	71	17	0	0	18
W	31	2	47	8	0	1	15
Others	1	0	1	0	0	0	1
Total	109	5	237	36	1	5	51

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

At Fault Vehicle Summary

Strategic Highway Safety Plan (SHSP)														
Vehicle Type		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection			
Click for Drill Down														
Cargo Van (10,000lbs (4,536kg) or less)		4	0	1	0	0	0	0	1	0	1			
Medium/Heavy Trucks (more than 10,000lbs)		8	0	0	0	0	0	0	1	2	2			
Motorcycle		3	0	1	0	0	3	3	1	2	0			
Other Light Trucks (10,000lbs (4,536kg)		4	0	0	0	0	0	0	0	0	0			
Passenger Car		249	0	34	1	0	4	5	105	37	50			
Passenger Van		21	1	4	0	0	0	0	6	3	4			
Pickup		54	1	6	0	1	0	1	19	6	10			
Unknown		9	0	0	0	0	0	0	0	1	2			
No Data		92	0	13	0	1	1	2	34	17	16			

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	236	2	26	0	1	2	3	51	10	27			
Turning Left	70	0	23	0	0	3	3	50	14	38			
Turning Right	34	0	3	1	1	1	3	19	9	15			
Making U-Turn	3	0	2	0	0	0	0	3	0	0			
Backing	5	0	2	0	0	0	0	1	1	0			
Changing Lanes	42	0	1	0	0	1	1	27	27	1			
Overtaking/Passing	4	0	0	0	0	0	0	4	2	0			
Parked	2	0	0	0	0	0	0	0	0	0			
Slowing	29	0	1	0	0	0	0	2	0	2			
Other, Explain in Narrative	4	0	0	0	0	0	0	2	3	1			
Unknown	15	0	1	0	0	1	1	8	2	1			

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Roadway Condition Summary

Roadway Location		Strategic Highway Safety Plan (SHSP)										
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
On Roadway		429	1	57	1	2	7	10	166	61	83	
Median		1	0	1	0	0	1	1	1	0	0	
Shoulder		2	0	1	0	0	0	0	0	0	1	
Off Roadway		10	1	0	0	0	0	0	0	6	1	
Unknown		2	0	0	0	0	0	0	0	1	0	

Road Condition		Strategic Highway Safety Plan (SHSP)									
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet		63	0	10	1	0	2	3	16	9	15
Dry		380	2	49	0	2	6	8	151	59	70
Unknown		1	0	0	0	0	0	0	0	0	0

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	422	2	59	1	2	8	1	2	8	11	162	64	83
Obstruction in Roadway	1	0	0	0	0	0	0	0	0	0	1	0	0
Work Zone	3	0	0	0	0	0	0	0	0	0	1	1	0
Other, Explain in Narrative	1	0	0	0	0	0	0	0	0	0	1	1	0
Unknown	17	0	0	0	0	0	0	0	0	0	2	2	2

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Traffic Control Signal	165	1	29	0	2	2	4	59	29	59
Stop Sign	21	0	2	0	0	0	0	17	3	9
No Controls	257	1	27	0	0	6	6	91	36	16
Other, Explain in Narrative	1	0	1	1	0	0	1	0	0	1

5-Year Crash Summary Report (1/1/2016 to 1/1/2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Road Alignment

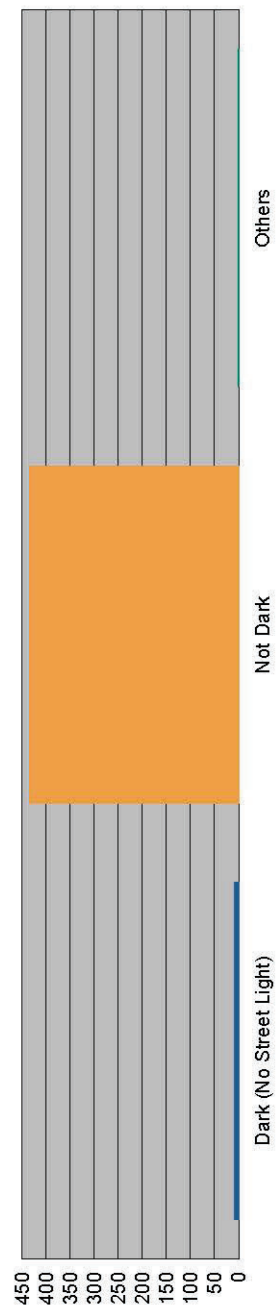
Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	437	2	57	0	2	7	9	165	64	83			
Curve Left	5	0	1	0	0	1	1	2	3	1			
Curve Right	2	0	1	1	0	0	1	0	1	1			

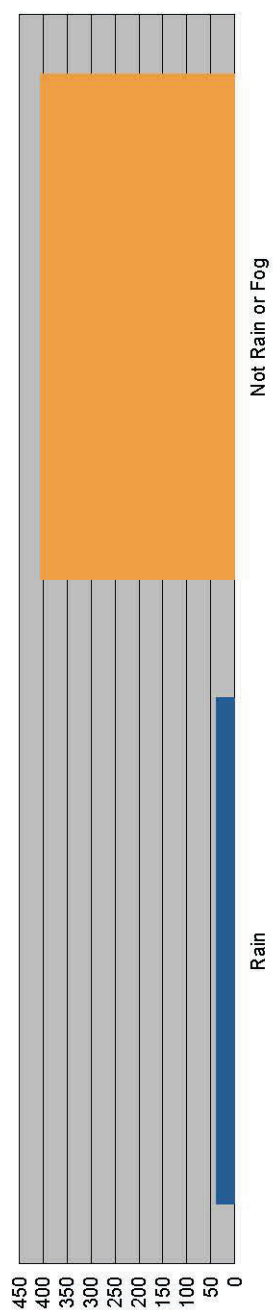
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Environment Summary Report

Strategic Highway Safety Plan (SHSP)											
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight		344	1	36	1	2	6	9	129	49	57
Dark-Lighted		67	0	18	0	0	1	1	20	11	21
Dusk		17	0	0	0	0	0	0	9	5	4
Dawn		5	1	0	0	0	0	0	1	1	1
Dark-Not Lighted		9	0	5	0	0	1	1	7	1	2
Unknown		2	0	0	0	0	0	0	1	1	0



Strategic Highway Safety Plan (SHSP)											
Weather		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down											
Clear		328	2	43	0	1	6	7	128	47	55
Cloudy		77	0	10	0	1	1	2	28	16	19
Rain		38	0	6	1	0	1	2	11	5	11
Other, Explain in Narrative		1	0	0	0	0	0	0	0	0	0



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/08/2016	to 12/13/2020	444	2	59	1	2	8	59	8	11	1	16	11	167	68	85

Located Crashes

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
BRANDON	275	2	32
E LAKE ORIENT PARK	26	0	9
SEFFNER	1	0	0
UNINCORPORATED	101	0	11
UNINCORPORATED H.C.	36	0	7
Totals:	439	2	59

Area	Crashes	Fatalities	Injuries
BRANDON	1	0	0
E LAKE ORIENT PARK	1	0	0
UNINCORPORATED	3	0	0
Totals:	5	0	0

COMMISSION

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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 9/9/2025	COMMENT DATE: 8/6/2025
PETITION NO.: 25-1183	PROPERTY ADDRESS: 119 Oakfield Dr, Brandon, FL 33511
EPC REVIEWER: Liam Huxhold	FOLIO #: 0714900555
CONTACT INFORMATION: (813) 627-2600 x 1247	STR: 27-29S-20E
EMAIL: huxholdl@epchc.org	
REQUESTED ZONING: Minor modification to PD	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	N/A
WETLAND LINE VALIDITY	N/A
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	No wetlands per site history review
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>INFORMATIONAL COMMENTS:</p> <p>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.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p>	

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REZ 25-1183
August 6, 2025
Page 2 of 2

Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.

Lh/dc

cc: todd.maxwell@hcahealthcare.com
ianderson@catalyst-dg.com

AGENCY COMMENT SHEET

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

FROM: **Reviewer:** Andria McMaugh **Date:** 08/11/2025

Agency: Natural Resources **Petition #:** 25-1183

- ☐ 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:** 7/30/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 8/8/2025

PROPERTY OWNER: Galencare, Inc. **PID:** 25-1183

APPLICANT: Ian Anderson / Catalyst Design Group PC

LOCATION: 119 Oakfield Drive Brandon, FL 33511

FOLIO NO.: 71490.0555

AGENCY REVIEW COMMENTS:

Applicant's Request

The proposed activities include construction of a materials management addition and a surgery expansion to HCA Florida Brandon Hospital.

Wellhead and Surface Water Protection Review

At this time, according to the Hillsborough County BOCC adopted maps in the Comprehensive Plan, the property appears to be located within the Wellhead Resource Protection Area (WRPA) Zone 2. Allowable activities on the property are subject to the WRPA Zone 2 restrictions and prohibitions set forth in [Section 3.05.03.B.](#) and [Section 3.05.04.B.](#) of the Hillsborough County Land Development Code (LDC).

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the property appears to be located within the Wellhead Resource Protection Area (WRPA) Zone 1 or Surface Water Resource protection Area (SWRPA).

According to the Florida Department of Environmental Protection map, the site is not located within 500-ft of a non-transient non-community or community water system well; therefore, the property is not located within a Potable Water Wellfield Protection Area (PWWPA).

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 08-04-2025

REVIEWER: Jan Kirwan , Conservation and Environmental Lands Management

APPLICANT: Ian Anderson

PETITION NO: 25-1183

LOCATION: 119 Oakfiled Dr, Brandon

FOLIO NO: 71490.0555

SEC: 27 **TWN:** 29 **RNG:** 20

- ☒ 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: _____.

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PRS 25-1183

REVIEWED BY: Clay Walker, E.I. DATE: 8/1/2025

FOLIO NO.: 71490.0555

WATER

- ☐ The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 6 inch water main exists ☐ (approximately feet from the site), ☒ (adjacent to the site), and is located north of the subject property within the south Right-of-Way of Oakfield Drive. 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 _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 8 inch wastewater forcemain exists ☒ (approximately 330 feet from the project site), ☐ (adjacent to the site) and is located west of the subject property within the north Right-of-Way of Oakfield Drive. 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: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Falkenburg Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.