PD Modification Application:	PRS 25-1052
Zoning Hearing Master Date:	NA
BOCC Land Use Meeting Date:	September 9, 2025

Hillsborough County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant:	Brandon Sports and Aquatic Center, Inc.
FLU Category:	Residential – 6 (R-6)
Service Area:	Urban
Site Acreage:	12.58
Community Plan Area:	Brandon
Overlay:	None

Introduction Summary
Planned Development (PD) 13-0939 (as most recently modified by MM 22-1116) is approved for two development options: (A) an indoor/outdoor recreation facility, a child-care center, and voluntary pre-kindergarten program to serve up to 322 total children; and (B) an indoor/outdoor recreation facility with a pool, playground, and a 150 student special needs school for grades K-12. The applicant is requesting a modification to reduce the incompatible buffering and screening requirements for Option B and to remove the requirement to construct a sidewalk in the public right-of-way to the north of the property for both options.

Existing Approvals	Proposed Modifications
Option A: Site development to allow a general indoor/outdoor recreation facility with a maximum of 33,000 square feet of building floor area. The facility may include an accessory snack bar/café to serve patrons, visitors, and staff. Additionally, the facility may include a child care center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children, subject to compliance with child care licensing requirements.	Remove the requirement to install a sidewalk along Greenwell Drive.
Option B: site development of a general indoor/outdoor recreation facility including a pool and playground area with a maximum of 29,967 square feet of building floor area. The facility may include an exceptional center private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults, subject to compliance with private school licensing requirements.	1. Remove the requirement to install a sidewalk along Greenwell Drive. 2. Remove the 20-foot-wide buffer with Type "B" screening requirement from the western side of the property. 3. Remove the southern 20-foot-wide buffer with Type "B" screening with the exception of the eastern 163 feet along the southern PD boundary. The remaining 163-foot-long buffer area will include a solid wood or PVC fence and a row of evergreen shade trees.

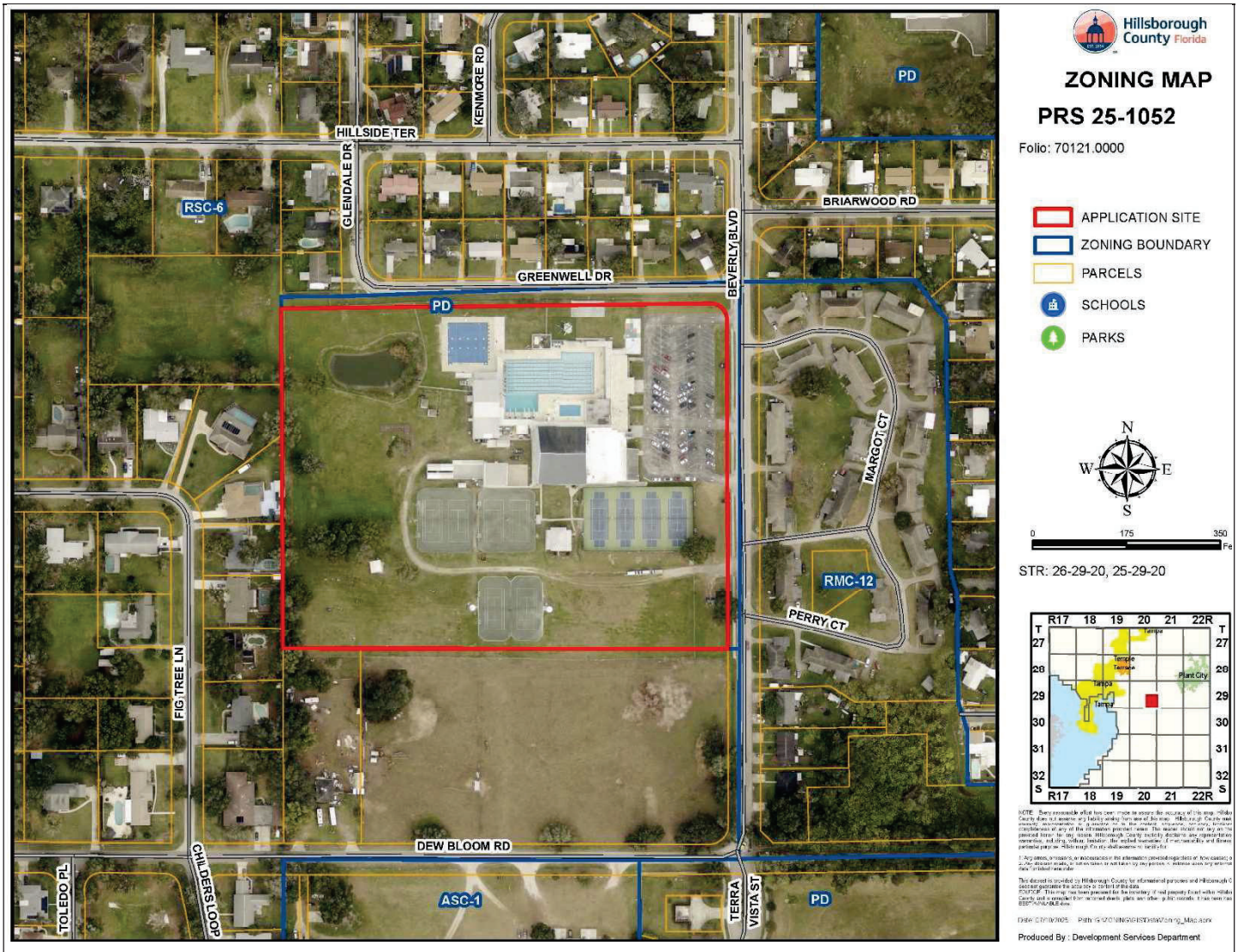
APPLICATION NUMBER:	PRS 25-1052	
ZHM HEARING DATE:	NA	
BOCC LUM MEETING DATE:	September 9, 2025	Case Reviewer: Sam Ball

Additional Information	
PD Variations	LDC Part 6.06.00 (Landscaping/Buffering)
Waivers to the Land Development Code	None Requested as part of this application

Planning Commission Recommendation	**Development Services Recommendation**
N/A	Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

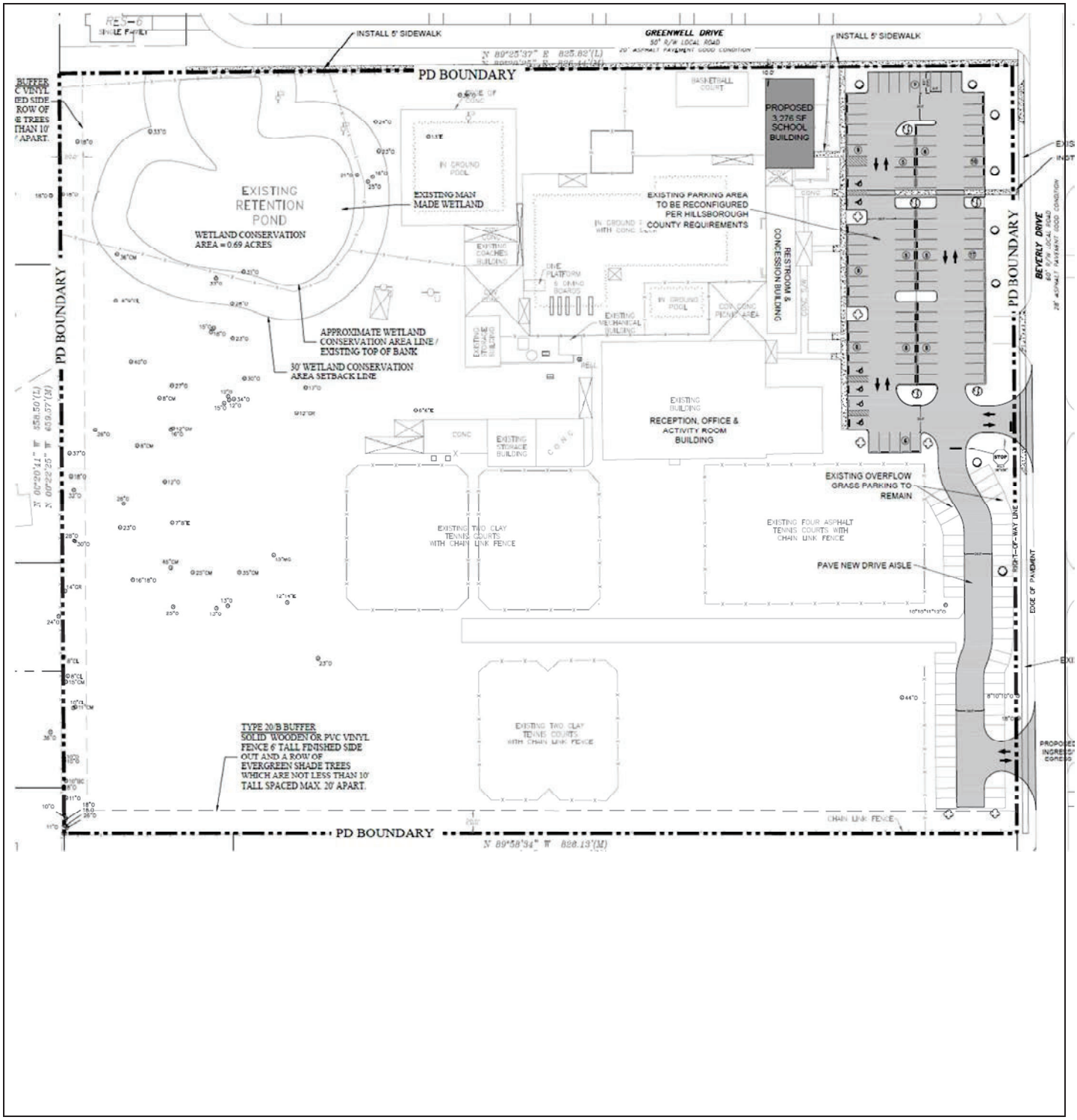
2.1 Immediate Area Map



Adjacent Zonings and Uses				
Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	RSC-6	6 du/ga FAR: 0.25	Residential, Single-Family Conventional	Residential, Single-Family Conventional
South	RSC-6	6 du/ga FAR: 0.25	Residential, Single-Family Conventional	Residential, Single-Family and Vacant
East	RMC-12	12 du/ga FAR: 0.25	Residential, Multi-Family	Residential, Multi-Family
West	RSC-6	6 du/ga FAR: 0.25	Residential, Single-Family Conventional	County Owned, Vacant and Residential, Single-Family Conventional

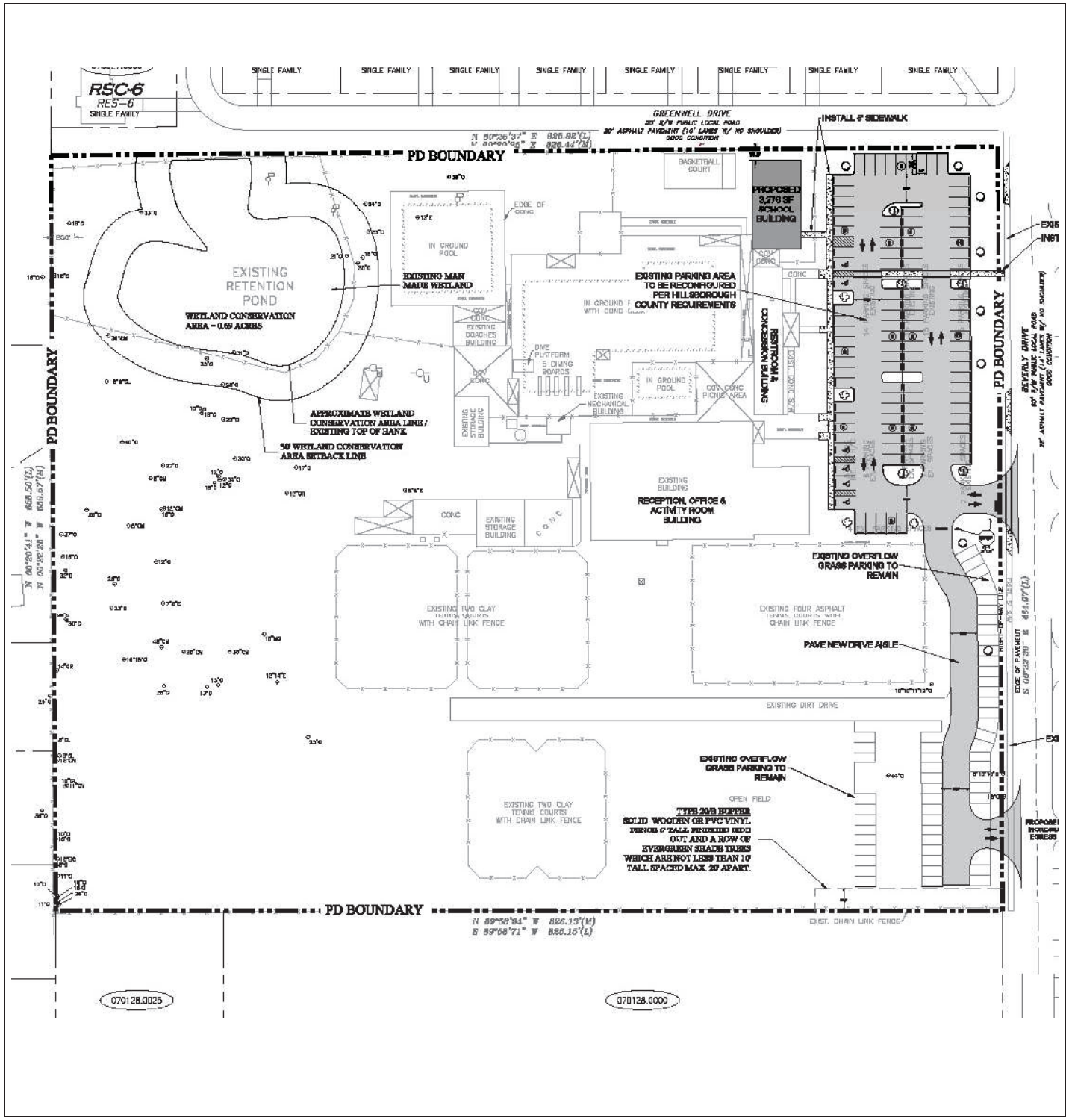
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER:	PRS 25-1052
ZHM HEARING DATE:	NA

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**
Beverly Blvd.	County Local - Rural	2 Lanes ☒Substandard Road ☒Sufficient ROW Width (for Urban Road)	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Greenwell Dr.	County Local – Urban and Rural	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width (for Urban Section)	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation ☐Not applicable for this request			
	Average Annual Daily Trips	**A.M. Peak Hour Trips**	**P.M. Peak Hour Trips**
Existing	2,456	264	317
Proposed	2,456	264	317
Difference (+/-)	**No Change**	**No Change**	**No Change**

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

Connectivity and Cross Access ☐Not applicable for this request				
Project Boundary	**Primary Access**	**Additional Connectivity/Access**	**Cross Access**	**Finding**
North		None	None	Meets LDC
South		None	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐Not applicable for this request		
Road Name/Nature of Request	**Type**	**Finding**
Beverly Blvd. – Substandard Road	Deminimis Design Exception Request	Previously Approved
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

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

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff has no objection to the proposed variations to eliminate portions of the required 20-foot buffer with Type B screening along the western and southern property boundaries. The building addition footprint (currently in for permit review) is situated more than 600 feet from the nearest residential property to the west and over 570 feet from the neighboring property to the south. The additional building area is hidden from the adjoining properties to the south and west by existing structures, swimming pools, a playground, and storm pond. The new drive aisle and parking lot are located approximately 750 feet from the west property and are obscured from the properties to the west by existing structures and tennis courts. The applicant is proposing a 20-foot buffer with Type "B" screening along between the parking area and the property to the south, which exceeds the LDC screening and buffering requirements for vehicular use areas. Therefore, the purposes of the buffer and screening appear to be satisfied to an equivalent degree. Additionally, staff has no objection to removing the requirement to construct a sidewalk along Greenwell Drive. The building addition project includes a sidewalk connection to the Beverly Drive sidewalk, and a sidewalk along Greenwell Drive would not connect to any other sidewalks.

Based on these findings, staff finds the proposed modification to PD 13-0939 compatible with the existing zoning districts and development pattern in the area.

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted ~~January 31, 2023~~July 2, 2025.

1. Development shall be limited to one of the following development options:

   a. Option A – Development shall be limited to a general indoor/outdoor recreation facility with a maximum of 33,000 square feet of building floor area. The facility may include an accessory snack bar/café to serve patrons, visitors and staff. Additionally, the facility may include a child care center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children, subject to compliance with child care licensing requirements.

   b. Option B - Development shall be limited to a general indoor/outdoor recreation facility including a pool and playground area with a maximum of 29,967 square feet of building floor area. The facility may include an exceptional center private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults, subject to compliance with private school licensing requirements. (The proposed 150 student school is proposed in lieu of the 322 children childcare use including in Development Option A above.)

      School enrollment (i.e. the Special Needs Exception Center, as referenced on the PD site plan) shall be limited to a maximum of 150 students in grades K-12 and certain adults up to 22 years of age. Additionally, all students shall be required to be Exceptional Students. For the purposes of this zoning condition, an Exception Student shall mean any student who has one or more of the following: intellectual disabilities; autism spectrum disorder; a speech impairment; a language impairment; an Other Health Impairment as defined within State Board of Education Rule 6A-6.030152, Florida Administrative Code (F.A.C); an orthopedic impairment; traumatic brain injury; a visual impairment; an emotional or behavioral disability; students who are deaf or hard of hearing or dual sensory impaired; children with developmental delays; and/or a specific learning disability, including, but no limited to, dyslexia, dyscalculia, or development aphasia.

   c. Operational pool capacity shall be limited to a maximum of 100 persons under both development options unless additional parking is provided in excess of 138 spaces. In such case, the maximum operational pool capacity shall increase 10 persons for every three additional parking spaces that are provided.

2. Development standards shall be as follows:

Maximum floor area/FAR:	33,000 square feet/FAR: 0.05
Maximum building height:	35 feet
Maximum impervious area:	40 percent
Minimum front yard setback:	25 feet
Minimum rear/side setback:	20 feet

3. Buffering and screening shall be as follows:

   a. Development Option A: ~~A~~ a20-foot-wide buffer area with Type B screening shall be provided along the south and west boundaries of the site. Notwithstanding, the multipurpose fields may encroach a maximum of 10 feet into the buffer area to the general extent depicted on the site plan~~.~~; or

   ~~3.~~b. Development Option B: a 20-foot-wide buffer area with Type B screening shall be provided in the southeast corner of the site as depicted on the site plan. .

4. Tennis court lights shall be extinguished at 10:00 p.m.

5. The multi-purpose fields shall comply with the following requirements:
   a. Tournaments and league play shall be limited to Fridays, Saturdays and Sundays only.
   b. Loudspeakers shall not be utilized.
   c. Lights shall be extinguished at 9:00 p.m. Lighting shall be shielded and comply with Land Development Code Section 6.10.03.I, except that illumination levels at property lines adjacent to residential uses and zonings shall not exceed 1.0 foot candle at any time.
   d. Outfield fences from the previously approved baseball fields which encroach into the required buffer area shall have a minimum height of 10 feet.
6. Under development Option A a minimum of 138 parking spaces shall be provided unless the operational pool capacity exceeds 100 persons, in which case additional parking shall be required in accordance with Condition 1.a above.
7. Under development Option B, the following Conditions shall apply:
   a. The project shall be served by (and restricted to) two (2) access driveways on Beverly Blvd.
   b. Regardless of their size, maximum occupancy of the recreational facilities shall be a function of provided parking. Recreational facility occupancy shall be restricted to a maximum of 260 persons unless otherwise approved consistent with the requirements of condition 7.i., below.
   c. If MM 22-1116 is approved, the County Engineer will approve a Design Exception (dated February 6, 2023) which was found approvable by the County Engineer (on February 28, 2023) for the Beverly Blvd. substandard road improvements. As Beverly Blvd. is a substandard local roadway, the developer will be required to make certain improvements to Beverly Blvd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct a minimum 5-foot sidewalk along the west side of Beverly Blvd., from a point +/- 180 feet south of SR 60, and continuing south for a distance of +/- 400 feet.
   d. School students arriving via Domestic Vehicle shall be dropped off by a parent or guardian (i.e. they shall not be permitted to drive themselves to or from school). This restriction was proffered by the applicant and is necessary to support the parking rate for the school use.
   e. Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both onsite and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Services and Public Works Departments. The annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 150 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered arrival/departure times, and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works.
   f. Access management, vehicle queuing, and staff placement shall occur consistent with the Queuing Plan (Sheet 2 of 3). Modifications to these plans may be submitted in accordance with Condition 3, above, or as otherwise approved by Hillsborough County Public Works.
   g. Vehicular traffic to and from the site shall be restricted as follows during drop-off and pick-up times:
      1. All traffic entering the site who wish to drop-off or pick-up a child from the school shall utilize the southernmost project driveway;
      2. Only traffic whose sole purpose is to visit the general indoor/outdoor recreational facility uses may utilize the northernmost project entrance;

3. In order to ensure safe and efficiency access to the site, the school shall ensure that staff is present (as indicated on Sheet 2 of 3) to oversee drop-off and pick-up activities, as well as direct school traffic consistent with these restrictions and the Queuing Plan.

h. Notwithstanding anything on the site plan to the contrary, bicycle/pedestrian access shall be permitted anywhere along the PD boundaries.

i. Parking shall be provided in accordance with the Regular and Event Parking Plan (Sheet 3 of 3). Pursuant to a PD variation authorized via MM 22-1116, 30 paved parking spaces shall be provided to support the school use. This is in addition to the 78 paved parking spaces required to support the recreational facility uses with a maximum occupancy of 260 persons.

j. The school shall not permit students to be dropped off outside of the school property, including along the property's Beverly Blvd. and Greenwell Dr. frontages. In such instance, the school shall take any and all actions necessary to ensure such violations of the conditions of approval, Site Plan and/or Queuing Plan are cured.

8. Notwithstanding Sec. 6.03.02. of the LDC, the project shall not be required to construct a sidewalk along its Greenwell Dr. frontage.

~~8.~~9. An evaluation of the property by Natural Resources staff identified a number of significantly mature trees. The stature of these trees warrants every effort to minimize their removal. Prior to submittal of preliminary site development plans, the applicant is encouraged to consult with Natural Resources staff for design input regarding these trees.

~~9.~~10. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

~~10.~~11. 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.

~~11.~~12. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

~~12.~~13. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

~~13.~~14. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

~~14.~~15. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

~~15.~~16. The location, arrangement and lighting of play fields and playgrounds will be such as to avoid interference with the use of adjacent residential property and will also adhere to the requirements of LDC Section 6.10.03 – Specific Standards (Lighting).

~~16.~~17. 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

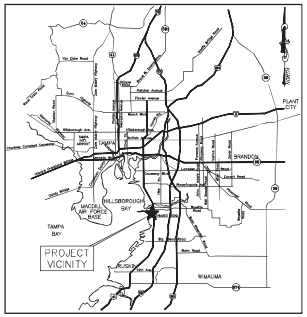
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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.

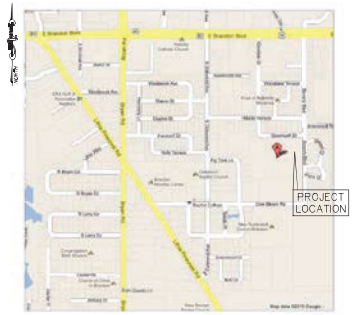
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



Vicinity Map



Location Map

PROJECT DATA TABLE:

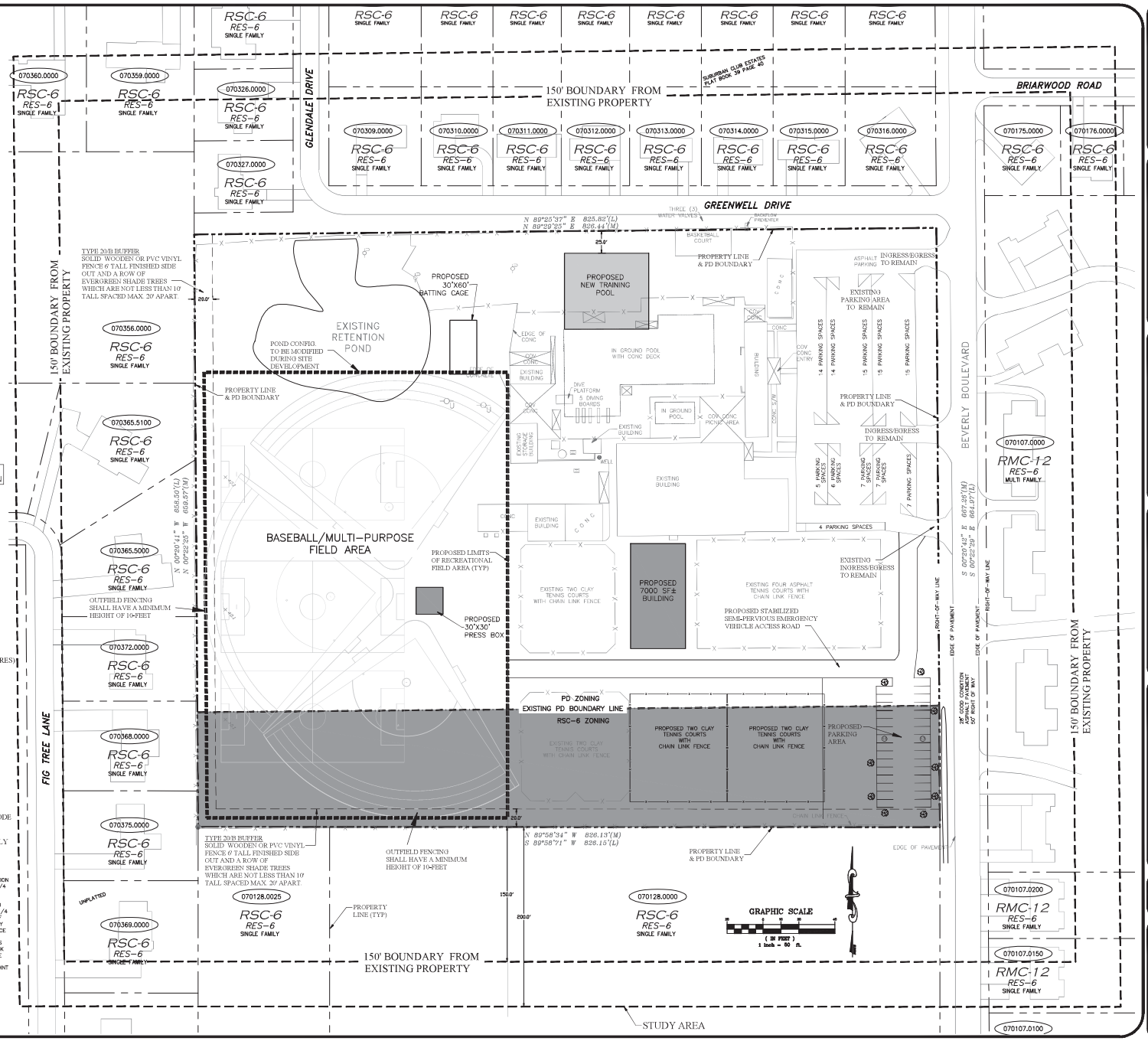
FOLIO NO.: 070121.0000
S/T/R: 26/29/20
SITE / PROJECT AREA: 548,124 SF (12.58-ACRES)
EXISTING ZONING: PD RZ 75-042, MC 04-1045 (10.02-ACRES) AND RSC-6 (2.56-ACRES)
FUTURE LAND USE DESIGNATION: RES-6
MAN-MADE WATER BODY ACREAGE: 0.69-ACRES
PROPOSED USE: RECREATIONAL FACILITY
TOTAL BUILDING SQUARE FOOTAGE: 31,550 SF
PROPOSED FAR: 0.058
COMMUNITY PLANNING AREA/OVERLAY DISTRICT: BRANDON COMMUNITY
SPECIAL DESIGNATIONS: NONE
DEVELOPMENT STANDARDS:
- MINIMUM LOT SIZE: 7,000 SF
- WIDTH: 70'
- SETBACKS: FRONT-25'; SIDE-7.5'; BACK-25'
- MAXIMUM BUILDING HEIGHT: 35'
- MAXIMUM BUILDING COVERAGE: 40%

LAND DEVELOPMENT CODE VARIATIONS REQUESTED: NONE
WATER / WASTEWATER SERVICE PROVIDER: HILLSBOROUGH COUNTY
HISTORIC LANDMARKS / ARCHAEOLOGICAL SITES: NONE

NOTES:
1. ALL FIELD LIGHTING SHALL BE SHIELDED PER LAND DEVELOPMENT CODE REQUIREMENTS.
2. ALL OUTFIELD FENCING SHALL BE A MINIMUM OF 10-FOOT TAL.
3. ALL NON-SHADED SITE PLAN ELEMENTS ARE EXISTING AND PREVIOUSLY APPROVED UNER PD 75-042.

LEGAL DESCRIPTION:

A TRACT OF LAND IN THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, AND IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 25, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA DESCRIBED AS FOLLOWS: START AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, RUN N 00°20'41"W ALONG THE WEST BOUNDARY OF SAID EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, A DISTANCE OF 375.5 FEET TO A POINT OF BEGINNING, THENCE RUN N 00°20'41"N, ALONG THE WEST BOUNDARY OF SAID EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, A DISTANCE OF 658.5 FEET, RUN THENCE N 89°25'37"E, A DISTANCE OF 825.82 FEET TO THE INTERSECTION WITH THE SOUTHERN PROJECTION OF THE WEST RIGHT-OF-WAY LINE OF BEVERLY BOULEVARD AS THE SAME APPEARS IN PLAT OF "BRANDON TERRACE PARK" SUBDIVISION, UNIT NO. 3, PLAT BOOK 37, PAGE 31, PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA; RUN THENCE S 00°22'29"E, ALONG SAID SOUTHERN PROJECTION OF WEST RIGHT-OF-WAY LINE OF BEVERLY BOULEVARD A DISTANCE OF 664.97 FEET; THENCE RUN N 89°58'71"W A DISTANCE OF 826.15 FEET TO THE POINT OF BEGINNING.



Revisions
09/18/13 PD Plan Submittal
01/28/14 Added Buffer & Paking Area
03/28/14 Revised Field
06/05/14 Revised Development Standards

Owner & Applicant:
Brandon Sports and Aquatic Center, Inc.
405 Beverly Blvd.
Brandon, FL 33511

Project:
Brandon Sports and Aquatic Center

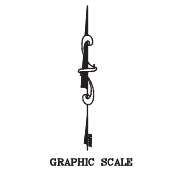
Planner & Representative:
Timothy H. Powell
TSP Companies, Inc.
P.O. Box 1016
Tampa, Florida 33601
(813) 220-8682

Engineer:
Brad Design & Engineering, Inc.
708 Lithia Pinecrest Rd.
Brandon, Florida 33511
(813) 689-7002

OPTION A
PLANNED DEVELOPMENT SITE PLAN

SHEET 1 OF 1

22-1116



SITE DATA TABLE:

FOLIO NO.: 070121.0000
STR: 26/29/20
SITE / PROJECT AREA: 548,124 SF (12.58+ACRES)
EXISTING ZONING: PD 75-0042 (RZ 13-0939)
PROPOSED ZONING: PD (MM 22-XXXX)
FUTURE LAND USE DESIGNATION: RES-6
MAN-MADE WATER BODY ACREAGE: 0.69+ACRES
EXISTING USE: INDOOR/OUTDOOR RECREATION FACILITY
CHILD CARE CENTER WITH VOLUNTARY PRE-KINDERGARTEN (MAX. 322 CHILDREN)
PROPOSED USE: INDOOR/OUTDOOR RECREATION FACILITY
SPECIAL NEEDS EXCEPTIONAL CENTER (MAX. 150 STUDENTS)
TOTAL BUILDING SF: 26,691 SF EXISTING + 3,276 PROPOSED = 29,967 SF
PROPOSED FAR: 29,967 / 548,124 = 0.05

COMMUNITY PLANNING AREA/OVERLAY DISTRICT: BRANDON COMMUNITY
OVERLAY DISTRICT: NONE
SPECIAL DESIGNATIONS: NONE
SCENIC ROADWAY CORRIDOR: NONE
HISTORIC LANDMARKS: NONE

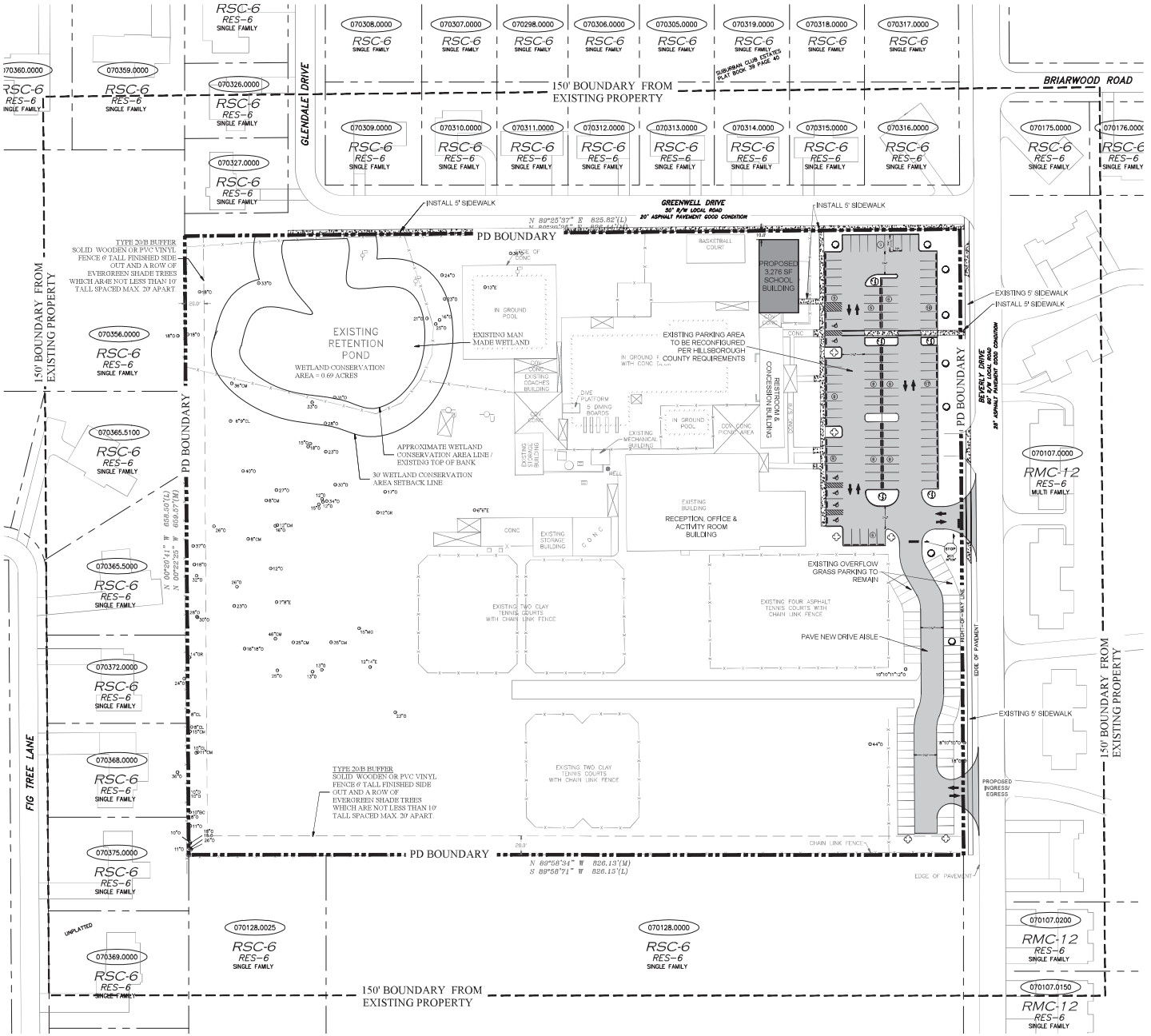
DEVELOPMENT STANDARDS:
- MAXIMUM FLOOR AREA: 35,000 SF (0.064)
- MAXIMUM BUILDING HEIGHT: 35' (TWO STORY)
- MAXIMUM IMPERVIOUS COVERAGE: 40%
- MINIMUM OPEN SPACE: 60%
- SETBACKS: FRONT-25'; SIDE-20'; REAR-20'

LAND DEVELOPMENT CODE VARIATIONS REQUESTED: REQUEST 10' FRONT YARD SETBACK FROM GREENWELL DRIVE
WATER / WASTEWATER SERVICE PROVIDER: HILLSBOROUGH COUNTY

NOTES:
1. THERE ARE NO SCENIC ROADWAY CORRIDORS ADJACENT TO THE PROJECT.
2. THERE ARE NO PLATS WITHIN THE PROJECT BOUNDARY.
3. THERE ARE NO EASEMENTS WITHIN THE PROJECT BOUNDARY.
4. THERE IS NOT A PROPOSED FLEX OF THE COMPREHENSIVE PLAN.
5. THE PROJECT WILL BE DEVELOPED IN ONE PHASE.
6. THERE ARE NO PUBLIC PARKS OR PUBLIC SCHOOL SITE WITHIN THE PROJECT BOUNDARY.

VICINITY MAP

LEGAL DESCRIPTION:
A TRACT OF LAND IN THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, AND IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 25, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA DESCRIBED AS FOLLOWS: START AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, RUN N 00°20'41"W ALONG THE WEST BOUNDARY OF SAID EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, A DISTANCE OF 375.5 FEET TO A POINT OF BEGINNING, THENCE RUN N 00°20'41"W, ALONG THE WEST BOUNDARY OF SAID EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, A DISTANCE OF 658.5 FEET, RUN THENCE N 89°25'37"E, A DISTANCE OF 825.82 FEET TO THE INTERSECTION WITH THE SOUTHERN PROJECTION OF THE WEST RIGHT-OF-WAY LINE OF BEVERLY BOULEVARD AS THE SAME APPEARS IN PLAT OF "BRANDON TERRACE PARK" SUBDIVISION, UNIT NO. 3, PLAT BOOK 37, PAGE 31, PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA; RUN THENCE S 00°22'29"E ALONG SAID SOUTHERN PROJECTION OF WEST RIGHT-OF-WAY LINE OF BEVERLY BOULEVARD A DISTANCE OF 664.97 FEET; THENCE RUN N 89°58'71"W A DISTANCE OF 826.15 FEET TO THE POINT OF BEGINNING.



Revisions
06/22/22 PD Plan Submittal
01/31/23 Per Comments
03/07/23 Parking

Owner & Applicant:
Brandon Sports and Aquatic Center, Inc.
405 Beverly Blvd.
Brandon, FL 33511

Project:
Brandon Sports and Aquatic Center

Planner & Representative:
David Wright
TSP Companies, Inc.
P.O. Box 1016
Tampa, Florida 33601
(813) 230-7473

Engineer:
Brad Design & Engineering, Inc.
708 Lithia Pinecrest Rd.
Brandon, Florida 33511
(813) 689-7002

OPTION B
PLANNED DEVELOPMENT SITE PLAN

SHEET 1 OF 3

22-1116

LEGEND

ENTERING TRAFFIC

EXITING TRAFFIC

SCHOOL STAFF MEMBER LOCATION

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

ONSITE QUEUING CALCULATION

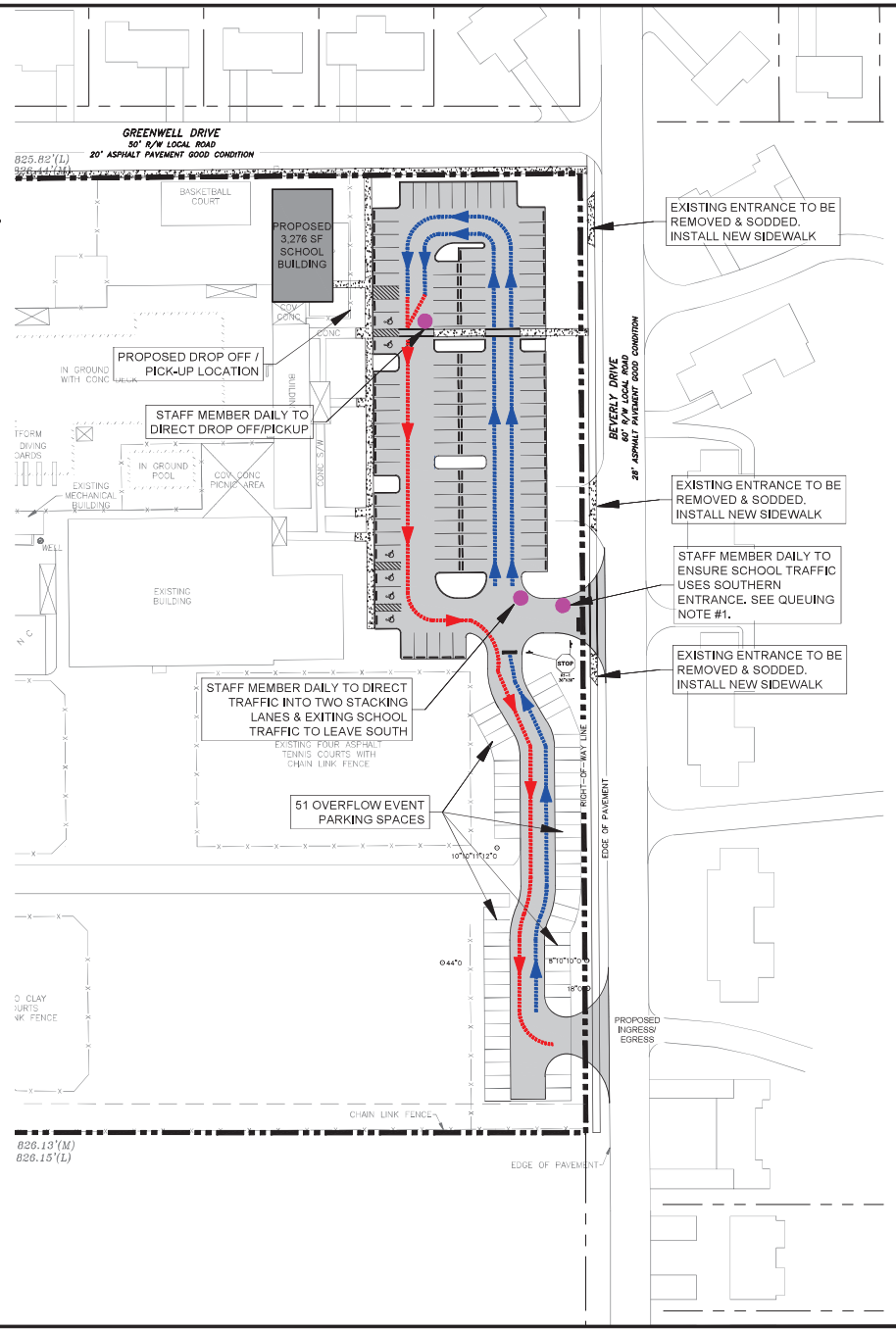
SCHOOL ENROLLMENT = 150 STUDENTS

TOTAL REQUIRED QUEUE
150 * 0.196 * 25 * 1.25 = 919-FEET

TOTAL PROVIDED QUEUE = 927-FEET

QUEUING NOTE:
1. SCHOOL SHALL ISSUE PARENTS A COLORED IDENTIFICATION PLACARD TO PLACE ON THE VEHICLE DASHBOARD. SCHOOL STAFF SHALL DIRECT SCHOOL TRAFFIC TO UTILIZE THE SOUTHERN ENTRANCE IN ORDER TO MAXIMIZE ONSITE STACKING.

MONITORING NOTE:
ANNUALLY, AT THE BEGINNING OF EACH SCHOOL YEAR DURING THE FOURTH WEEK OF CLASS, THE DEVELOPER (AT ITS SOLE EXPENSE) SHALL CONDUCT TRAFFIC MONITORING TO ACCESS THE SUFFICIENCY OF QUEUING BOTH ON-SITE AND OFF-SITE AT THE PROJECT ACCESS POINTS. SUCH REPORTS SHALL BE SUBMITTED TO THE HILLSBOROUGH COUNTY DEVELOPMENT SERVICES AND PUBLIC WORKS DEPARTMENTS. THIS ANNUAL MONITORING REQUIREMENT SHALL REMAIN IN EFFECT FOR (1) YEAR BEYOND THE TIME THE TOTAL ENROLLMENT REACHES 150 STUDENTS. IN THE EVENT THAT SIGNIFICANT OFF-SITE QUEUING OF VEHICLES AT ARRIVAL OR DISMISSAL TIMES IS FOUND, THE SCHOOL SHALL BE REQUIRED TO SUBMIT CORRECTIVE MEASURES, WHICH COULD INCLUDE REVISED STAGGERED ARRIVAL/DISMISSAL TIMES AND/OR A REVISED ON-SITE CIRCULATION PLAN TO ALLEVIATE OFF-SITE QUEUING. SUCH REVISED PLAN SHALL BE SUBJECT TO REVIEW AND APPROVAL BY HILLSBOROUGH COUNTY PUBLIC WORKS.



Revisions

Clients:
Brandon Sports and Aquatic Center, Inc.
405 Beverly Blvd.
Brandon, FL 33511

Project Name
Brandon Sports and Aquatic Center

Brad Design & Engineering, Inc.
708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813)689-7002 Fax (813) 684-1691

BD &E

OPTION B
QUEUING PLAN

SHEET
2
OF
3

22-1116

LEGEND

- DESIGNATED SCHOOL PARKING
- DESIGNATED RECREATION FACILITY PARKING
- DESIGNATED OVERFLOW GRASS PARKING

GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.

PARKING CALCULATION:

RECREATIONAL FACILITY MAXIMUM OCCUPANCY	=	260
SPECIAL NEEDS SCHOOL STUDENTS	=	150
SPECIAL NEEDS SCHOOL STAFF MEMBERS	=	20

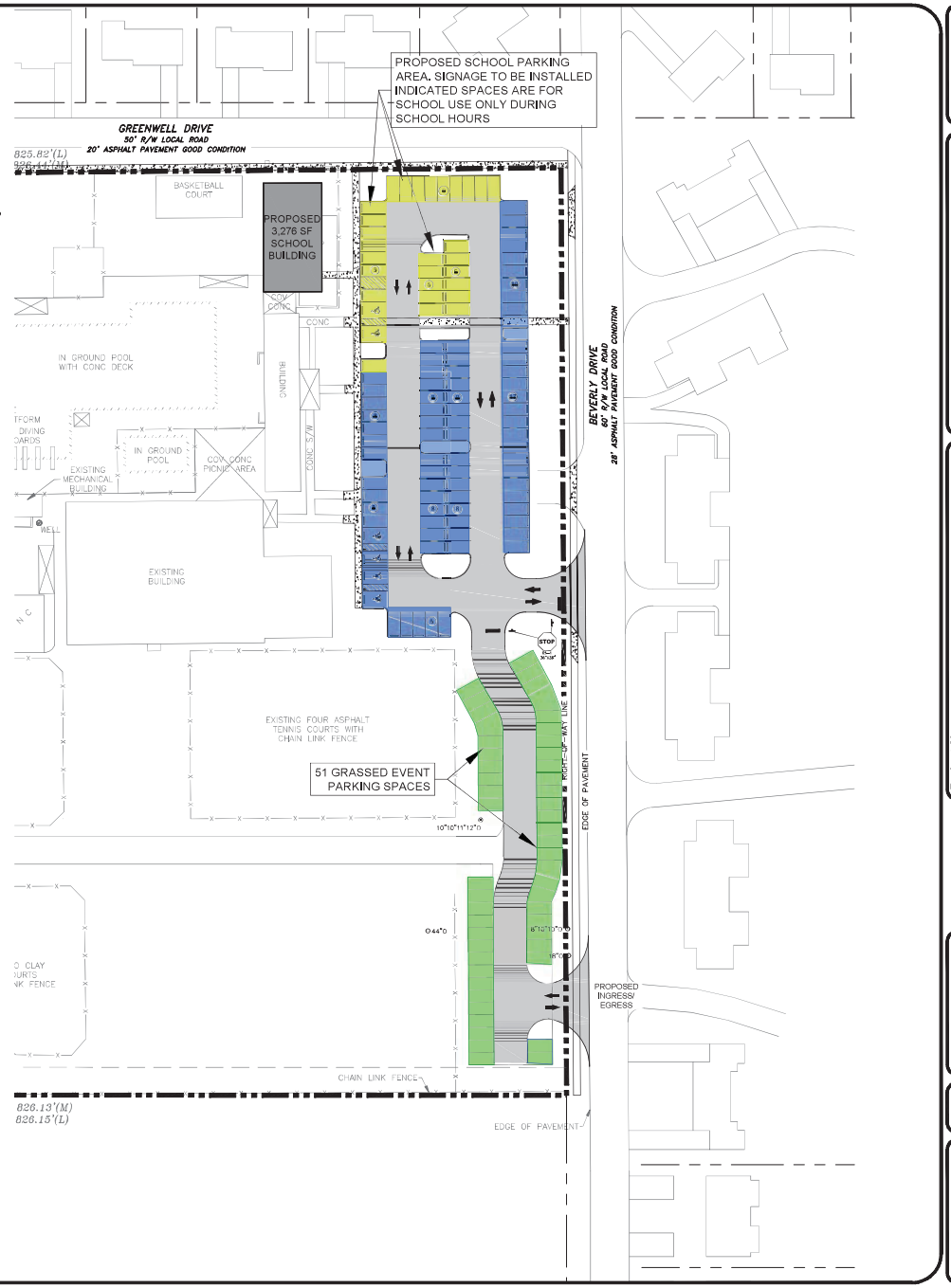
REQUIRED PARKING - PROPOSED CONDITIONS

RECREATIONAL FACILITY = 1 SPACE/30% OF MAX. OCCUPANCY	= 78 SPACES
SCHOOL = 1.47 SPACES PER STAFF MEMBER*	= 30 SPACES
TOTAL REQUIRED	= 108 SPACES
TOTAL PROVIDED PAVED SPACES	= 109 SPACES INC. 6 ADA

EVENT PARKING SPACES

EXCESS PAVED PARKING SPACES (109-108)	= 1 SPACES
GRASSED OVERFLOW SPACES	= 51 SPACES
TOTAL PROVIDED EVENT PARKING SPACES	= 52 SPACES

*ALTERNATIVE PARKING STANDARD APPROVED VIA PD VARIATION PROCESS CONCURRENTLY WITH MAJOR MODIFICATION #22-1116 - SEE CONDITION OF APPROVAL.



Revisions

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BD &E

OPTION B
REGULAR/EVENT
PARKING PLAN

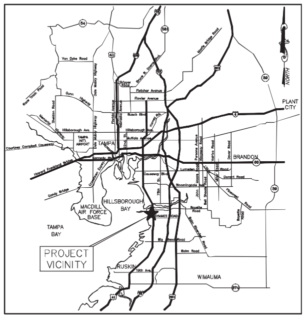
SHEET
3
OF
3

22-1116

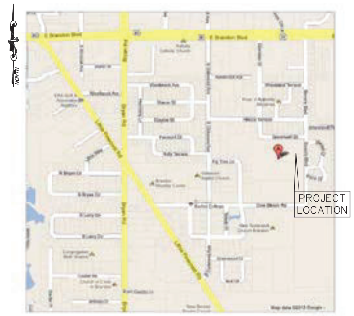
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

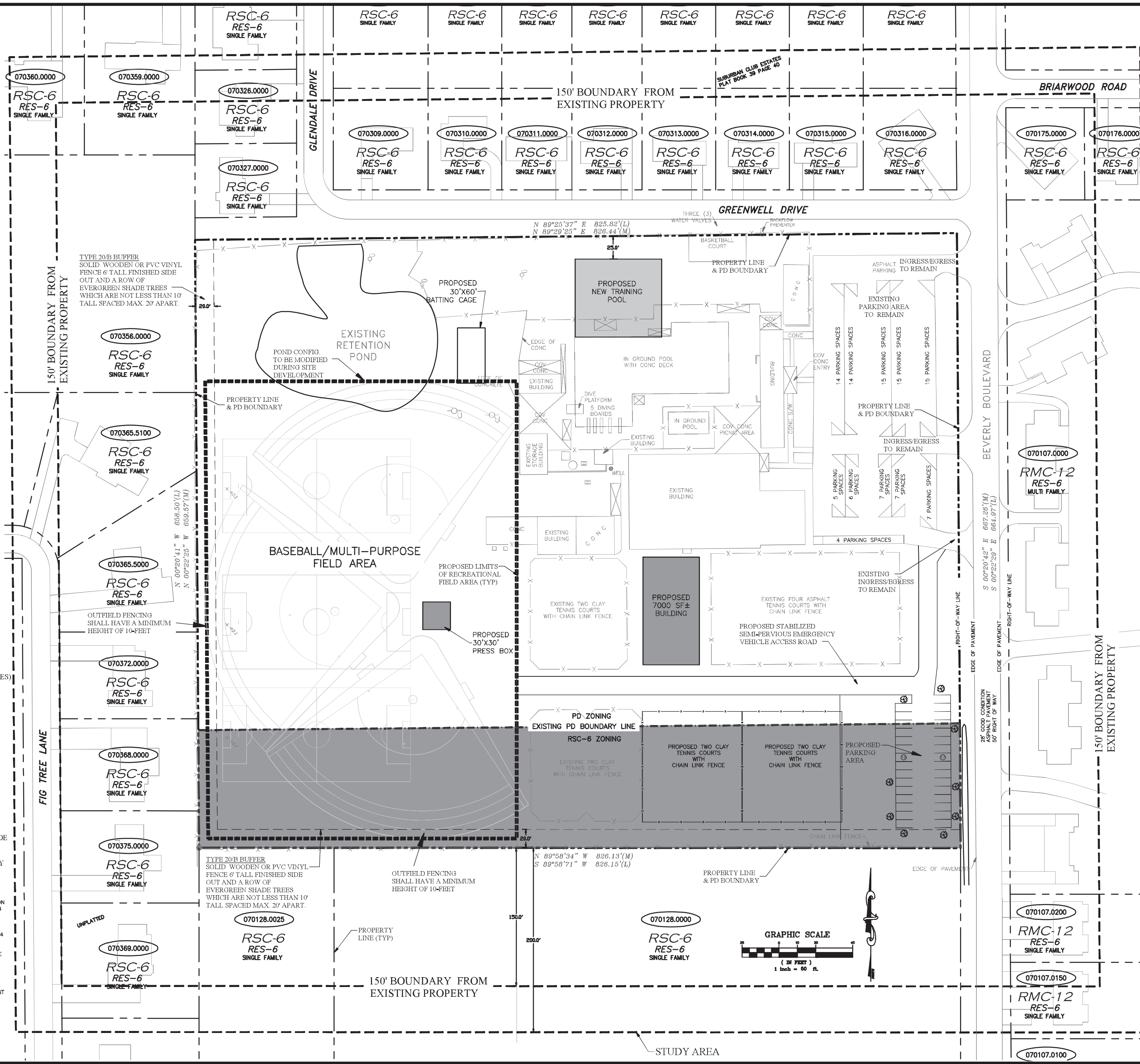
Received
07/02/2025
Development Services



Vicinity Map



Location Map



PROJECT DATA TABLE:

FOLIO NO.: 070121.0000
S/T/R: 26/29/20
SITE / PROJECT AREA: 548,124 SF (12.58-ACRES)
EXISTING ZONING: PD RZ 75-042; MC 04-1045 (10.02-ACRES) AND RSC-6 (2.56-ACRES)
FUTURE LAND USE DESIGNATION: RES-6
MAN-MADE WATER BODY ACREAGE: 0.69-ACRES
PROPOSED USE: RECREATIONAL FACILITY
TOTAL BUILDING SQUARE FOOTAGE: 31,550 SF
PROPOSED FAR: 0.058
COMMUNITY PLANNING AREA/OVERLAY DISTRICT: BRANDON COMMUNITY
SPECIAL DESIGNATIONS: NONE
DEVELOPMENT STANDARDS:
- MINIMUM LOT SIZE: 7,000 SF
- WIDTH: 70'
- SETBACKS: FRONT-25'; SIDE-7.5'; BACK-25'
- MAXIMUM BUILDING HEIGHT: 35'
- MAXIMUM BUILDING COVERAGE: 40%

LAND DEVELOPMENT CODE VARIATIONS REQUESTED: NONE
WATER / WASTEWATER SERVICE PROVIDER: HILLSBOROUGH COUNTY
HISTORIC LANDMARKS / ARCHAEOLOGICAL SITES: NONE

NOTES:
1. ALL FIELD LIGHTING SHALL BE SHIELDED PER LAND DEVELOPMENT CODE REQUIREMENTS.
2. ALL OUTFIELD FENCING SHALL BE A MINIMUM OF 10-FOOT TAL.
3. ALL NON-SHADED SITE PLAN ELEMENTS ARE EXISTING AND PREVIOUSLY APPROVED UNER PD 75-042.

LEGAL DESCRIPTION:

A TRACT OF LAND IN THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, AND IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 25, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA DESCRIBED AS FOLLOWS: START AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, RUN N 00°20'41"W ALONG THE WEST BOUNDARY OF SAID EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 29 SOUTH, RANGE 20 EAST, A DISTANCE OF 375.5 FEET TO A POINT OF BEGINNING, THENCE RUN N 00°20'41"W, ALONG THE WEST BOUNDARY OF SAID EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 26, A DISTANCE OF 658.5 FEET, RUN THENCE N 89°25'37"E, A DISTANCE OF 825.82 FEET TO THE INTERSECTION WITH THE SOUTHERN PROJECTION OF THE WEST RIGHT-OF-WAY LINE OF BEVERLY BOULEVARD AS THE SAME APPEARS IN PLAT OF "BRANDON TERRACE PARK" SUBDIVISION, UNIT NO. 3, PLAT BOOK 37, PAGE 31, PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA; RUN THENCE S 00°22'29"E ALONG SAID SOUTHERN PROJECTION OF WEST RIGHT-OF-WAY LINE OF BEVERLY BOULEVARD A DISTANCE OF 664.97 FEET; THENCE RUN N 89°58'71"W A DISTANCE OF 826.15 FEET TO THE POINT OF BEGINNING.

Revisions
[illegible] PD Plan Submittal
01/28/14 Added Buffer & Pakring Area
03/28/14 Revised Field
06/03/14 Revised Development Standards

Owner & Applicant:
Brandon Sports and Aquatic Center, Inc.
405 Beverly Blvd.
Brandon, FL 33511

Project:
Brandon Sports and Aquatic Center

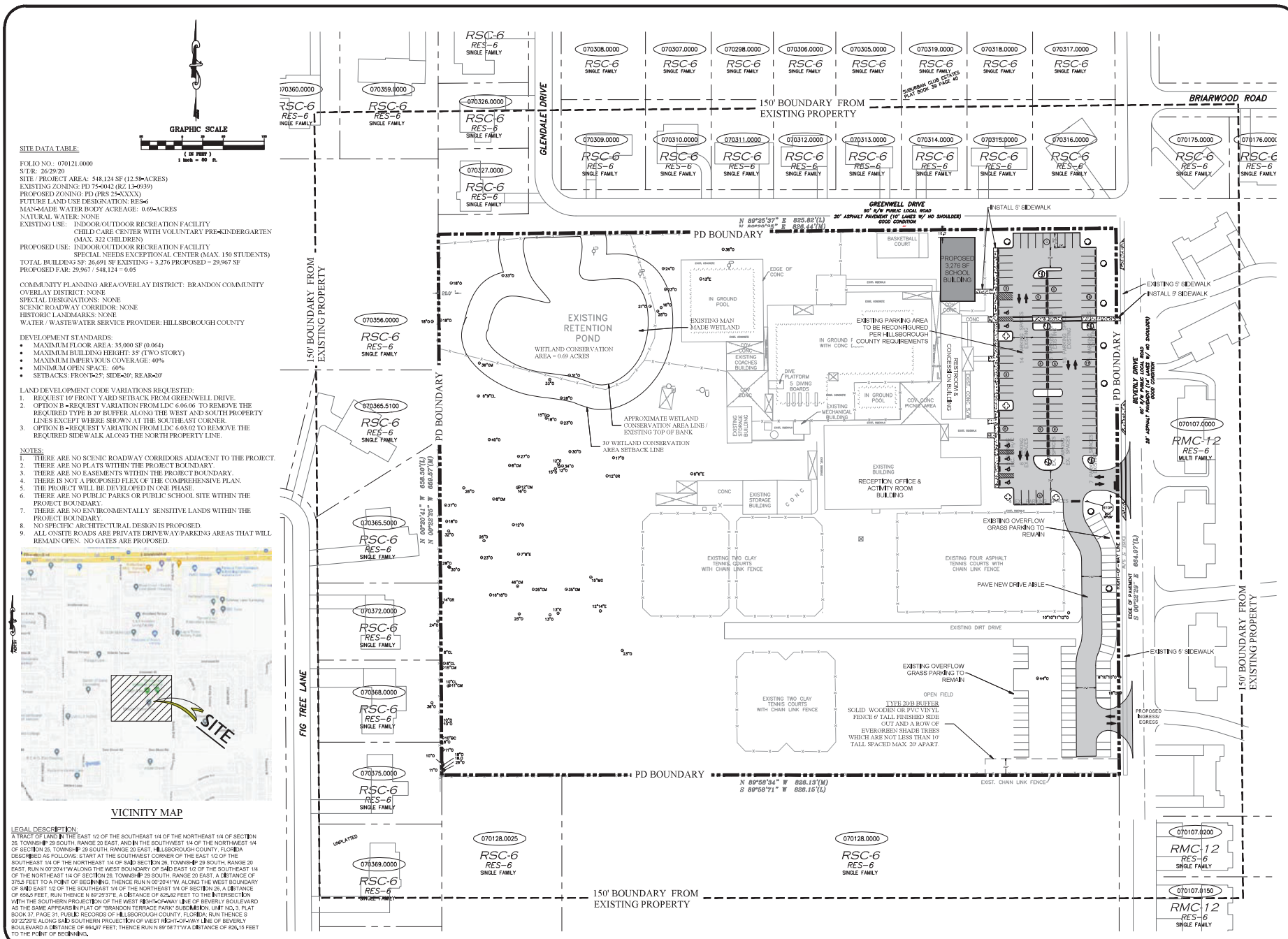
Planner & Representative:
Timothy H. Powell
TSP Companies, Inc.
P.O. Box 1016
Tampa, Florida 33601
(813) 220-8682

Engineer:
BD &E
Brad Design & Engineering, Inc.
708 Lithia Pinecrest Rd.
Brandon, Florida 33511
(813) 689-7002

OPTION A PLANNED DEVELOPMENT SITE PLAN

SHEET 1 OF 1

25-1052



Revisions
Owner & Applicant:
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405 Beverly Blvd.
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Project:
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Planner & Representative:
David Wright
TSP Companies, Inc.
P.O. Box 1016
Tampa, Florida 33601
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Engineer:
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OPTION B
PLANNED DEVELOPMENT SITE PLAN

SHEET 1 OF 3

25-1052

Brad Design & Engineering, Inc.
708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813)689-7002 Fax (813) 684-1691

Revisions

Clients:
Brandon Sports and Aquatic Center
405 Beverly Blvd.
Brandon, FL 33511

Project Name
Brandon Sports
and Aquatic Center

BD&E

OPTION B
QUEUING PLAN

SHEET 2 OF 3

LEGEND

ENTERING TRAFFIC

EXITING TRAFFIC

SCHOOL STAFF MEMBER LOCATION

ONSITE QUEUING CALCULATION

SCHOOL ENROLLMENT = 150 STUDENTS

TOTAL REQUIRED QUEUE = 919-FEET
150 * 0.196 * 25 * 1.25

TOTAL PROVIDED QUEUE = 927-FEET

QUEUING NOTE:

1. SCHOOL SHALL ISSUE PARENTS A COLORED IDENTIFICATION PLACARD TO PLACE ON THE VEHICLE DASHBOARD. SCHOOL STAFF SHALL DIRECT SCHOOL TRAFFIC TO UTILIZE THE SOUTHERN ENTRANCE IN ORDER TO MAXIMIZE ONSITE STACKING.

MONITORING NOTE:

ANNUALLY, AT THE BEGINNING OF EACH SCHOOL YEAR DURING THE FOURTH WEEK OF CLASS, THE DEVELOPER (AT ITS SOLE EXPENSE) SHALL CONDUCT TRAFFIC MONITORING TO ACCESS THE SUFFICIENCY OF QUEUING BOTH ON-SITE AND OFF-SITE AT THE PROJECT ACCESS POINTS. SUCH REPORTS SHALL BE SUBMITTED TO THE HILLSBOROUGH COUNTY DEVELOPMENT SERVICES AND PUBLIC WORKS DEPARTMENTS. THIS ANNUAL MONITORING REQUIREMENT SHALL REMAIN IN EFFECT FOR (1) YEAR BEYOND THE TIME THE TOTAL ENROLLMENT REACHES 150 STUDENTS. IN THE EVENT THAT SIGNIFICANT OFF-SITE QUEUING OF VEHICLES AT ARRIVAL OR DISMISSAL TIMES IS FOUND, THE SCHOOL SHALL BE REQUIRED TO SUBMIT CORRECTIVE MEASURES. SUCH COULD INCLUDE REVISED STAGGERED ARRIVAL/DISMISSAL TIMES AND/OR A REVISED ON-SITE CIRCULATION PLAN TO ALLEVIATE OFF-SITE QUEUING. SUCH REVISED PLAN SHALL BE SUBJECT TO REVIEW AND APPROVAL BY HILLSBOROUGH COUNTY PUBLIC WORKS.

25-1052

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Revisions

Clients:
Brandon Sports and Aquatic Center
405 Beverly Blvd.
Brandon, FL 33511

Project Name
Brandon Sports
and Aquatic Center

BD&E

OPTION B
REGULAR/EVENT
PARKING PLAN

SHEET 3 OF 3

LEGEND

DESIGNATED SCHOOL PARKING

DESIGNATED RECREATION FACILITY PARKING

DESIGNATED OVERFLOW GRASS PARKING

PARKING CALCULATION:
RECREATIONAL FACILITY MAXIMUM OCCUPANCY = 260
SPECIAL NEEDS SCHOOL STUDENTS = 150
SPECIAL NEEDS SCHOOL STAFF MEMBERS = 20

REQUIRED PARKING - PROPOSED CONDITIONS
RECREATIONAL FACILITY – 1 SPACE/30% OF MAX. OCCUPANCY = 78 SPACES
SCHOOL – 1.47 SPACES PER STAFF MEMBER* = 30 SPACES
TOTAL REQUIRED = 108 SPACES
TOTAL PROVIDED PAVED SPACES = 109 SPACES INC. 6 ADA

EVENT PARKING SPACES
EXCESS PAVED PARKING SPACES (109-108) = 1 SPACES
GRASSED OVERFLOW PARKING SPACES = 53 SPACES
TOTAL PROVIDED EVENT PARKING SPACES = 54 SPACES

*ALTERNATIVE PARKING STANDARD APPROVED VIA PD VARIATION PROCESS
CONCURRENTLY WITH MAJOR MODIFICATION #22-1116 - SEE CONDITION OF APPROVAL

25-1052

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services	DATE: 08/21/2025
REVIEWER: Michael J. Williams, P.E.	AGENCY/DEPT: Transportation
COMMUNITY PLAN/ SECTOR: BR/CENTRAL	PETITION NO: PRS 25-1052

☐ 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 grounds.

NEW CONDITIONS OF APPROVAL

All previous transportation-related zoning conditions shall be carried forward; in addition, staff is proposing the following additional condition:

- Notwithstanding Sec. 6.03.02. of the LDC, the project shall not be required to construct a sidewalk along its Greenwell Dr. frontage.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a Minor Modification, also known as a Personal Appearance (PRS) to previously approved PD 13-0939, as most recently modified via case MM 22-1116. The zoning is approved for the following development options:

1. Development shall be limited to one of the following development options:

   a. Option A – Development shall be limited to a general indoor/outdoor recreation facility with a maximum of 33,000 square feet of building floor area. The facility may include an accessory snack bar/café to serve patrons, visitors and staff. Additionally, the facility may include a child care center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children, subject to compliance with child care licensing requirements.

   b. Option B - Development shall be limited to a general indoor/outdoor recreation facility including a pool and playground area with a maximum of 29,967 square feet of building floor area. The facility may include an exceptional center private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults, subject to compliance with private school licensing requirements. (The proposed 150 student school is proposed in lieu of the 322 children childcare use including in Development Option A above.)

      School enrollment (i.e. the Special Needs Exception Center, as referenced on the PD site plan) shall be limited to a maximum of 150 students in grades K-12 and certain adults up to 22 years of age. Additionally, all students shall be required to be Exceptional Students. For the purposes of this zoning condition, an Exception Student shall mean any student who has one or more of the following: intellectual disabilities; autism spectrum disorder; a speech impairment; a language impairment; an Other Health Impairment as defined within State Board of Education Rule 6A-6.030152, Florida Administrative Code (F.A.C); an orthopedic impairment; traumatic brain injury; a visual impairment; an emotional or behavioral disability; students who are deaf or hard of hearing or dual sensory impaired; children with developmental delays; and/or a specific learning disability, including, but no limited to, dyslexia, dyscalculia, or development aphasia.

   c. Operational pool capacity shall be limited to a maximum of 100 persons under both development options unless additional parking is provided in excess of 138 spaces. In such case, the maximum operational pool capacity shall increase 10 persons for every three additional parking spaces that are provided.

The applicant is proposing to waive the required sidewalk along the project's Greenwell Dr. frontage as well as other non-transportation-related changes.

Consistent with Development Review Procedures Manual (DRPM) Sec. 6.2.1.C, since the proposed changes do not affect external project access or proposed entitlements, the applicant was not required to submit a trip generation or site access analysis to process this request. Staff has prepared the below comparison of the difference in the trip generation potentially between the existing zoning, showing trip impacts based on the worst-case scenario (i.e. Development Option A). Calculations shown below utilize data from the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning (Development Option A, Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
33,000 s.f. general indoor/outdoor recreation facility uses (ITE LUC 492)	1,140 (est.)	22	21	65	49
322 student child care facility (ITE LUC 565)	1,316	117	104	95	108
Total:	**2,456**	**264**		**317**	

Proposed Zoning (Development Option A, Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
33,000 s.f. general indoor/outdoor recreation facility uses (ITE LUC 492)	1,140 (est.)	22	21	65	49
322 student child care facility (ITE LUC 565)	1,316	117	104	95	108
Total:	**2,456**	**264**		**317**	

Difference:

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour	PM Peak Hour
Total:	**No Change**	**No Change**	**No Change**

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Beverly Blvd. is a 2-lane, undivided, substandard local roadway in average condition. The pavement is approximately 27 feet in width and lies within a +/- 60 foot-wide right-of-way in the vicinity of the proposed project. There are +/- 5-foot sidewalks along portions of the west side of Beverly Blvd. in the vicinity of the proposed project. There are no bicycle facilities present on Beverly Blvd.

Greenwell Dr. is a 2-lane, undivided, substandard local roadway in average condition. The pavement is approximately 20 feet in width and lies within a +/- 50-foot-wide right-of-way in the vicinity of the proposed project. There are no sidewalks nor bicycle facilities present on the roadway in the vicinity of the proposed project.

SITE ACCESS

No changes to site access are proposed.

DEMINIMIS DESIGN EXCEPTION

As the applicant's proposed changes have no impact on the previously approved Design Exception, the County Engineer has reviewed and determined it is appropriate to pass the previously approved Design Exceptions through via the deminimis process.

As Beverly Blvd. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Beverly Blvd. (dated February 6, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on February 28, 2023) and, after approval of 22-1116 by the BOCC, approved the Design Exception (on June 29, 2023). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 (for 2-Lane, Rural Local and Collector Roadways) include:

- The developer will be permitted to maintain the existing shoulder conditions, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is required to be paved required per TS-7; and,

- The developer will be permitted to maintain the 3-foot sidewalk separation/placement within the clear zone, in lieu of the required minimum 29-foot-wide separation of the sidewalk and the travel lane as required pursuant to TS-7.

The developer is proposing to construct a minimum 5-foot-wide sidewalk along the west side of Beverly Blvd., starting at a location +/- 180 feet south of SR 60, and continuing south for a distance of +/- 400 feet.

If 25-1052 is approved, the County Engineer will approve a deminimis exception to the previously approved Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Beverly Blvd. was not included in the 2024 Hillsborough County Level of Service Report. As such, LOS information for this facility cannot be provided.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, February 28, 2023 6:35 PM
To: Michael D. Raysor (mdr@raysor-transportation.com)
Cc: David Wright; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; PW-CEIntake
Subject: FW: MM 22-1116, Design Exception Review
Attachments: 22-1116 DEReq 02-17-23.pdf

Importance: High

Mike,
I have found the attached Design Exception (DE) for PD 22-1116 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with transportation staff after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

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

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

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

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Sunday, February 26, 2023 10:19 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: MM 22-1116, Design Exception Review
Importance: High

Hello Mike,

The attached DE is approvable to me, please include the following people in your response:

mdr@raysor-transportation.com
david@tspco.net
BallF@hillsboroughcounty.org
RatliffJa@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

Received February 17, 2023
Development Services

Hillsborough County Florida

DEVELOPMENT SERVICES DEPARTMENT
PO Box 1110, Tampa, FL 33601-1110
813-635-5400 | Fax: (813) 272-5811

SUBJECT: APPROVAL COVER LETTER ☑ **DESIGN EXCEPTION** ☐ **DESIGN DEVIATION MEMORANDUM**

TO: Michael J. Williams
County Engineer

DATE: February 6, 2023

County Street Name **and/or Road Number:** Beverly Boulevard
Project Description (limits): from Dew Bloom Road to SR-60
Project Identification Number:
Context-**Based** Classification:

TYPE OF CONSTRUCTION: (check all that apply)

☐ Residential Subdivision ☑ Commercial Subdivision ☐ Private Property

DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT: (check one)

☐ Design Speed	☐ Horizontal Curve Radius	☐ Maximum Grade	☐ Design Loading Structural Capacity
☐ Lane Widths	☐ Superelevation Rate	☐ Cross Slope	
☑ Shoulder Widths	☐ Stopping Sight Distance	☐ Vertical Clearance	

DESIGN DEVIATION MEMORANDUM FOR THE FOLLOWING ELEMENT:

Include statement identifying location, project limits, key controlling criteria, existing roadway characteristics, and required criteria versus proposed criteria:

A DESIGN EXCEPTION pursuant to Hillsborough County Transportation Technical Manual §1.7 to meet the requirements of Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) is requested in association with rezoning & development permitting for the "Livingstone School/BSAC project. (PD #22-1116)

Refer to attached Design Exception document (1/23/23) for details.

Attach all supporting documentation to this form in accordance with **Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.**

SIGNATURES AND APPROVALS:

Recommended by / Date:

Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.02.06 09:50:15 -05'00'

Responsible Professional Engineer

MICHAEL DANIEL RAYSOR LICENSE No. 60919 STATE OF FLORIDA PROFESSIONAL ENGINEER
Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.02.06 09:50:03 -05'00'

Apply Professional Engineer Seal

Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams
Digitally signed by Michael J. Williams
Date: 2023.06.29 09:31:23 -04'00'

Michael J. Williams, Professional Engineer. County Engineer

22-1116

Received February 17, 2023
Development Services

RAYSOR Transportation Consulting

TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

February 6, 2023 (Revision No. 1)

The County Engineer has reviewed zoning modification application # 25-1052 and determined the changes to be de mimimis. As such, the previous approval shall stand.

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

Michael J. Williams, P.E.
County Engineer
Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard
Tampa, Florida 33602

SUBJECT: LIVINGSTONE SCHOOL & BSAC
BEVERLY DRIVE DESIGN EXCEPTION
PD 22-1116
FOLIO: 070121.0000

Dear Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County's Transportation Technical Manual (TTM) §1.7, to meet the requirements of Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for the **LIVINGSTONE SCHOOL** proposed for development on the Brandon Sports & Aquatic Center (BSAC) site.

INTRODUCTION

The subject site is located on the west side of Beverly Boulevard, south of Greenwell Drive, in Hillsborough County, Florida; as shown in ***ATTACHMENT A***. The site is currently entitled for 33,000 square feet of recreational center and a childcare center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children. A second development option is currently proposed consisting of 33,000 square feet of recreational center and an exceptional education private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults. Access to the subject site currently consists of 3 primary site access driveway connections to Beverly Boulevard and one secondary driveway connection; where upon development of the private school, three of the existing driveway connections will be removed with one new driveway connection to be constructed near the southern boundary of the project site. Refer to ***ATTACHMENT B*** for existing site conditions, and ***ATTACHMENT C*** for proposed site conditions for the private school development option (which includes the PD plan and queuing plan for the private school development option).

Pursuant to LDC §6.04.03.L, the following is applicable to Beverly Boulevard in regard to the subject project:

> *Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.*

A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Beverly Boulevard to meet current roadway standards for a two-lane undivided local urban non-residential roadway (TS-3) or a two-lane undivided local rural roadway (TS-7); noting that Beverly Boulevard exhibits a rural section south of Greenwell Drive and an urban section north of Greenwell Drive. The County TS-3 and TS-7 typical sections are provided as ***ATTACHMENT D***. In lieu of meeting the full TS-3 / TS-7 typical section requirements, alternative mitigation is proposed.

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BEVERLY BOULEVARD | TRAFFIC VOLUMES

Traffic volumes for Beverly Boulevard were identified as follows:

- Existing peak hour traffic volumes were identified from traffic counts adjusted to reflect peak season conditions; resulting in (a) AM peak hour volumes of 144 vph north of the project site and 156 vph south of the project site, and (b) PM peak hour volumes of 118 vph north of the project site and 131 vph south of the project site. The referenced existing traffic volumes are documented in ***ATTACHMENT E***. It is noted that existing traffic volumes include the traffic generated by the BSAC component of the project site.

- Existing daily traffic volumes were estimated using FDOT's standard planning analysis hour factor (K-factor) of 9.0 applied to the PM peak hour volumes, resulting in a daily traffic volume of approximately 1,400 vpd in the vicinity of the project site.

- Project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); resulting in (a) AM peak hour project generated volumes of 151 vph north of the project site and 37 vph south of the project site, and (b) PM peak hour project generated volumes of 120 vph north of the project site and 30 vph south of the project site. The referenced project generated traffic volumes are documented in ***ATTACHMENT F***.

- The sum of the existing traffic volumes and project generated traffic volumes result in the following total traffic volumes for Beverly Boulevard:

  - **AM PEAK HOUR TOTAL TRAFFIC:** 295 vph north of project site
193 vph south of project site

  - **PM PEAK HOUR TOTAL TRAFFIC:** 238 vph north of project site
161 vph south of project site

  - **DAILY TOTAL TRAFFIC:** 1,894 vpd north of project site
1,524 vpd south of project site

BEVERLY BOULEVARD | ROADWAY CHARACTERISTICS

An inventory of roadway characteristics was compiled for Beverly Boulevard generally between State Road 60 and the southern limits of the project site, as summarized below and further documented in ***ATTACHMENT G***.

SPEED LIMIT: The posted speed limit for Beverly Boulevard was identified as 30 mph; with a 15 mph advisory speed at locations with speed tables.

LANE WIDTH: The lane width for Beverly Boulevard was identified as ± 12 feet near the southern project boundary, widening to ± 14 feet within the site frontage, and remaining ± 14 feet northward to State Road 60. This finding indicates that Beverly Boulevard exhibits a lane width meeting/exceeding the requirement of both the TS-3 and TS-7 typical sections.

SHOULDER WIDTH: Beverly Boulevard does not have paved shoulders within the rural section (south of Greenwell Drive). This finding indicates that Beverly Boulevard exhibits substandard shoulder conditions in consideration of the TS-7 typical section, which requires 5-foot paved shoulders. Beverly Boulevard north of Greenwell Drive has an urban section, where shoulders are not applicable. For the urban section, miami curb is present, which meets the requirement of the TS-3 typical section.

SIDEWALK: On the **west** side of Beverly Boulevard, a sidewalk exists from the southern property boundary northward to approximately 580 feet south of State Road 60, where a gap of approximately 400 feet exits, prior to the sidewalk being in place for the remaining approximately 180 feet to State Road 60. On the **east** side of Beverly Boulevard, a sidewalk does not exist, except for approximately 280 feet south of State Road 60; noting that the referenced 280 feet of sidewalk does not

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connect to the sidewalk along State Road 60. This finding indicates that Beverly Boulevard exhibits substandard sidewalk conditions in consideration of the TS-3 and TS-7 typical sections, which both require 5-foot sidewalks on both sides of the road.

RIGHT OF WAY: Beverly Boulevard has an existing right-of-way width of approximately 60 feet. It is noted that the reported right-of-way width is approximate, as measured from the *Hillsborough County Property Appraiser* website.

BEVERLY BOULEVARD | CRASH HISTORY

An evaluation of crash data was conducted for the segment of Beverly Boulevard from State Road 60 to Dew Bloom Road (excluding the terminus intersection), as documented in ***ATTACHMENT H***. Crash data was queried from the Hillsborough County Crash Data Management System for the prior 5 year period, from 1/1/18 through 12/31/22. During that period, 3 crashes were identified to occur within the referenced limits. Two of these crashes involved distracted drivers colliding with vehicles parked on private property, with the other crash involving a driver colliding with another vehicle as they were making a turn from the wrong lane. In consideration of the foregoing, it is concluded that the substandard road characteristics of Beverly Boulevard have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

SUBSTANDARD ROAD MITIGATION

The deviation from County TS-3 and TS-7 standards in regard to the lack of paved shoulders along Beverly Boulevard (south of Greenwell Drive) does not adversely impact the provision of safe and efficient traffic operating conditions, as the roadway area adjacent to the traveled way was found to be at least 6 feet in width with a slope of no greater than 6%, and thus serves as an unpaved shoulder. It is noted that observations were unable to determine if the referenced unpaved shoulders are stabilized, however, no signs of rutting or other damage was observed, where that would have been indicative of a lack of stabilization. Refer to ***ATTACHMENT I*** for supporting information from AASHTO's *A Policy on Geometric Design of Streets & Highway*.

The deviation from County TS-3 and TS-7 standards in regard to the lack of sidewalks on both sides of the road is a significant concern due to the community oriented nature of the project; especially in regard to the lack of a continuous sidewalk between the project site and the major street network to the north (i.e., State Road 60). Therefore, the Applicant proposes to construct ± 400 feet of 5 foot sidewalk on the west side of Beverly Boulevard to fill in the existing "gap" referenced above, as mitigation for substandard road conditions, as conceptually shown in ***FIGURE 1.0***.

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County's Transportation Technical Manual (TTM) §1.7, to meet the requirements of Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for the **LIVINGSTONE SCHOOL** proposed for development on the Brandon Sports & Aquatic Center (BSAC) site.

Sincerely,

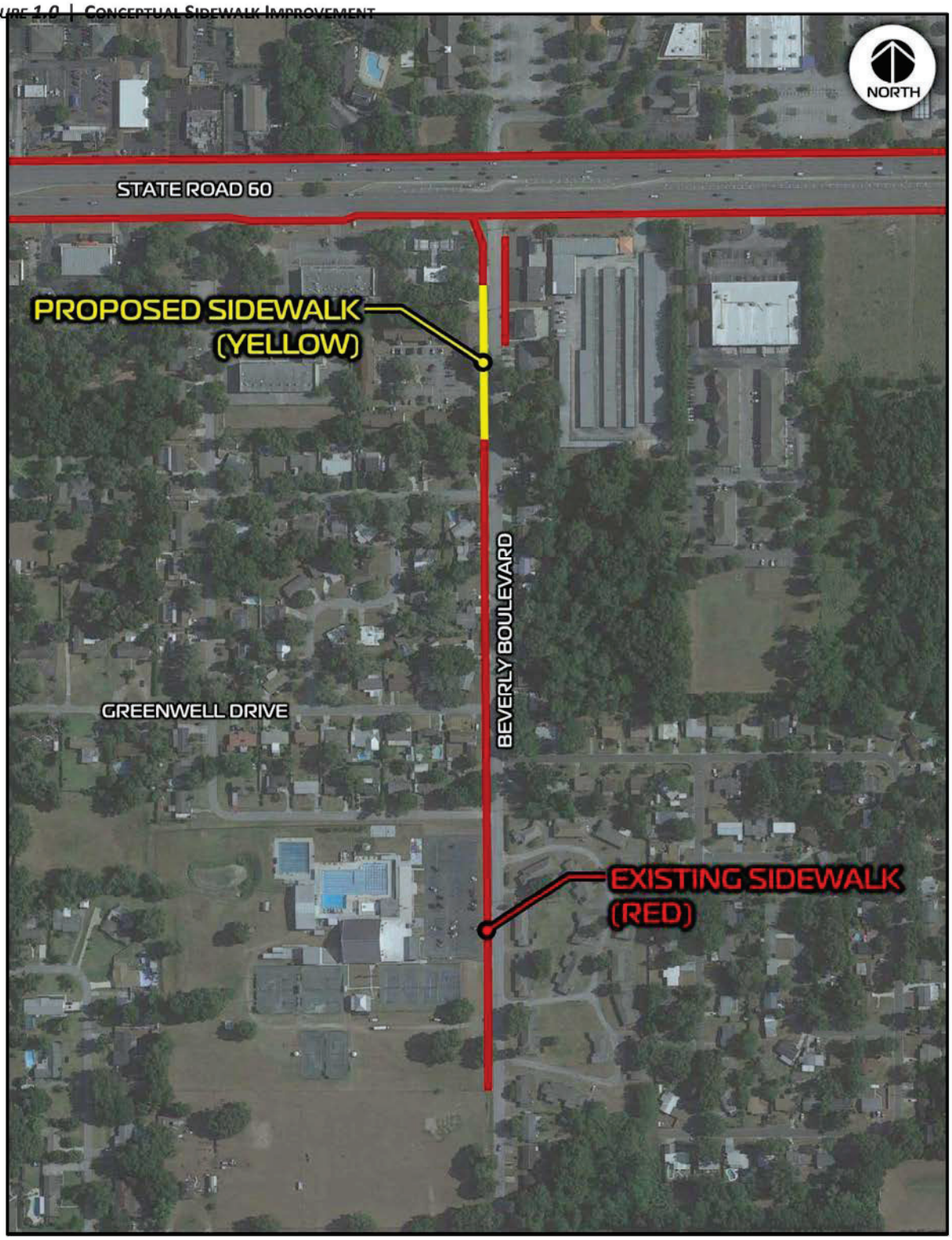
RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

MICHAEL DANIEL RAYSOR
LICENSE
No. 60919
Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.02.06 09:49:21 -05'00'
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

FIGURE 1.0 | CONCEPTUAL SIDEWALK IMPROVEMENT



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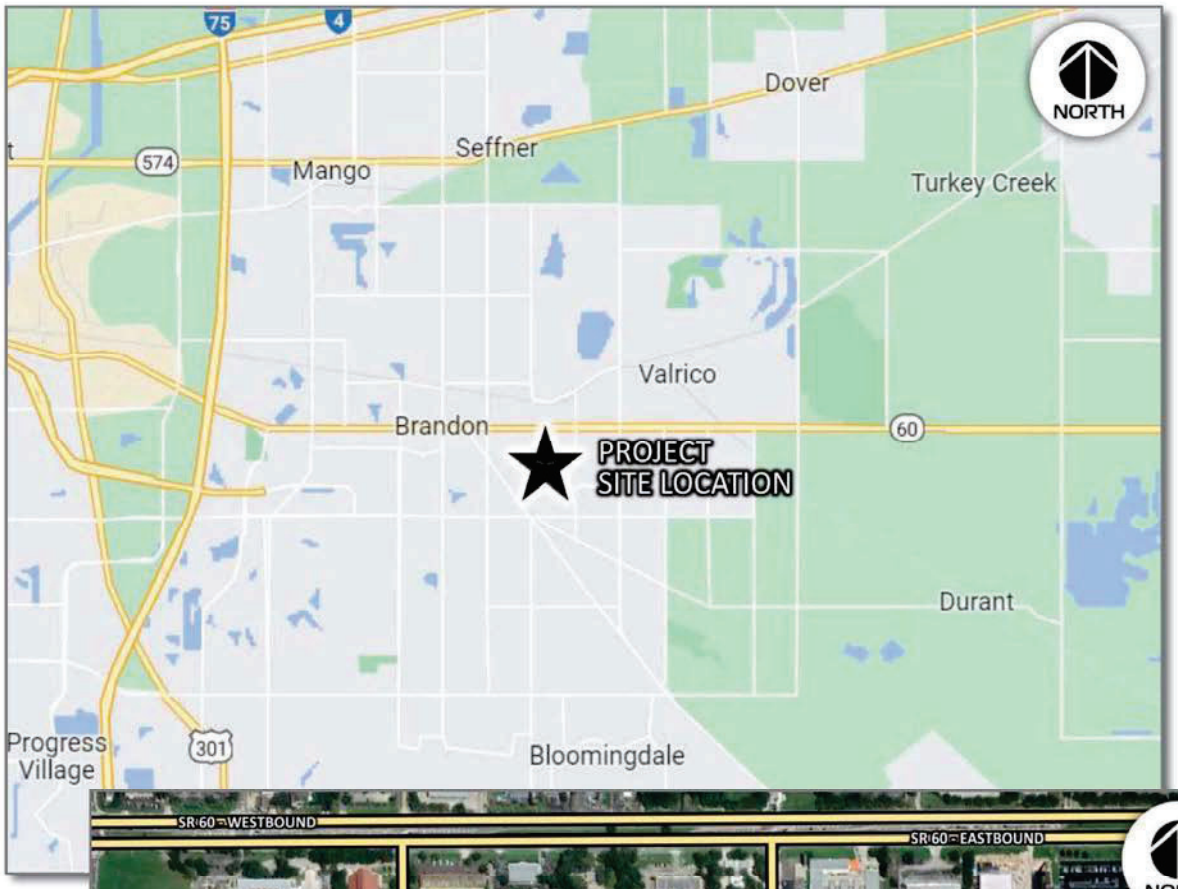
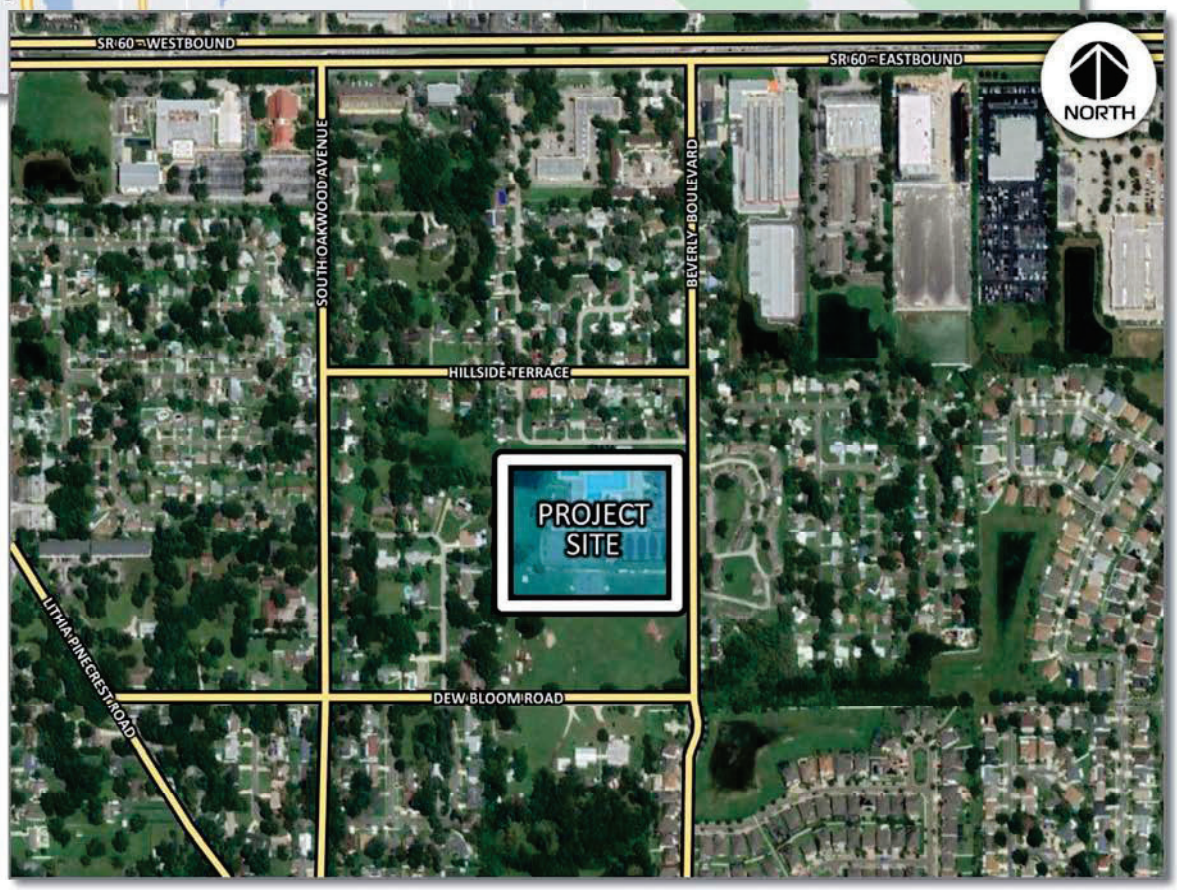
ATTACHMENT A

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC
Project Site Location Map





ATTACHMENT A - 1 of 1

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ATTACHMENT B

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC

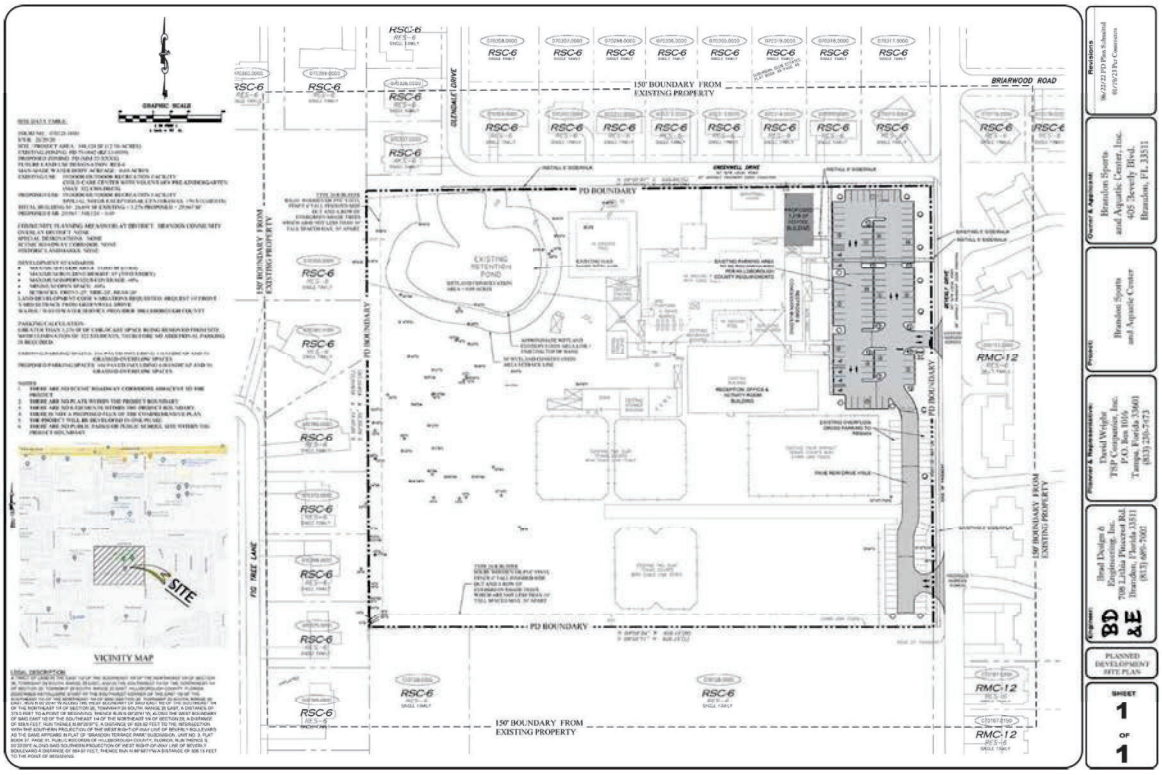
Existing Site Conditions

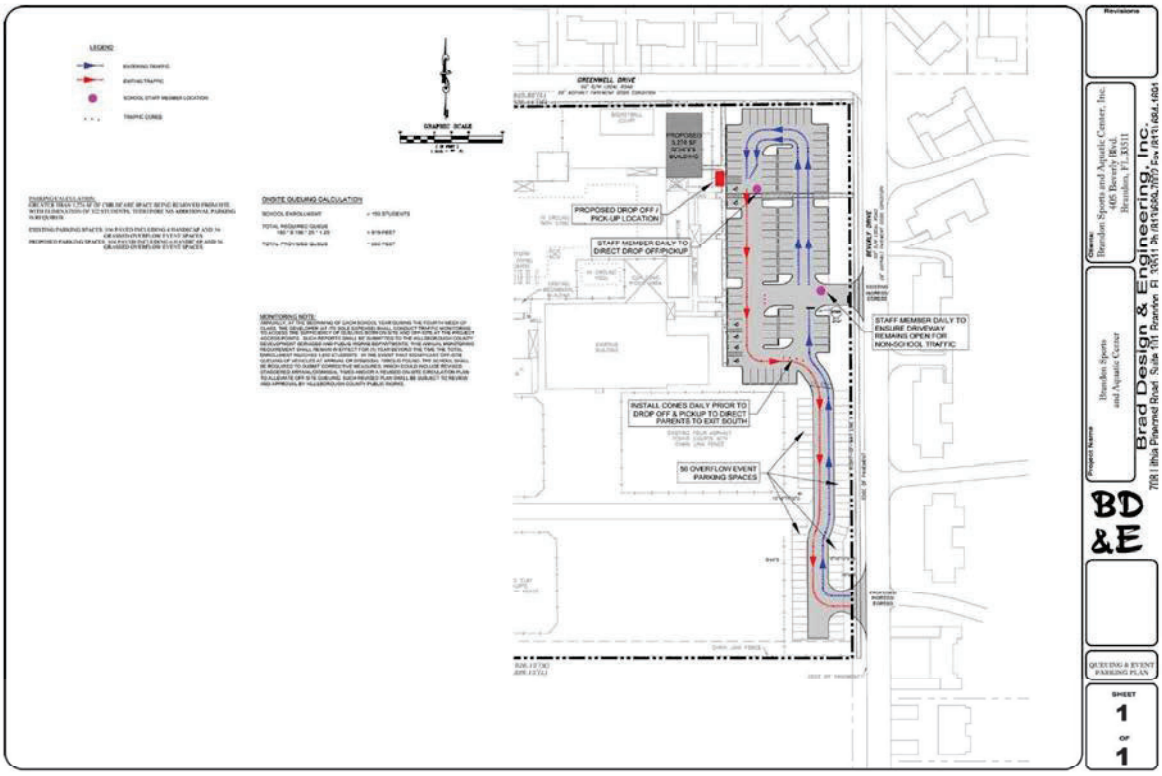
ATTACHMENT C

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC

Proposed Site Conditions

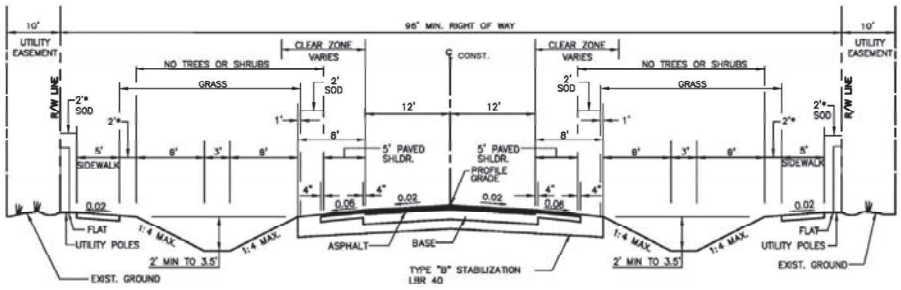




ATTACHMENT D

RAYSOR Transportation Consulting

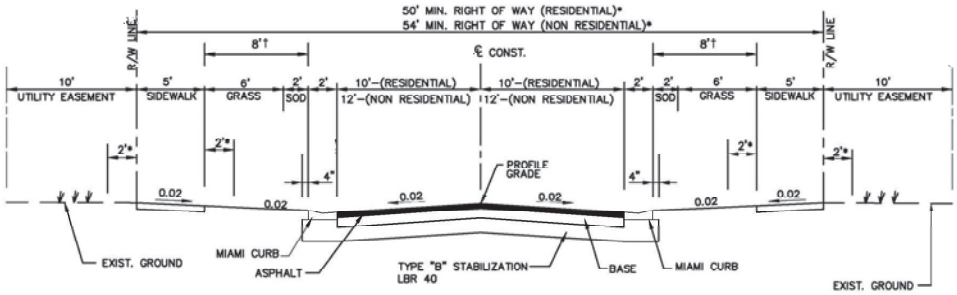
LIVINGSTONE SCHOOL & BSAC
Hillsborough County TS-3 & TS-7 Typical Sections



TYPICAL SECTION
N.T.S.
FOR LESS THAN 10,000 AADT
MAX. ALLOWABLE DESIGN SPEED – 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
• 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:				
10/17	TRANSPORTATION TECHNICAL MANUAL	Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7
				SHEET NO. 1 OF 1



TYPICAL SECTION
N.T.S.
LESS THAN 5,000 AADT
MAX. ALLOWABLE DESIGN SPEED – 35 MPH

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

REVISION DATE:				
10/17	TRANSPORTATION TECHNICAL MANUAL	Hillsborough County Florida	LOCAL URBAN ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-3
				SHEET NO. 1 OF 1

ATTACHMENT "E"

RAYSOR Transportation Consulting

TECHNICAL MEMORANDUM

TO: LIVINGSTONE SCHOOLS, INC.
1204 SOUTH LENNA AVENUE
SEFFNER, FLORIDA 33584

FROM: MICHAEL D. RAYSOR, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

SUBJECT: LIVINGSTONE SCHOOL / BSAC (PD 22-1116)
TRAFFIC IMPACT STUDY

DATE: JANUARY 22, 2023

MICHAEL DANIEL RAYSOR LICENSE No. 60919 Michael Raysor Digitally signed by Michael Raysor Date: 2023.01.22 13:18:41 -05'00' STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

1.0 | INTRODUCTION

This technical memorandum documents a TRAFFIC IMPACT STUDY prepared in association with a Planned Development rezoning (PD 22-1116) for the **LIVINGSTONE SCHOOL** proposed for development on the Brandon Sports & Aquatic Center (BSAC) site, located on the west side of Beverly Boulevard, south of Greenwell Drive, in Hillsborough County, Florida; as shown in ***FIGURE 1.0***. The subject site is currently entitled for 33,000 square feet of recreational center and a childcare center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children. A second development option is currently proposed consisting of 33,000 square feet of recreational center and an exceptional education private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults. Access to the subject site currently consists of 3 primary site access driveway connections to Beverly Boulevard and one secondary driveway connection; where upon development of the private school, three of the existing driveway connections will be removed with one new driveway connection to be constructed near the southern boundary of the project site. Refer to ***FIGURE 2.0*** for existing site conditions, and ***FIGURE 3.0*** for proposed site conditions for the private school development option (which includes the PD plan and queuing plan for the private school development option).

2.0 | PROJECT SITE TRIP GENERATION

The trip generation for the subject project site was estimated for the current and proposed development scenarios using trip characteristic data as identified in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); where multiple trip generation scenarios were evaluated as summarized in ***TABLE 1.0*** and further documented in ***ATTACHMENT A***. It is noted that the currently approved entitlements reflect a worst-case (higher) trip generation estimate as compared to the proposed entitlements; however, the purpose of this study is to analyze the proposed development, and as such, the trip generation estimate associated with the proposed entitlements was used for the analysis documented herein. In addition, it is noted that the background traffic volumes associated with the existing BSAC facility reflect values that exceed the ITE estimated high range trip generation for the 33,000 square foot recreational center for AM peak hour conditions, and is within the low and high range of trip generation for the recreational center for PM peak hour conditions; therefore, existing/background traffic volumes for the existing BSAC facility were used to reflect its trip generation, with the (high range) trip generation for the proposed exceptional education private school added to these volumes to calculate the project generated traffic volumes for the proposed development option. The distribution of project generated traffic for the school was estimated manually based on area development and roadway patterns; as shown in ***FIGURE 4.0***.

ATTACHMENT "E"

FIGURE 5.0 | EXISTING PEAK HOUR TRAFFIC VOLUMES

ATTACHMENT "F"

RAYSOR Transportation Consulting

TECHNICAL MEMORANDUM

TO: LIVINGSTONE SCHOOLS, INC.
1204 SOUTH LENNA AVENUE
SEFFNER, FLORIDA 33584

FROM: MICHAEL D. RAYSOR, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

SUBJECT: LIVINGSTONE SCHOOL / BSAC (PD 22-1116)
TRAFFIC IMPACT STUDY

DATE: JANUARY 22, 2023

MICHAEL DANIEL RAYSOR LICENSE No. 60919 Michael Raysor Digitally signed by Michael Raysor Date: 2023.01.22 13:18:41 -05'00' STATE OF FLORIDA PROFESSIONAL ENGINEER

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1.0 | INTRODUCTION

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19046 BRUCE B. DOWNS BOULEVARD | SUITE 308 ■ TAMPA | FLORIDA | 33647 ■ (813) 625-1699 ■ WWW.RAYSOR-TRANSPORTATION.COM

ATTACHMENT "F"

FIGURE 4.0 | PROJECT GENERATED PEAK HOUR TRAFFIC VOLUMES (LIVINGSTONE SCHOOL VOLUMES)

Received February 17, 2023
Development Services

ATTACHMENT G

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC

Beverly Boulevard Photographs (1 of 2)

BEVERLY BOULEVARD | SOUTH OF GREENWELL DRIVE | LOOKING NORTH

BEVERLY BOULEVARD | SOUTH OF GREENWELL DRIVE | LOOKING SOUTH

ATTACHMENT G

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC
Beverly Boulevard Photographs (2 of 2)

BEVERLY BOULEVARD | NORTH OF GREENWELL DRIVE | LOOKING NORTH

BEVERLY BOULEVARD | NORTH OF GREENWELL DRIVE | LOOKING SOUTH

Report Memo:

Beverly Boulevard between SR-60 & Dew Bloom Road

Hillsborough County
Florida

Selections used to generate this report:

Date Range: 1/18/2018 - 12/31/2022

Saved Area 1: Extent(-82.26896784242126,27.93055151691551,-82.26852796014279,27.93749957255539)

Intersection Summary Top 50 Report	Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity				Ped/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
BEVERLY BLVD @ HILLSIDE TER	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
BEVERLY BLVD @ WOODLAND TER	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

** Total Injuries = Total Incapacitating and Total Non-Incapacitating Injuries. Possible Injures are not included in total.*

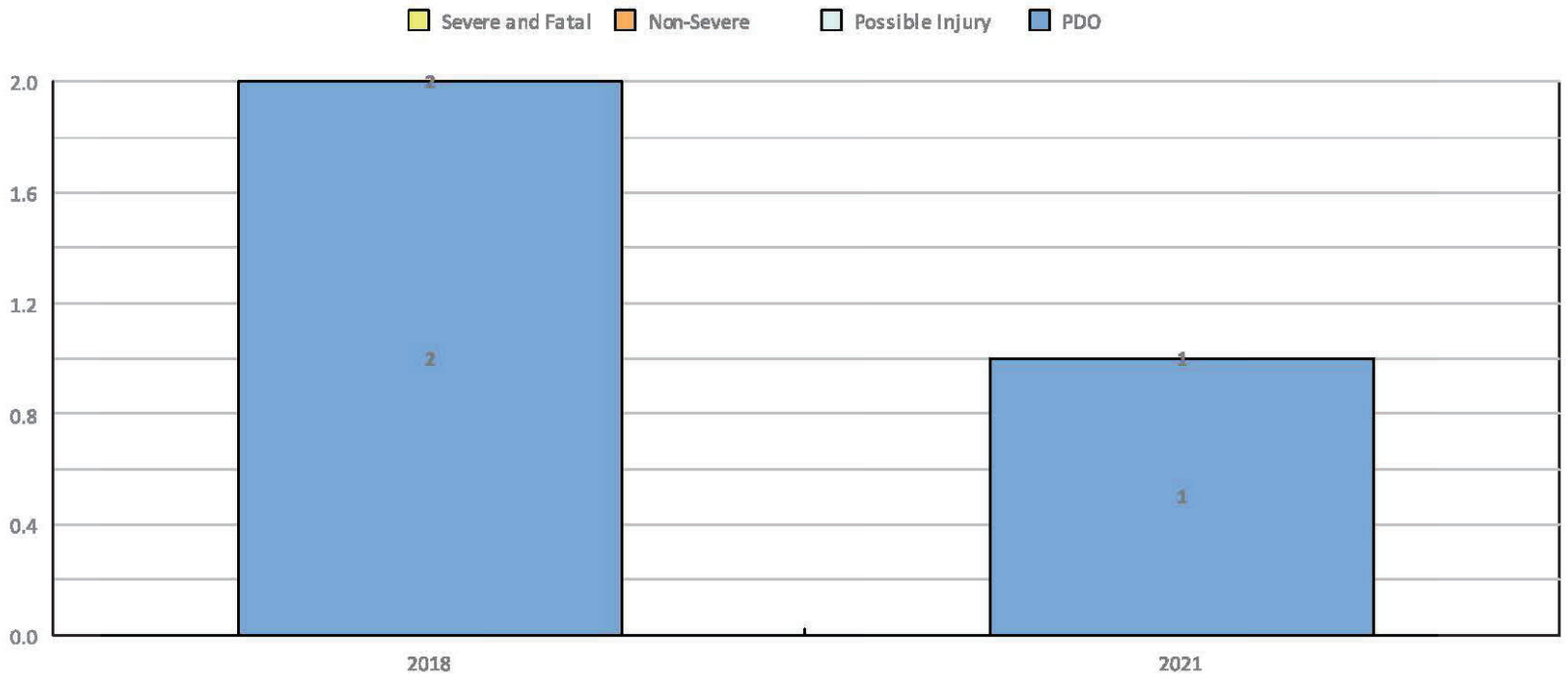
** Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle*

ATTACHMENT "H"

ATTACHMENT H - 2 of 22

22-1116

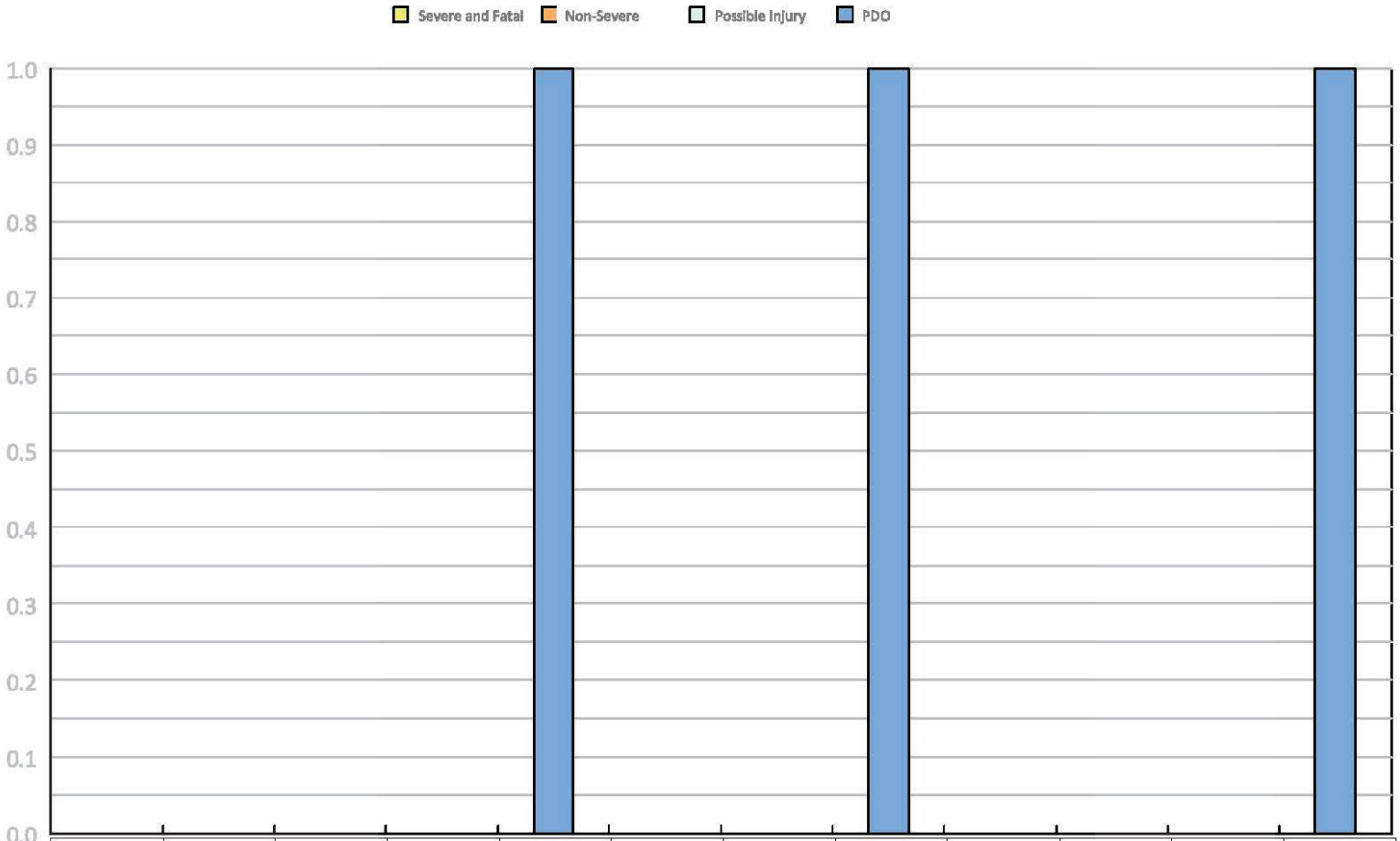
Crashes by Year



	2018	2021	TOTAL
PDO	2	1	3
Possible Injury	0	0	0
Non-Severe Injury	0	0	0
Severe Injury	0	0	0
Fatal	0	0	0
TOTAL	2	1	3

** PDO = Property Damage Only*

Crashes by Month



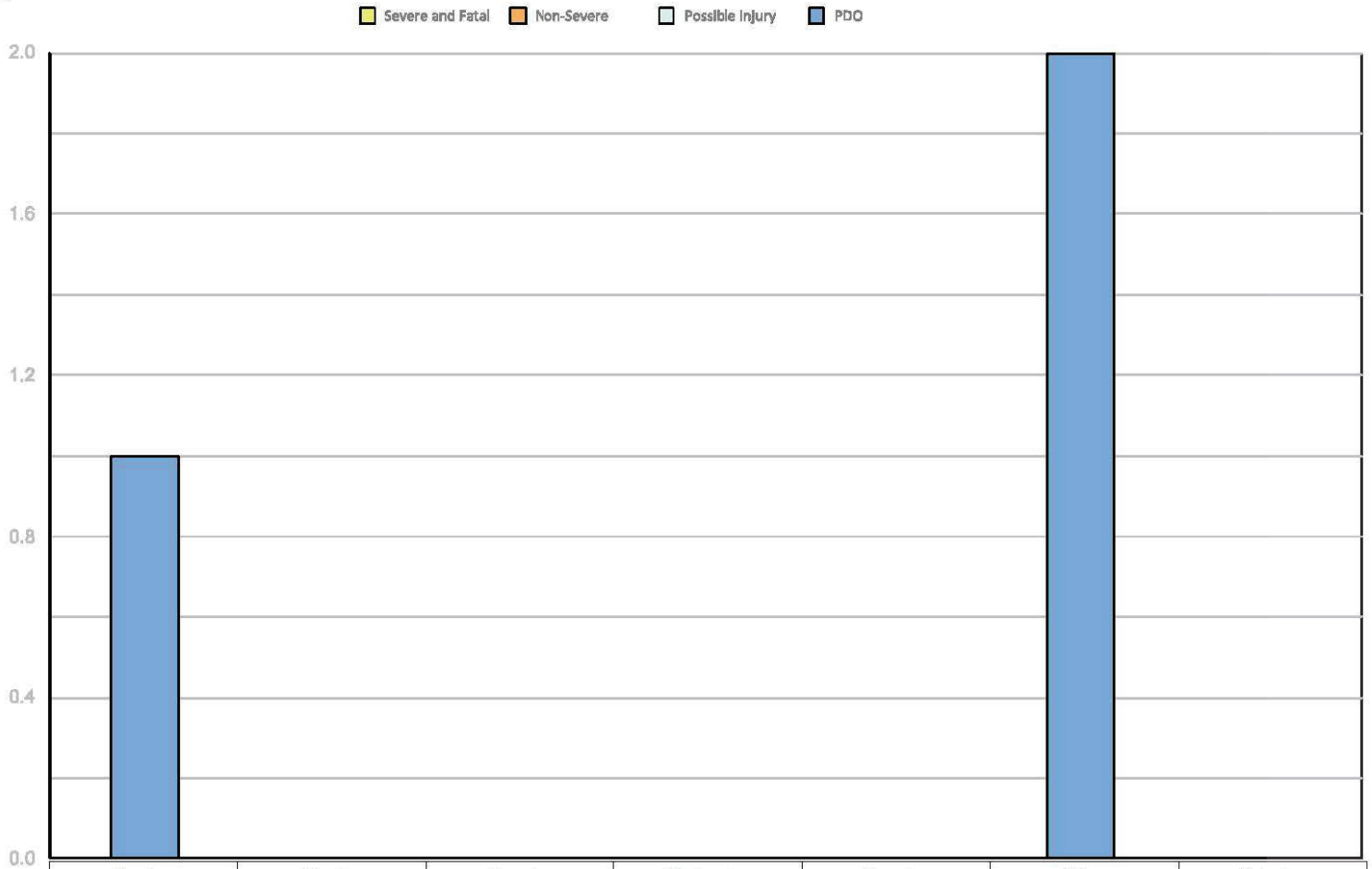
	January	February	March	April	May	June	July	August	September	October	November	December
PDO	0	0	0	0	1	0	0	1	0	0	0	1
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	1	0	0	1	0	0	0	1

* PDO = Property Damage Only

Crashes by Month/Year

		January	February	March	April	May	June	July	August	September	October	November	December
2018	PDO	0	0	0	0	0	0	0	1	0	0	0	1
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2021	PDO	0	0	0	0	1	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0

Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
PDO	1	0	0	0	0	2	0
Possible Injury	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	2	0

** PDO = Property Damage Only*

Crashes by Month / Day of Week

		Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday
January	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
February	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
March	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
April	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
May	PDO	0	0	0	0	0	1	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	1	0
June	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0

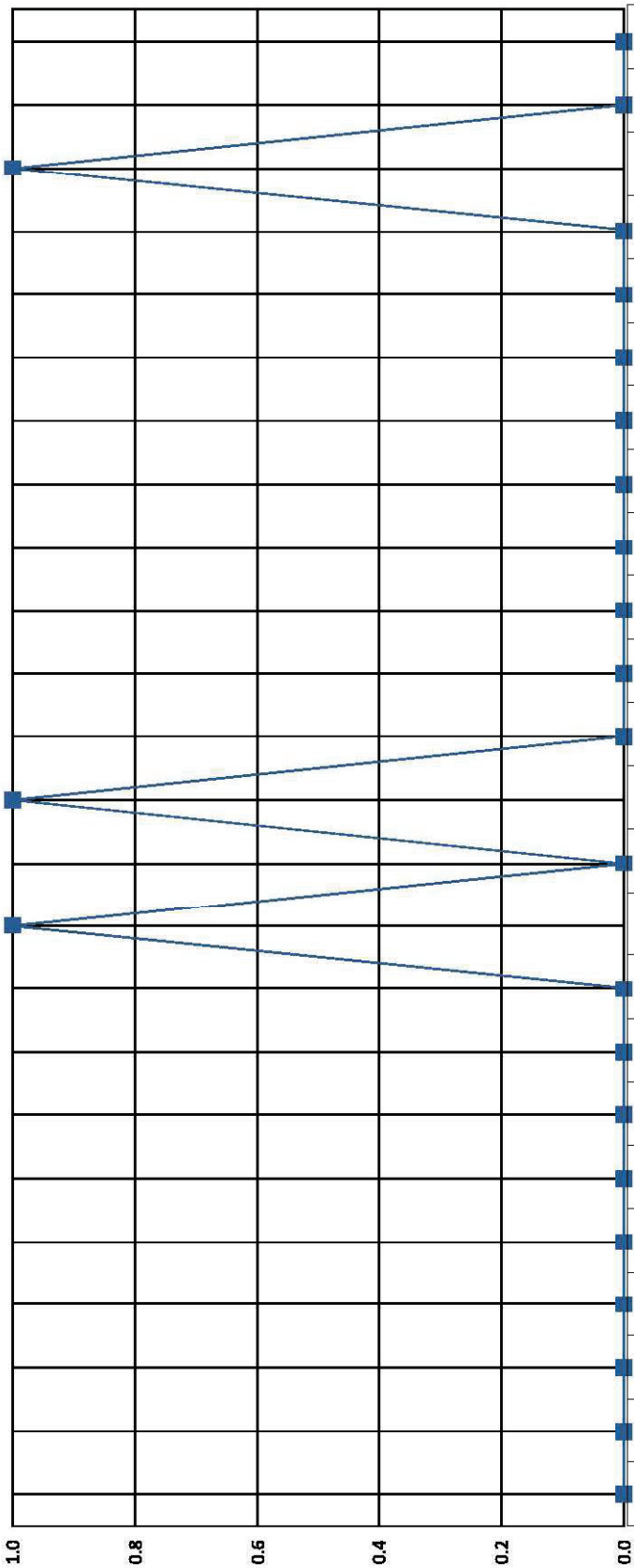
		Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday
July	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
August	PDO	0	0	0	0	0	1	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	1	0
September	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
October	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
November	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
December	PDO	1	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	0	0	0

* PDO = Property Damage Only

ATTACHMENT "H"

5 Year Crash Report

Crashes by Time of Day



	12:00A	1:00A	2:00A	3:00A	4:00A	5:00A	6:00A	7:00A	8:00A	9:00A	10:00A	11:00A	12:00P	1:00P	2:00P	3:00P	4:00P	5:00P	6:00P	7:00P	8:00P	9:00P	10:00P	11:00P
PDO	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0

* PDO = Property Damage Only

Monday, January 23, 2023

Crashes by Crash Type

		2018	Total
Rear End	PDO	1	1
	Possible Inj	0	0
	Non Severe	0	0
	Severe	0	0
	Fatal	0	0
	Total	1	1

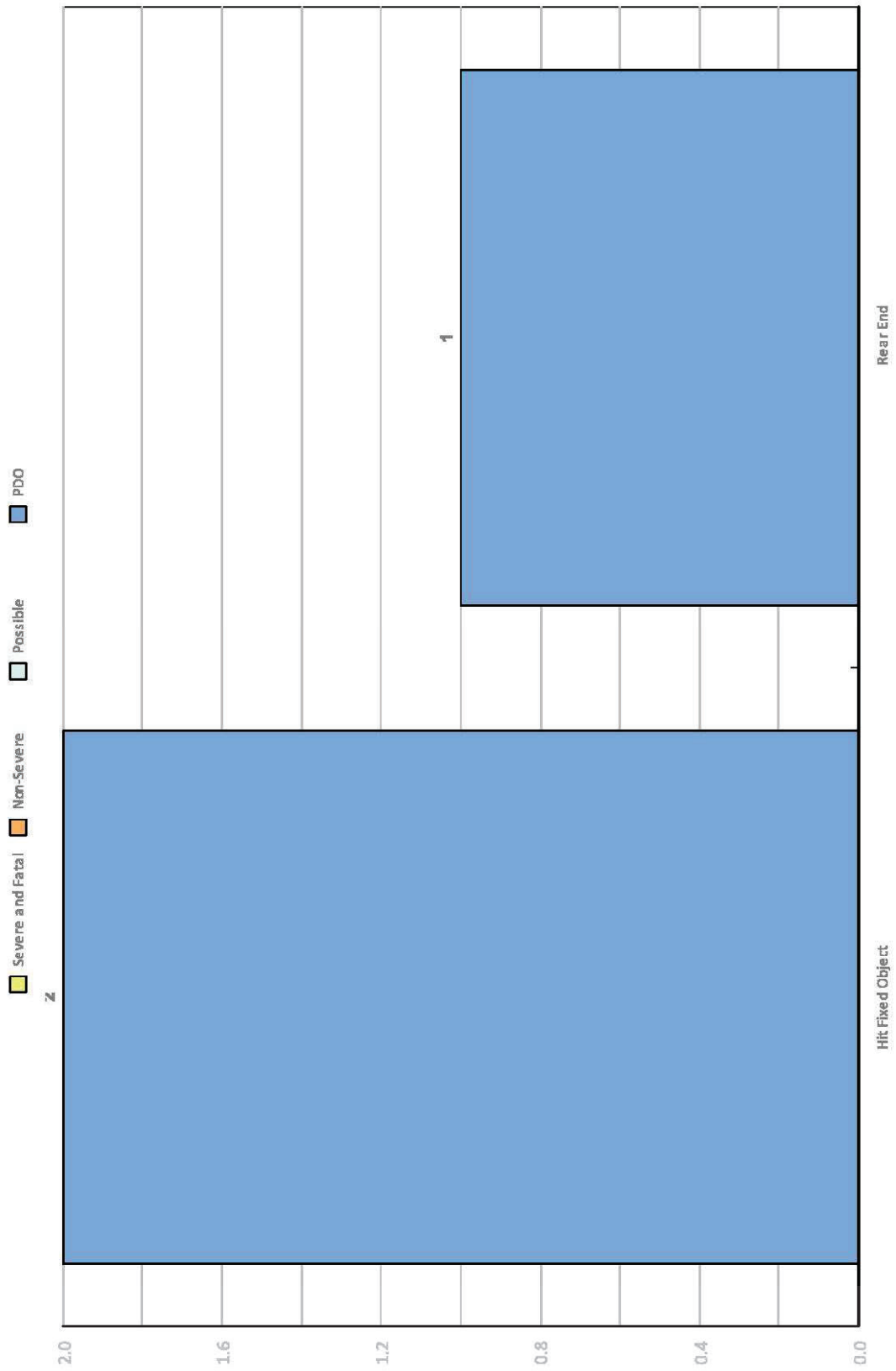
Crashes by Crash Type

		2018	2021	Total
Hit Fixed Object	PDO	1	1	2
	Possible Injury	0	0	0
	Non-Severe	0	0	0
	Severe	0	0	0
	Fatal	0	0	0
	Total	1	1	2

ATTACHMENT "H"

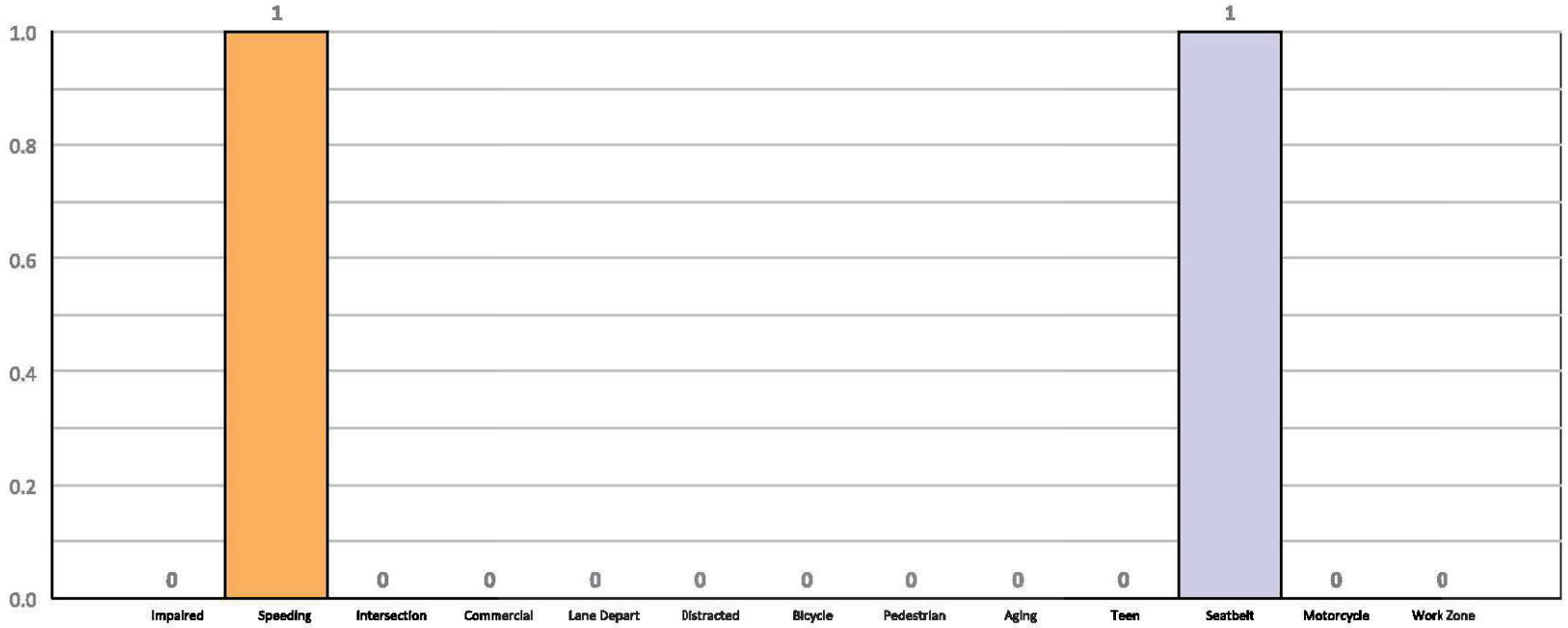
5 Year Crash Report

Crashes by Crash Type



Crashes by Strategic Highway Safety Plan Category

More Information

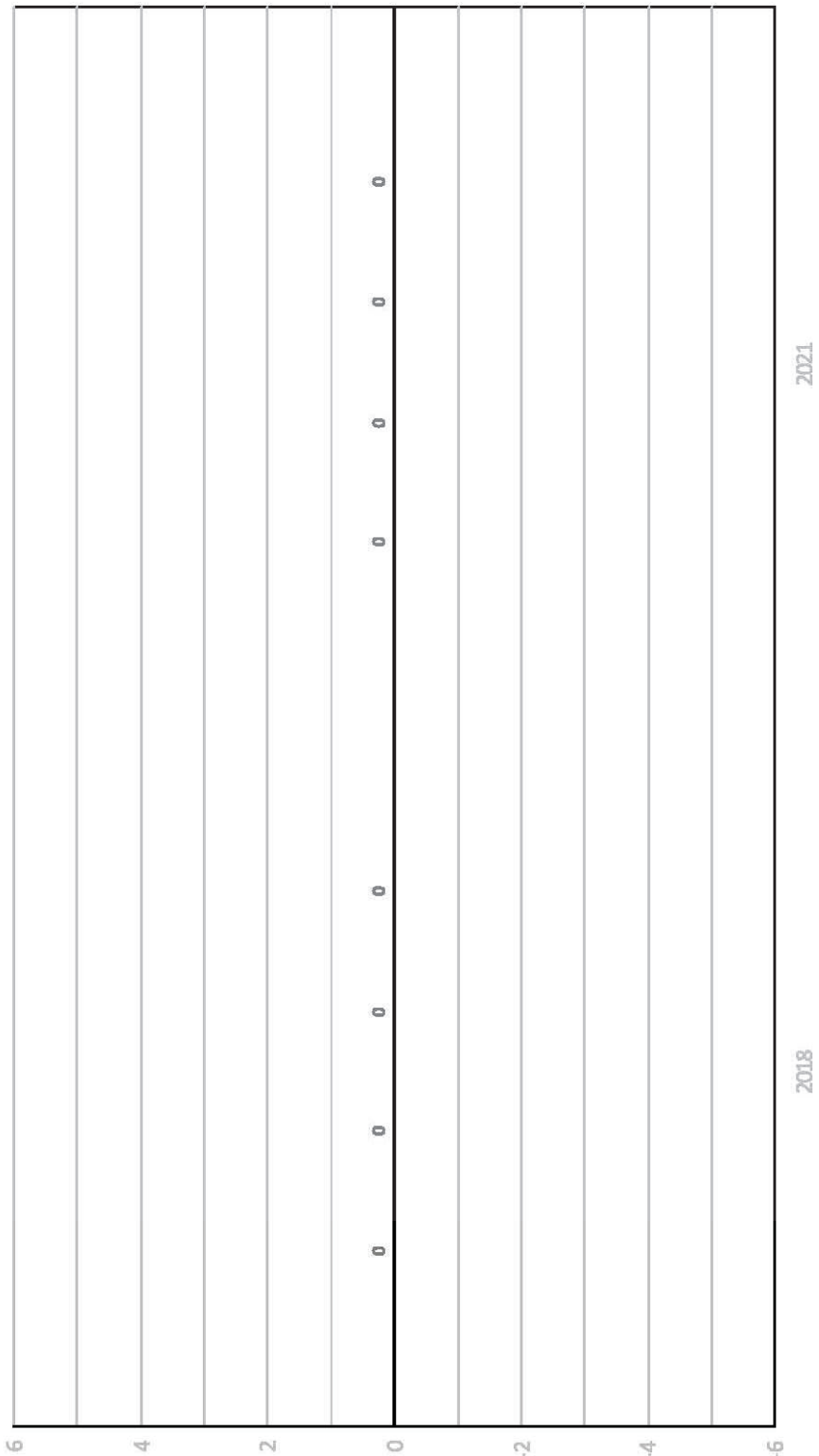


	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	0	0	0	0	0	0
Speeding and Aggressive	1	0	0	0	0	0	1	0	0
Intersection	0	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	0	0	0	0	0
Lane Departure	0	0	0	0	0	0	0	0	0
Distracted	0	0	0	0	0	0	0	0	0
Bicycle Involved	0	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0	0
Aging Road User	0	0	0	0	0	0	0	0	0
Teen Driver	0	0	0	0	0	0	0	0	0
Seatbelt	1	0	0	0	0	0	1	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Work Zone	0	0	0	0	0	0	0	0	0

ATTACHMENT "H"

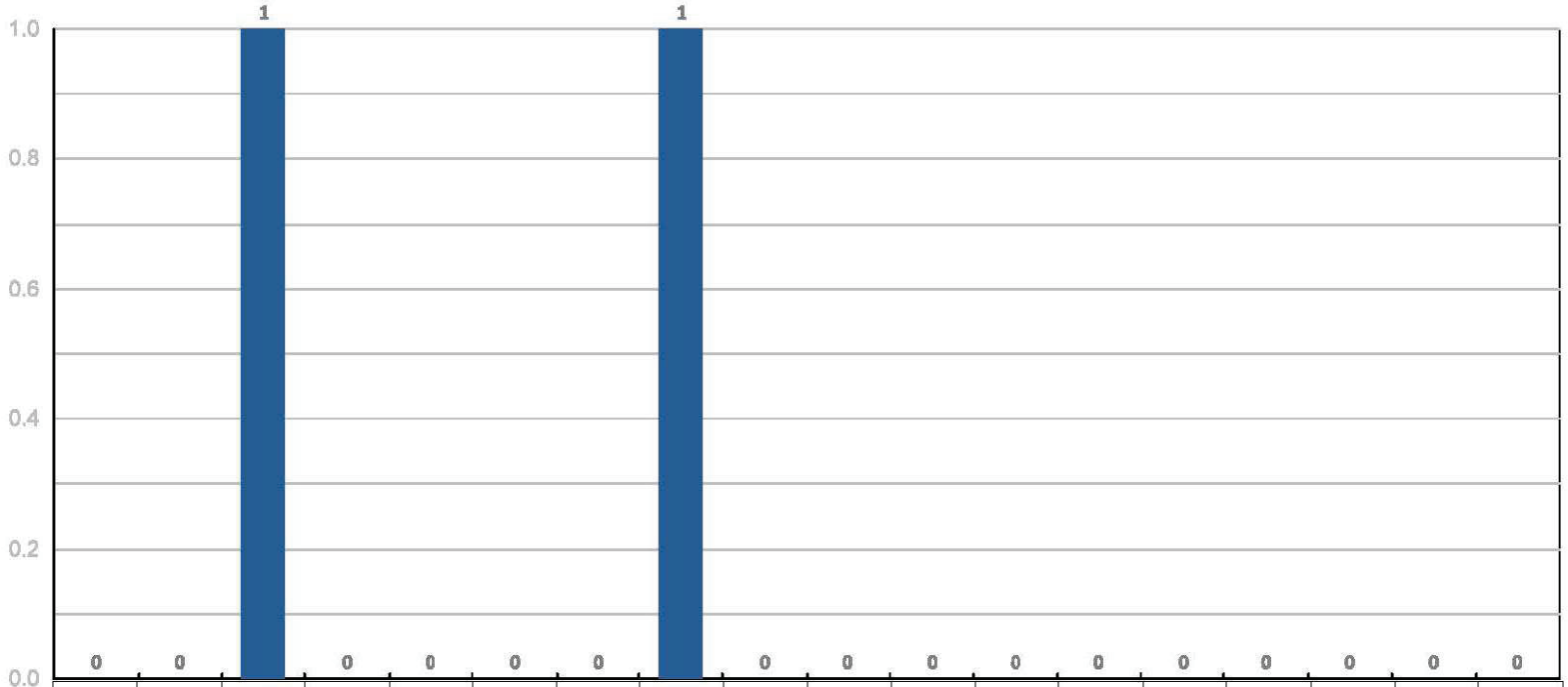
5 Year Crash Report

Injuries per Year



	2018	2021	Total
Possible Injuries	0	0	0
Non-Severe Injuries	0	0	0
Severe Injuries	0	0	0
Fatalities	0	0	0

Crashes by Driver 1 Age



	< 15	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	>= 90	No Data
PDO	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

* *PDO = Property Damage Only*

ATTACHMENT "H"

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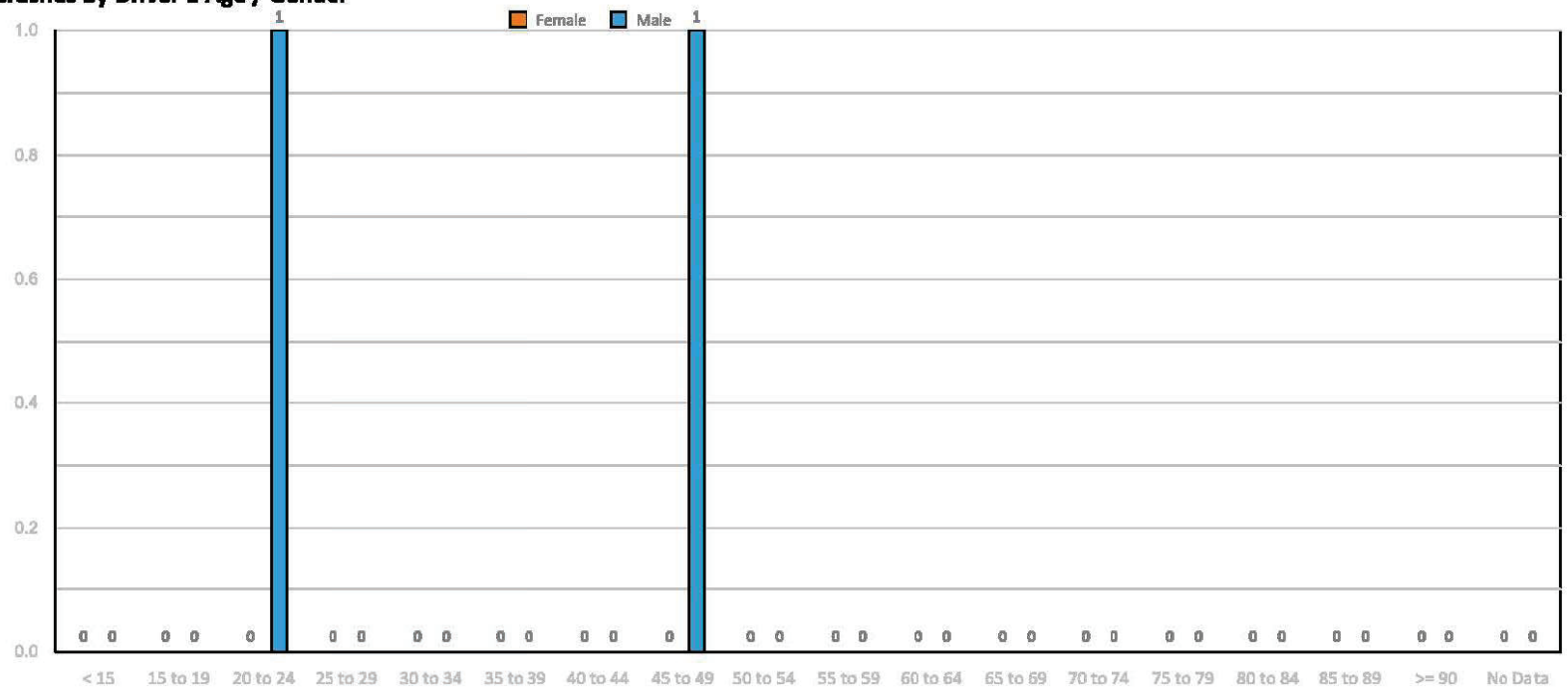
22-1116

Crashes by Driver 1 Age / Gender



	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0

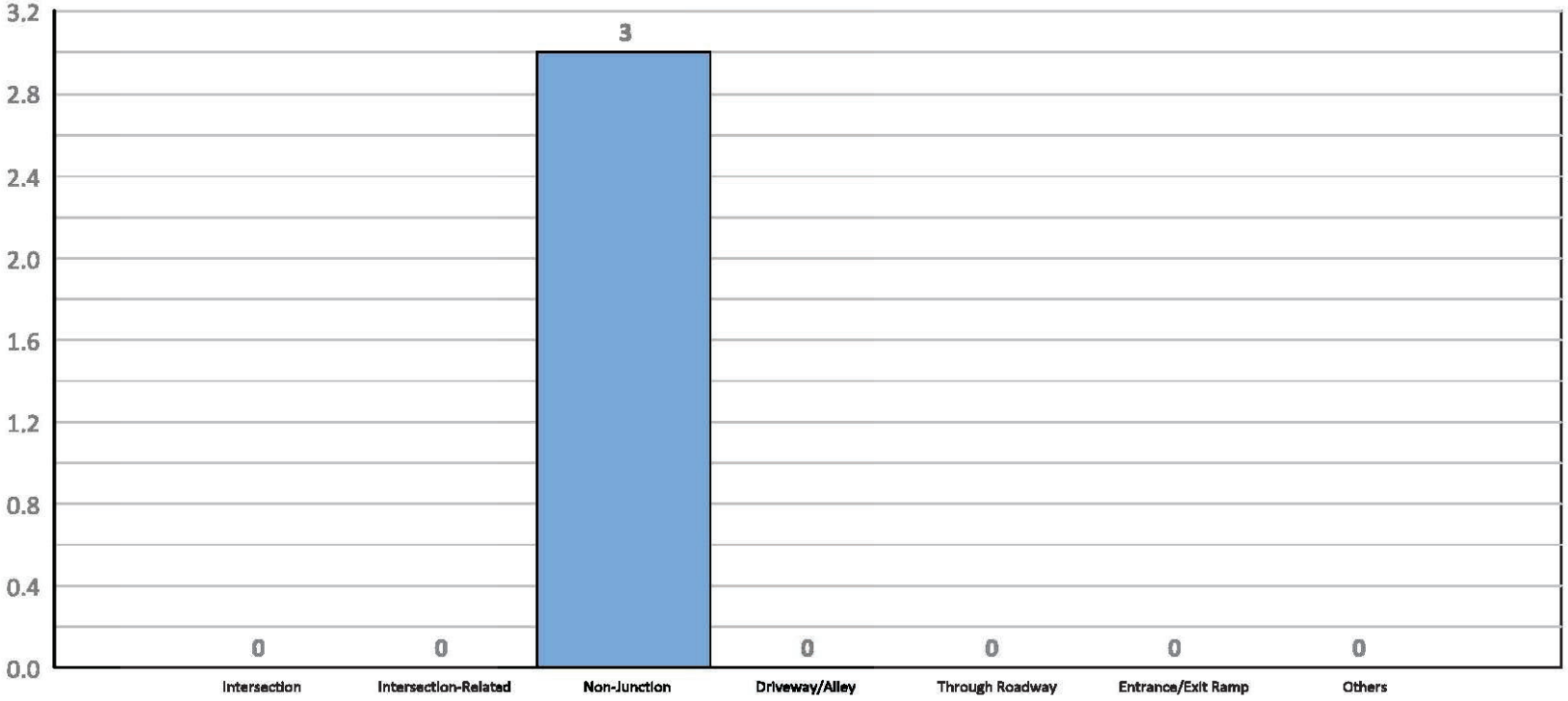
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

** PDO = Property Damage Only*

Driver Contributing Cause (Driver 1)		2018	2021	Total
Followed too Closely	*Crashes*	1	0	**1**
	Severe	0	0	**0**
	Fatal	0	0	**0**
No Contributing Action	*Crashes*	0	1	**1**
	Severe	0	0	**0**
	Fatal	0	0	**0**

ATTACHMENT "H"

Relation to Intersection

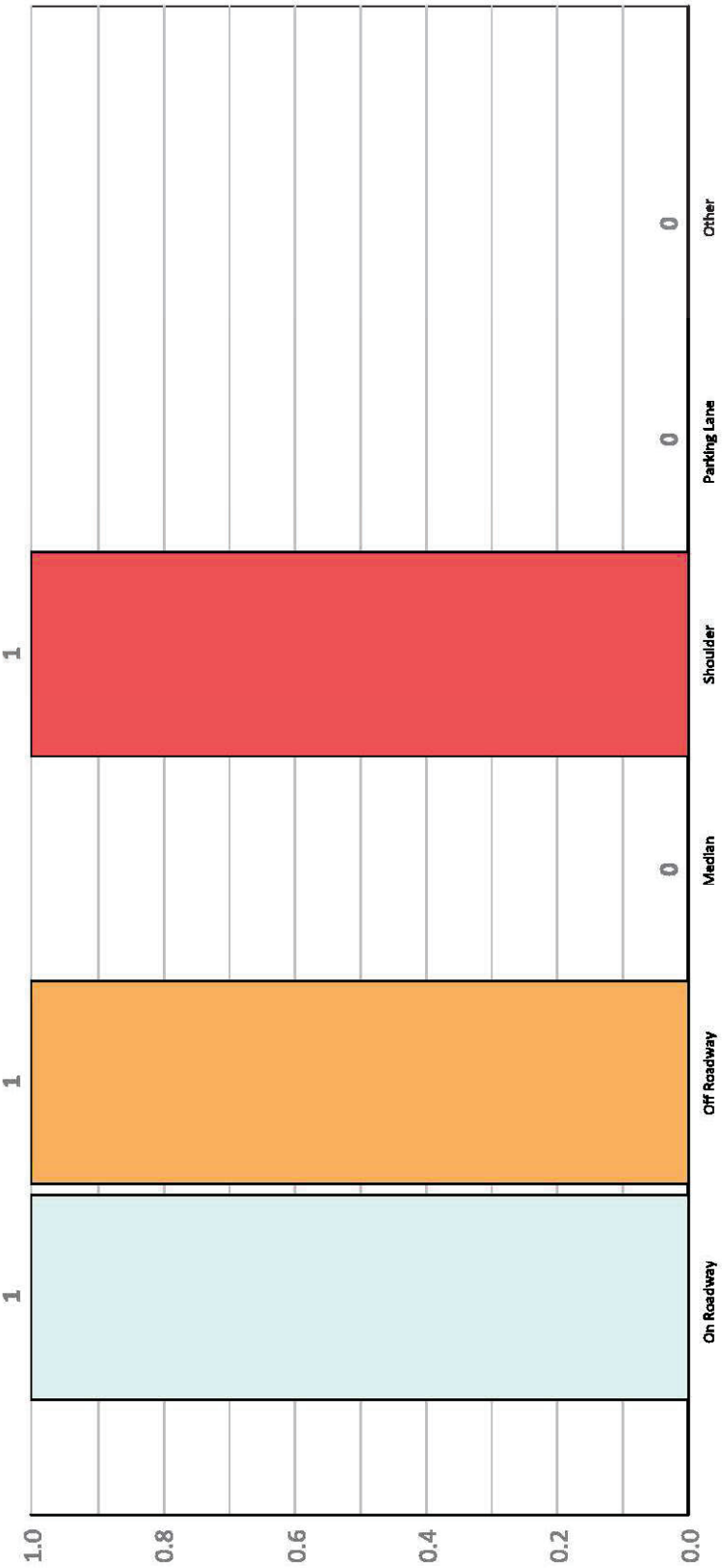


	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Intersection	0	0	0	0	0	0	0	0	0
Intersection-Relate	0	0	0	0	0	0	0	0	0
Non-Junction	2	0	0	1	0	0	3	0	0
Driveway/Alley	0	0	0	0	0	0	0	0	0
Through Roadway	0	0	0	0	0	0	0	0	0
Entrance/Exit Ramp	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	0	0	0

ATTACHMENT "H"

5 Year Crash Report

Location on Roadway

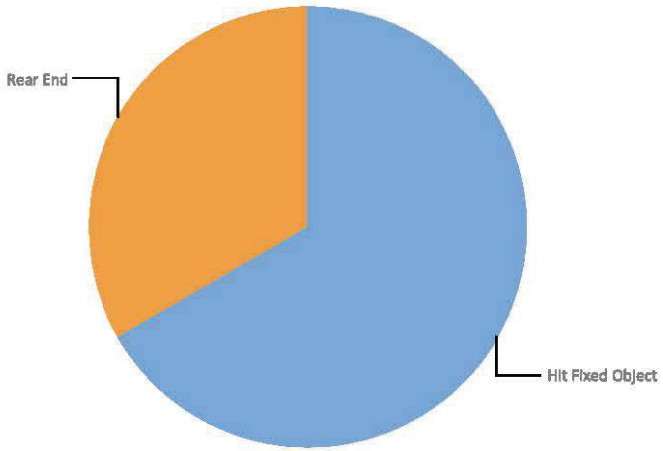


	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
On Roadway	1	0	0	0	0	0	1	0	0
Off Roadway	0	0	0	1	0	0	1	0	0
Median	0	0	0	0	0	0	0	0	0
Shoulder	1	0	0	0	0	0	1	0	0
Parking Lane	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0

Wet Crashes by Crash Type

No wet crashes were found for this query.

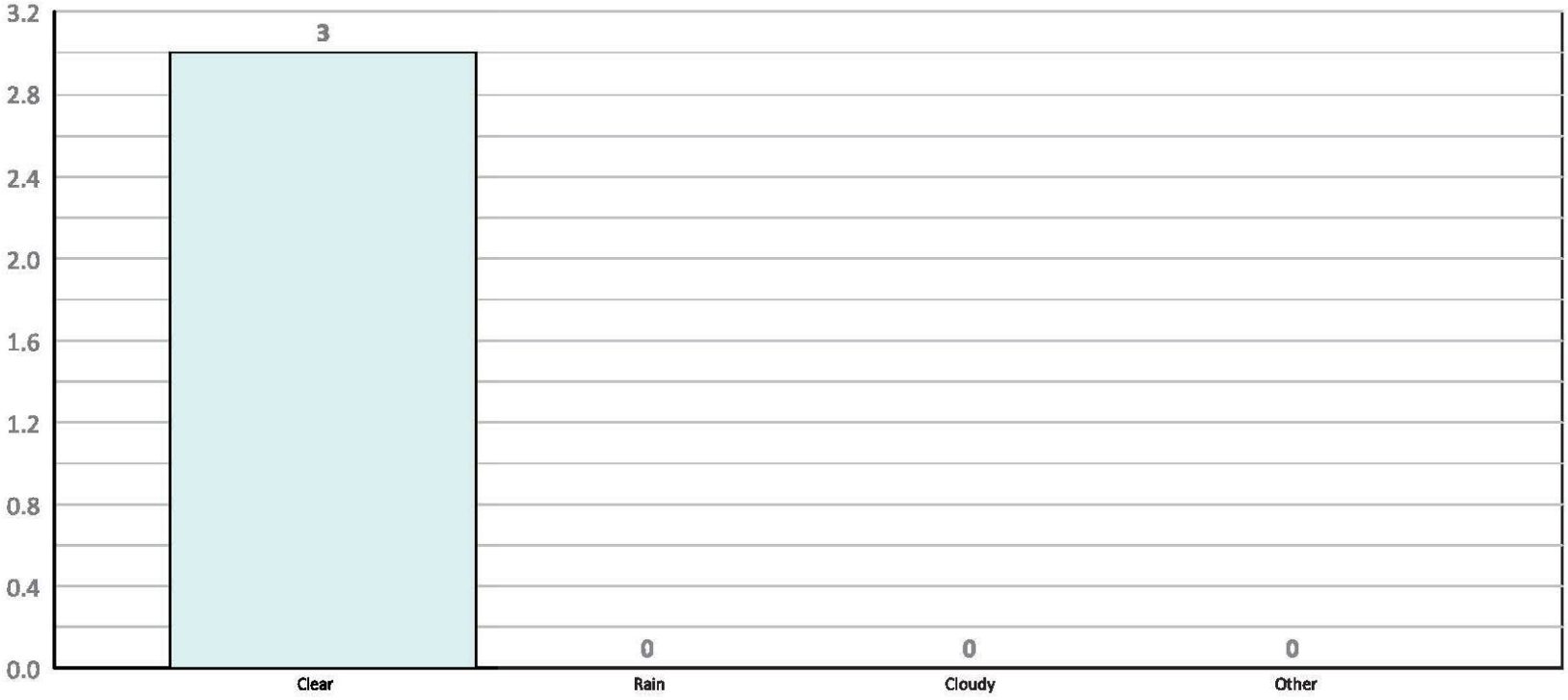
Dry Crashes by Crash Type



Hit Fixed Object	66.7%
Rear End	33.3%
Others	0.0%
Total:	100.0%

	Dry Crashes	Severe	Fatal
Hit Fixed Object	2	0	0
Rear End	1	0	0
Total	3	0	0

Weather Condition

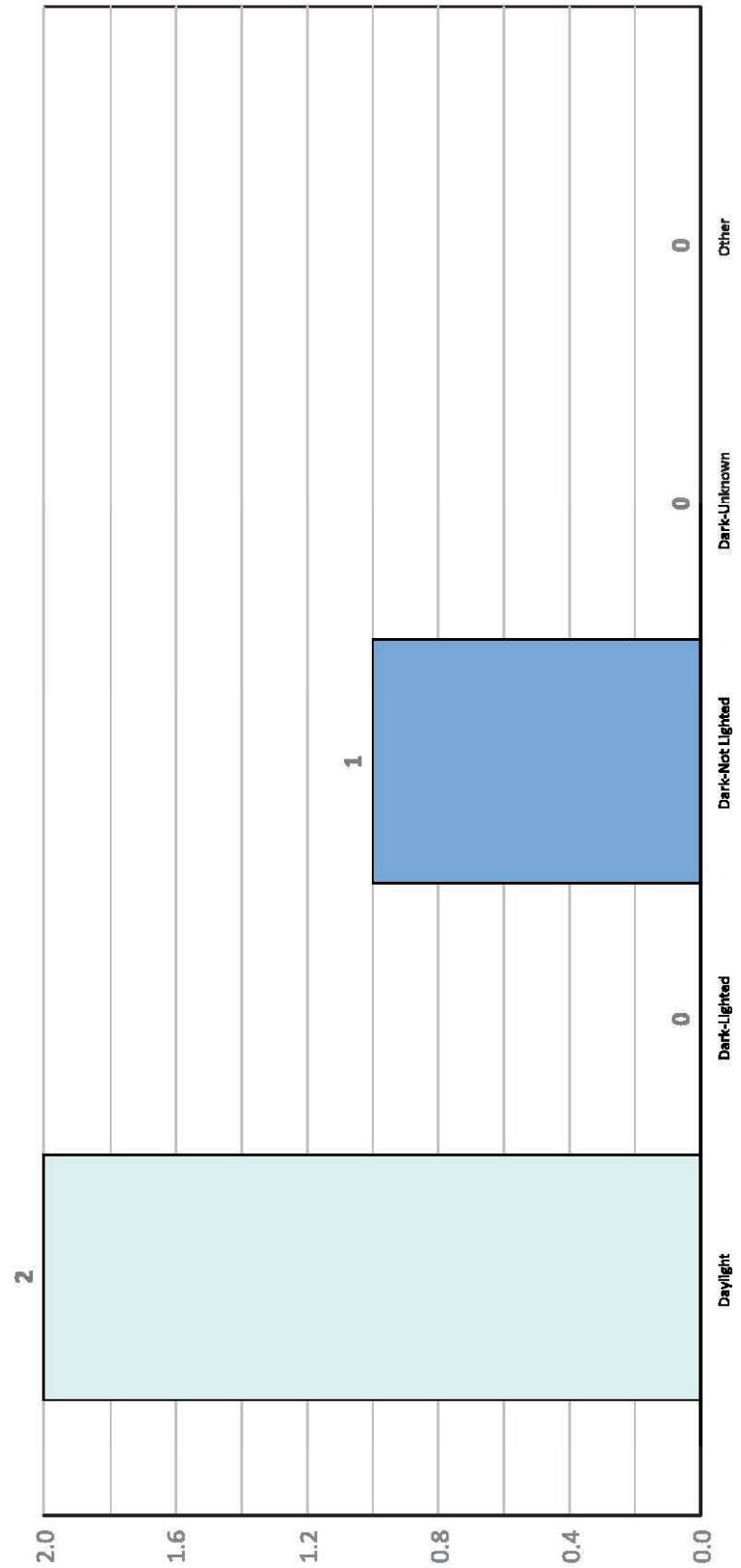


	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Clear	2	0	0	1	0	0	**3**	**0**	**0**
Rain	0	0	0	0	0	0	**0**	**0**	**0**
Cloudy	0	0	0	0	0	0	**0**	**0**	**0**
Other	0	0	0	0	0	0	**0**	**0**	**0**

ATTACHMENT "H"

5 Year Crash Report

Lighting Condition



	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	1	0	0	1	0	0	2	0	0
Dark-Lighted	0	0	0	0	0	0	0	0	0
Dark-Not Lighted	1	0	0	0	0	0	1	0	0
Dark-Unknown	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0

Located Crashes

Area	Crashes	Fatalities	Severe Injuries
BRANDON	2	0	0
UNINCORPORATED H.C.	1	0	0
Totals:	**3**	**0**	**0**

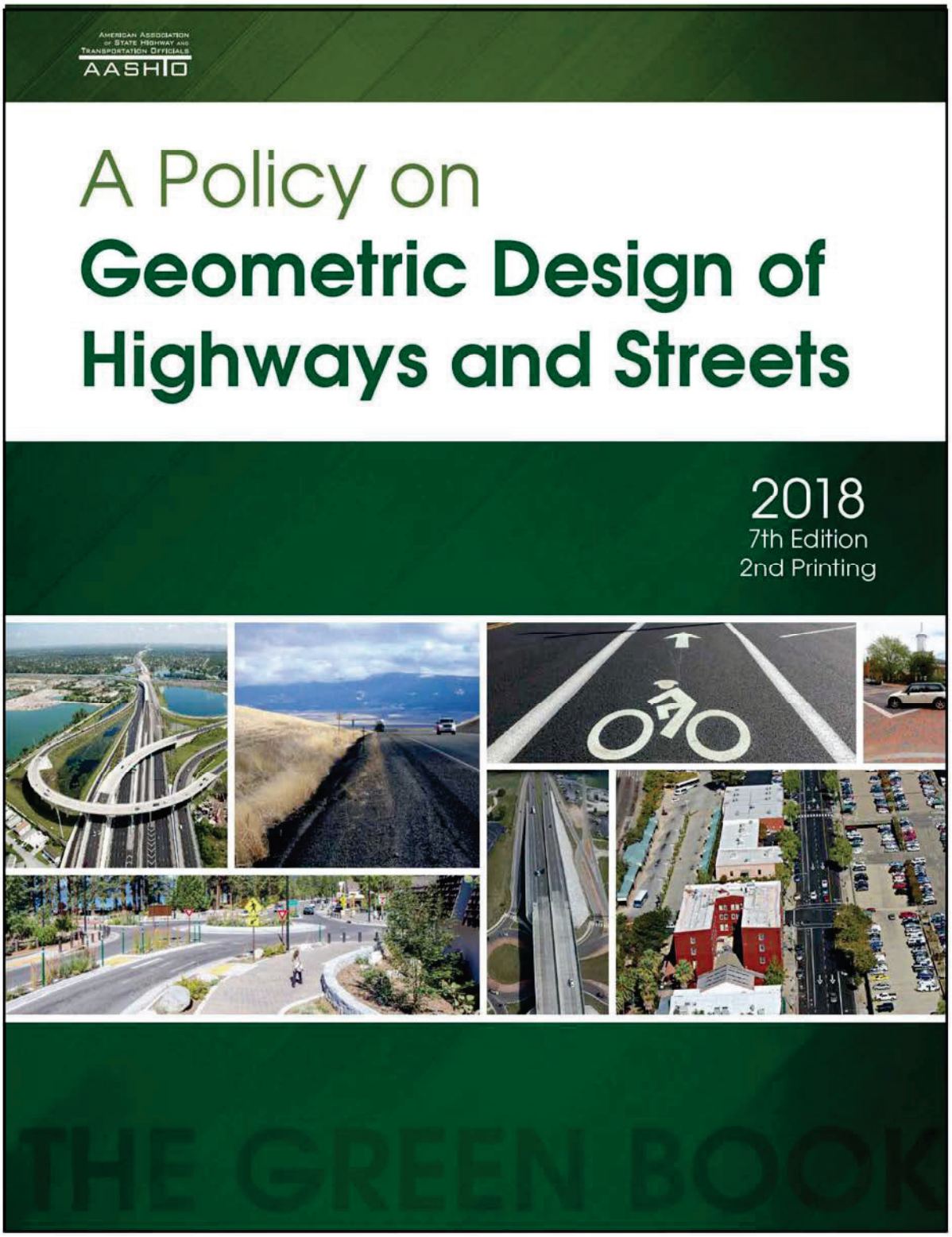
Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Severe Injuries
UNKNOWN			
Totals:			

ATTACHMENT I

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC
AASHTO Reference Materials (1 of 5)



Streets in urban areas generally have curbs along the outer lanes. A stalled vehicle, during peak hours, disturbs traffic flow in all lanes in that direction when the outer lane serves through traffic. Where on-street parking is permitted, the parking lane provides some of the same services listed above for shoulders. Parking lanes are discussed in Section 4.20, "On-Street Parking."

4.4.2 Shoulder Width

Desirably, a vehicle stopped on the shoulder should clear the edge of the traveled way by at least 1 ft [0.3 m], and preferably by 2 ft [0.6 m]. These dimensions have led to the adoption of 10 ft [3.0 m] as the normal shoulder width that is preferred along higher speed, higher volume facilities. In difficult terrain and on low-volume highways, shoulders of this width may not be practical. A minimum shoulder width of 2 ft [0.6 m] should be considered for low-volume highways, and a 6- to 8-ft [1.8- to 2.4-m] shoulder width is preferable. Heavily traveled, high-speed highways and highways carrying large numbers of trucks should have usable shoulders at least 10 ft [3.0 m] wide and preferably 12 ft [3.6 m] wide; however, widths greater than 10 ft [3.0 m] may encourage unauthorized use of the shoulder as a travel lane. Where bicyclists are to be accommodated on the shoulders, a minimum usable shoulder width (i.e., clear of rumble strips) of 4 ft [1.2 m] should be considered. For additional information on shoulder widths to accommodate bicycles, see the AASHTO *Guide for the Development of Bicycle Facilities* (*8*). Shoulder widths for specific classes of highways are discussed in Chapters 5 through 8.

Where roadside barriers, walls, or other vertical elements are present, it is desirable to provide a graded shoulder wide enough that the vertical elements will be offset a minimum of 2 ft [0.6 m] from the outer edge of the usable shoulder. To provide lateral support for guardrail posts or clear space for lateral dynamic deflection of the particular barrier in use, or both, it may be appropriate to provide a graded shoulder that is wider than the shoulder where no vertical elements are present. On low-volume roads, roadside barriers may be placed at the outer edge of the shoulder; however, a minimum clearance of 4 ft [1.2 m] should be provided from the traveled way to the barrier.

Although it is desirable that a shoulder be wide enough for a vehicle to be driven completely off the traveled way, narrower shoulders are better than none at all. For example, when a vehicle making an emergency stop can pull over onto a narrow shoulder such that it occupies only 1 to 4 ft [0.3 to 1.2 m] of the traveled way, the remaining traveled way width can be used by passing vehicles. Partial shoulders are sometimes used where full shoulders are unduly costly, such as on long (over 200 ft [60 m]) bridges or in mountainous terrain.

Regardless of the width, a shoulder should be continuous. The full benefits of a shoulder may not be realized unless it provides a driver with refuge at any point along the traveled way. A continuous shoulder provides a sense of security such that almost all drivers making emergency stops will leave the traveled way. With intermittent sections of shoulder, however, some drivers will find it necessary to stop on the traveled way, creating an undesirable situation. A continuous

paved shoulder that is sufficiently wide and free of debris also provides an area for bicyclists to operate without obstructing faster moving motor vehicle traffic. Although continuous shoulders are preferable, narrow shoulders and intermittent shoulders are superior to no shoulders. Intermittent shoulders are briefly discussed below in Section 4.4.6, "Turnouts."

Shoulders on structures should normally have the same width as usable shoulders on the approach roadways. Long, high-cost structures may need detailed studies to determine practical dimensions, and reduced shoulder widths may be considered. Discussions of these conditions are provided in Chapters 7 and 10.

4.4.3 Shoulder Cross Sections

As important elements in the lateral drainage systems, shoulders should be flush with the roadway surface and abut the edge of the traveled way. All shoulders should be sloped to drain away from the traveled way on divided highways with a depressed median. With a raised narrow median, the median shoulders may slope in the same direction as the traveled way. However, in regions with snowfall, median shoulders should be sloped to drain away from the traveled way to avoid melting snow draining across travel lanes and refreezing. All shoulders should be sloped sufficiently to rapidly drain surface water, but not to the extent that vehicular use would be restricted. Because the type of shoulder construction has a bearing on the cross slope, the two should be determined jointly. Bituminous and concrete-surfaced shoulders should be sloped from 2 to 6 percent, gravel or crushed-rock shoulders from 4 to 6 percent, and turf shoulders from 6 to 8 percent. Where curbs are used on the outside of shoulders, the cross slope should be appropriately designed with the drainage system to prevent ponding on the traveled way.

Where shoulders are intended to be used as pedestrian facilities, the shoulder must be accessible to and usable by individuals with disabilities (*48*, *49*). For additional guidance, refer to the *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way* (*46*).

It should be noted that rigid adherence to the shoulder cross slope criteria presented in this chapter may reduce traffic operational efficiency if the shoulder cross slope criteria are applied without regard to the cross section of the paved surface. On tangent or long-radius curved alignment with normal crown and turf shoulders, the maximum algebraic difference in the traveled way and shoulder grades should be from 6 to 7 percent. Although this maximum algebraic difference in slopes is not desirable, it is tolerable due to the benefits gained in pavement stability by avoiding stormwater detention at the pavement edge.

Shoulder slopes that drain away from the paved surface on the outside of well-superelevated sections should be designed to avoid too great a cross slope break. For example, use of a 4 percent shoulder cross slope in a section with a traveled way superelevation of 8 percent results in a 12 percent algebraic difference in the traveled way and shoulder grades at the high edge of the traveled way. Grade breaks of this order are not desirable and should not be used (Figure

4-2A). Within a superelevated roadway section, the maximum algebraic difference of cross slope break should not exceed 8 percent between the traveled way and usable shoulder. Edge line or shoulder rumble strips placed on or close to the edge line are desirable to reduce the potential for full traversal departures onto the shoulder (see Section 4.5). It is desirable that all or part of the shoulder should be sloped upward at about the same rate or at a lesser rate than the superelevated traveled way (see the dashed line labeled Alternate in Figure 4-2A). Where this is not desirable because of stormwater or melting snow and ice draining over the paved surface, a compromise might be used in which the grade break at the edge of the paved surface is limited to approximately 8 percent by flattening the shoulder on the outside of the curve (Figure 4-2B).

One means of avoiding too severe of a grade break is the use of a continuously rounded shoulder cross section on the outside of the superelevated traveled way (Figure 4-2C). The shoulder in this case is a convex section continuing from the superelevation slope instead of a sharp grade break at the intersection of the shoulder and traveled way slopes. In this method, some surface water will drain upon the traveled way; however, this disadvantage is offset by the benefit of a smoother transition for vehicles that may accidentally or purposely drive upon the shoulder. It should also be noted that convex shoulders present more difficulties in construction than do planar sections. An alternate method to the convex shoulder consists of a planar shoulder section with multiple breaks in the cross slope. Shoulder cross slopes on the high side of a superelevated section that are substantially less than those discussed above are generally not detrimental to shoulder stability. There is no discharge of stormwater from the traveled way to the shoulder and, therefore, little likelihood of shoulder erosion damage.

In some areas, shoulders are designed with a curb or gutter at the outer edge to confine runoff to the paved shoulder area. Drainage for the entire roadway is handled by these curbs, with the runoff directed to selected outlets. The outer portion of the paved shoulder serves as the longitudinal gutter. Cross slopes should be the same as for shoulders without a curb or gutter, except that the slope may be increased somewhat on the outer portion of the shoulder. This type of shoulder is advantageous in that the curb on the outside of the shoulder does not deter motorists from driving off the traveled way, and the shoulder serves as a gutter in keeping stormwater off the traveled lanes. Proper delineation should adequately distinguish the shoulder from the traveled way.

4.4.4 Shoulder Stability

If shoulders are to function effectively, they should be sufficiently stable to support occasional vehicle loads in all kinds of weather without rutting. Evidence of rutting, skidding, or vehicles being mired down, even for a brief seasonal period, may discourage and prevent the shoulder from being used as intended.

All types of shoulders should be constructed and maintained flush with the traveled way pavement if they are to fulfill their intended function. Regular maintenance is needed to provide a

Table 5-5. Minimum Width of Traveled Way and Shoulders for Two-Lane Local Roads in Rural Areas

U.S. Customary			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000
15	18	20[a]	22
20	18	20[a]	22
25	18	20[a]	22
30	18	20[a]	22
35	18	20[a]	22
40	18	20[a]	22
45	20	22	22
50	20	22	22
55	22	22	22b
60	22	22	22b
65	22	22	22b
All speeds	Width of graded shoulder on each side of the road (ft)		
	2	3	6

Metric			
Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000
20	5.4	6.0[a]	6.6
30	5.4	6.0[a]	6.6
40	5.4	6.0[a]	6.6
50	5.4	6.0[a]	6.6
60	5.4	6.0[a]	6.6
70	6.0	6.6	6.6
80	6.0	6.6	6.6
90	6.6	6.6	6.6[b]
100	6.6	6.6	6.6[b]
All speeds	Width of graded shoulder on each side of the road (m)		
	0.6	1.0	1.8

[a] For roads in mountainous terrain with design volume of 400 to 600 veh/day, an 18-ft [5.4-m] traveled-way width may be used.

[b] Consider using traveled-way width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.4 Medians

Medians are generally not provided for local roads in rural areas. For additional information on medians, see Section 5.3, "Local Streets in Urban Areas."

CURRENTLY APPROVED

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted January 31, 2023.

1. Development shall be limited to one of the following development options:

   a. Option A – Development shall be limited to a general indoor/outdoor recreation facility with a maximum of 33,000 square feet of building floor area. The facility may include an accessory snack bar/café to serve patrons, visitors and staff. Additionally, the facility may include a child care center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children, subject to compliance with child care licensing requirements.

   b. Option B - Development shall be limited to a general indoor/outdoor recreation facility including a pool and playground area with a maximum of 29,967 square feet of building floor area. The facility may include an exceptional center private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults, subject to compliance with private school licensing requirements. (The proposed 150 student school is proposed in lieu of the 322 children childcare use including in Development Option A above.)

      School enrollment (i.e. the Special Needs Exception Center, as referenced on the PD site plan) shall be limited to a maximum of 150 students in grades K-12 and certain adults up to 22 years of age. Additionally, all students shall be required to be Exceptional Students. For the purposes of this zoning condition, an Exception Student shall mean any student who has one or more of the following: intellectual disabilities; autism spectrum disorder; a speech impairment; a language impairment; an Other Health Impairment as defined within State Board of Education Rule 6A-6.030152, Florida Administrative Code (F.A.C); an orthopedic impairment; traumatic brain injury; a visual impairment; an emotional or behavioral disability; students who are deaf or hard of hearing or dual sensory impaired; children with developmental delays; and/or a specific learning disability, including, but no limited to, dyslexia, dyscalculia, or development aphasia.

   c. Operational pool capacity shall be limited to a maximum of 100 persons under both development options unless additional parking is provided in excess of 138 spaces. In such case, the maximum operational pool capacity shall increase 10 persons for every three additional parking spaces that are provided.

2. Development standards shall be as follows:

Maximum floor area/FAR:	33,000 square feet/FAR: 0.05
Maximum building height:	35 feet
Maximum impervious area:	40 percent
Minimum front yard setback:	25 feet
Minimum rear/side setback:	20 feet

3. A 20-foot-wide buffer area with Type B screening shall be provided along the south and west boundaries of the site. Notwithstanding, the multipurpose fields may encroach a maximum of 10 feet into the buffer area to the general extent depicted on the site plan.

4. Tennis court lights shall be extinguished at 10:00 p.m.

5. The multi-purpose fields shall comply with the following requirements:

   a. Tournaments and league play shall be limited to Fridays, Saturdays and Sundays only.
   b. Loudspeakers shall not be utilized.
   c. Lights shall be extinguished at 9:00 p.m. Lighting shall be shielded and comply with Land Development Code Section 6.10.03.I, except that illumination levels at property lines adjacent to residential uses and zonings shall not exceed 1.0 foot candle at any time.
   d. Outfield fences from the previously approved baseball fields which encroach into the required buffer area shall have a minimum height of 10 feet.

6. Under development Option A a minimum of 138 parking spaces shall be provided unless the operational pool capacity exceeds 100 persons, in which case additional parking shall be required in accordance with Condition 1.a above.

7. Under development Option B, the following Conditions shall apply:

   a. The project shall be served by (and restricted to) two (2) access driveways on Beverly Blvd.
   b. Regardless of their size, maximum occupancy of the recreational facilities shall be a function of provided parking. Recreational facility occupancy shall be restricted to a maximum of 260 persons unless otherwise approved consistent with the requirements of condition 7.i., below.
   c. If MM 22-1116 is approved, the County Engineer will approve a Design Exception (dated February 6, 2023) which was found approvable by the County Engineer (on February 28, 2023) for the Beverly Blvd. substandard road improvements. As Beverly Blvd. is a substandard local roadway, the developer will be required to make certain improvements to Beverly Blvd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct a minimum 5-foot sidewalk along the west side of Beverly Blvd., from a point +/- 180 feet south of SR 60, and continuing south for a distance of +/- 400 feet.
   d. School students arriving via Domestic Vehicle shall be dropped off by a parent or guardian (i.e. they shall not be permitted to drive themselves to or from school). This restriction was proffered by the applicant and is necessary to support the parking rate for the school use.
   e. Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both onsite and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Services and Public Works Departments. The annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 150 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered arrival/departure times, and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works.
   f. Access management, vehicle queuing, and staff placement shall occur consistent with the Queuing Plan (Sheet 2 of 3). Modifications to these plans may be submitted in accordance with Condition 3, above, or as otherwise approved by Hillsborough County Public Works.
   g. Vehicular traffic to and from the site shall be restricted as follows during drop-off and pick-up times:

      1. All traffic entering the site who wish to drop-off or pick-up a child from the school shall utilize the southernmost project driveway;

2. Only traffic whose sole purpose is to visit the general indoor/outdoor recreational facility uses may utilize the northernmost project entrance;

3. In order to ensure safe and efficiency access to the site, the school shall ensure that staff is present (as indicated on Sheet 2 of 3) to oversee drop-off and pick-up activities, as well as direct school traffic consistent with these restrictions and the Queuing Plan.

h. Notwithstanding anything on the site plan to the contrary, bicycle/pedestrian access shall be permitted anywhere along the PD boundaries.

i. Parking shall be provided in accordance with the Regular and Event Parking Plan (Sheet 3 of 3). Pursuant to a PD variation authorized via MM 22-1116, 30 paved parking spaces shall be provided to support the school use. This is in addition to the 78 paved parking spaces required to support the recreational facility uses with a maximum occupancy of 260 persons.

j. The school shall not permit students to be dropped off outside of the school property, including along the property's Beverly Blvd. and Greenwell Dr. frontages. In such instance, the school shall take any and all actions necessary to ensure such violations of the conditions of approval, Site Plan and/or Queuing Plan are cured.

8. An evaluation of the property by Natural Resources staff identified a number of significantly mature trees. The stature of these trees warrants every effort to minimize their removal. Prior to submittal of preliminary site development plans, the applicant is encouraged to consult with Natural Resources staff for design input regarding these trees.

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

10. 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.

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

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

13. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

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

15. The location, arrangement and lighting of play fields and playgrounds will be such as to avoid interference with the use of adjacent residential property and will also adhere to the requirements of LDC Section 6.10.03 – Specific Standards (Lighting).

16. 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.

AGENCY COMMENTS

AGENCY COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services	DATE: 08/21/2025
REVIEWER: Michael J. Williams, P.E.	AGENCY/DEPT: Transportation
COMMUNITY PLAN/ SECTOR: BR/CENTRAL	PETITION NO: PRS 25-1052

☐ 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 grounds.

NEW CONDITIONS OF APPROVAL

All previous transportation-related zoning conditions shall be carried forward; in addition, staff is proposing the following additional condition:

- Notwithstanding Sec. 6.03.02. of the LDC, the project shall not be required to construct a sidewalk along its Greenwell Dr. frontage.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a Minor Modification, also known as a Personal Appearance (PRS) to previously approved PD 13-0939, as most recently modified via case MM 22-1116. The zoning is approved for the following development options:

1. Development shall be limited to one of the following development options:

   a. Option A – Development shall be limited to a general indoor/outdoor recreation facility with a maximum of 33,000 square feet of building floor area. The facility may include an accessory snack bar/café to serve patrons, visitors and staff. Additionally, the facility may include a child care center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children, subject to compliance with child care licensing requirements.

   b. Option B - Development shall be limited to a general indoor/outdoor recreation facility including a pool and playground area with a maximum of 29,967 square feet of building floor area. The facility may include an exceptional center private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults, subject to compliance with private school licensing requirements. (The proposed 150 student school is proposed in lieu of the 322 children childcare use including in Development Option A above.)

      School enrollment (i.e. the Special Needs Exception Center, as referenced on the PD site plan) shall be limited to a maximum of 150 students in grades K-12 and certain adults up to 22 years of age. Additionally, all students shall be required to be Exceptional Students. For the purposes of this zoning condition, an Exception Student shall mean any student who has one or more of the following: intellectual disabilities; autism spectrum disorder; a speech impairment; a language impairment; an Other Health Impairment as defined within State Board of Education Rule 6A-6.030152, Florida Administrative Code (F.A.C); an orthopedic impairment; traumatic brain injury; a visual impairment; an emotional or behavioral disability; students who are deaf or hard of hearing or dual sensory impaired; children with developmental delays; and/or a specific learning disability, including, but no limited to, dyslexia, dyscalculia, or development aphasia.

   c. Operational pool capacity shall be limited to a maximum of 100 persons under both development options unless additional parking is provided in excess of 138 spaces. In such case, the maximum operational pool capacity shall increase 10 persons for every three additional parking spaces that are provided.

The applicant is proposing to waive the required sidewalk along the project's Greenwell Dr. frontage as well as other non-transportation-related changes.

Consistent with Development Review Procedures Manual (DRPM) Sec. 6.2.1.C, since the proposed changes do not affect external project access or proposed entitlements, the applicant was not required to submit a trip generation or site access analysis to process this request. Staff has prepared the below comparison of the difference in the trip generation potentially between the existing zoning, showing trip impacts based on the worst-case scenario (i.e. Development Option A). Calculations shown below utilize data from the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning (Development Option A, Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
33,000 s.f. general indoor/outdoor recreation facility uses (ITE LUC 492)	1,140 (est.)	22	21	65	49
322 student child care facility (ITE LUC 565)	1,316	117	104	95	108
Total:	**2,456**	**264**		**317**	

Proposed Zoning (Development Option A, Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
33,000 s.f. general indoor/outdoor recreation facility uses (ITE LUC 492)	1,140 (est.)	22	21	65	49
322 student child care facility (ITE LUC 565)	1,316	117	104	95	108
Total:	**2,456**	**264**		**317**	

Difference:

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour	PM Peak Hour
Total:	**No Change**	**No Change**	**No Change**

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Beverly Blvd. is a 2-lane, undivided, substandard local roadway in average condition. The pavement is approximately 27 feet in width and lies within a +/- 60 foot-wide right-of-way in the vicinity of the proposed project. There are +/- 5-foot sidewalks along portions of the west side of Beverly Blvd. in the vicinity of the proposed project. There are no bicycle facilities present on Beverly Blvd.

Greenwell Dr. is a 2-lane, undivided, substandard local roadway in average condition. The pavement is approximately 20 feet in width and lies within a +/- 50-foot-wide right-of-way in the vicinity of the proposed project. There are no sidewalks nor bicycle facilities present on the roadway in the vicinity of the proposed project.

SITE ACCESS

No changes to site access are proposed.

DEMINIMIS DESIGN EXCEPTION

As the applicant's proposed changes have no impact on the previously approved Design Exception, the County Engineer has reviewed and determined it is appropriate to pass the previously approved Design Exceptions through via the deminimis process.

As Beverly Blvd. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Beverly Blvd. (dated February 6, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on February 28, 2023) and, after approval of 22-1116 by the BOCC, approved the Design Exception (on June 29, 2023). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 (for 2-Lane, Rural Local and Collector Roadways) include:

- The developer will be permitted to maintain the existing shoulder conditions, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is required to be paved required per TS-7; and,

- The developer will be permitted to maintain the 3-foot sidewalk separation/placement within the clear zone, in lieu of the required minimum 29-foot-wide separation of the sidewalk and the travel lane as required pursuant to TS-7.

The developer is proposing to construct a minimum 5-foot-wide sidewalk along the west side of Beverly Blvd., starting at a location +/- 180 feet south of SR 60, and continuing south for a distance of +/- 400 feet.

If 25-1052 is approved, the County Engineer will approve a deminimis exception to the previously approved Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Beverly Blvd. was not included in the 2024 Hillsborough County Level of Service Report. As such, LOS information for this facility cannot be provided.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, February 28, 2023 6:35 PM
To: Michael D. Raysor (mdr@raysor-transportation.com)
Cc: David Wright; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; PW-CEIntake
Subject: FW: MM 22-1116, Design Exception Review
Attachments: 22-1116 DEReq 02-17-23.pdf

Importance: High

Mike,
I have found the attached Design Exception (DE) for PD 22-1116 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with transportation staff after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

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

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

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Sunday, February 26, 2023 10:19 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: MM 22-1116, Design Exception Review
Importance: High

Hello Mike,

The attached DE is approvable to me, please include the following people in your response:

mdr@raysor-transportation.com
david@tspco.net
BallF@hillsboroughcounty.org
RatliffJa@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

Received February 17, 2023
Development Services

Hillsborough County Florida

DEVELOPMENT SERVICES DEPARTMENT
PO Box 1110, Tampa, FL 33601-1110
813-635-5400 | Fax: (813) 272-5811

SUBJECT: **APPROVAL COVER LETTER** ☑ **DESIGN EXCEPTION** ☐ **DESIGN DEVIATION MEMORANDUM**

TO: Michael J. Williams
County Engineer

DATE: February 6, 2023

County Street Name **and/or Road Number:** Beverly Boulevard
Project Description (limits): from Dew Bloom Road to SR-60
Project Identification Number:
Context-**Based** Classification:

TYPE OF CONSTRUCTION: (check all that apply)

☐ Residential Subdivision ☑ Commercial Subdivision ☐ Private Property

DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT: (check one)

☐ Design Speed	☐ Horizontal Curve Radius	☐ Maximum Grade	☐ Design Loading Structural Capacity
☐ Lane Widths	☐ Superelevation Rate	☐ Cross Slope	
☑ Shoulder Widths	☐ Stopping Sight Distance	☐ Vertical Clearance	

DESIGN DEVIATION MEMORANDUM FOR THE FOLLOWING ELEMENT:

Include statement identifying location, project limits, key controlling criteria, existing roadway characteristics, and required criteria versus proposed criteria:

A DESIGN EXCEPTION pursuant to Hillsborough County Transportation Technical Manual §1.7 to meet the requirements of Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) is requested in association with rezoning & development permitting for the "Livingstone School/BSAC project. (PD #22-1116)

Refer to attached Design Exception document (1/23/23) for details.

Attach all supporting documentation to this form in accordance with **Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.**

SIGNATURES AND APPROVALS:

Recommended by / Date:

Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.02.06 09:50:15 -05'00'

Responsible Professional Engineer

MICHAEL DANIEL RAYSOR LICENSE No. 60919 STATE OF FLORIDA PROFESSIONAL ENGINEER
Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.02.06 09:50:03 -05'00'

Apply Professional Engineer Seal

Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams
Digitally signed by Michael J. Williams
Date: 2023.06.29 09:31:23 -04'00'

Michael J. Williams, Professional Engineer. County Engineer

22-1116

Received February 17, 2023
Development Services

RAYSOR Transportation Consulting

TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

February 6, 2023 (Revision No. 1)

The County Engineer has reviewed zoning modification application # 25-1052 and determined the changes to be de mimimis. As such, the previous approval shall stand.

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

Michael J. Williams, P.E.
County Engineer
Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard
Tampa, Florida 33602

SUBJECT: LIVINGSTONE SCHOOL & BSAC
BEVERLY DRIVE DESIGN EXCEPTION
PD 22-1116
FOLIO: 070121.0000

Dear Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County's Transportation Technical Manual (TTM) §1.7, to meet the requirements of Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for the **LIVINGSTONE SCHOOL** proposed for development on the Brandon Sports & Aquatic Center (BSAC) site.

INTRODUCTION

The subject site is located on the west side of Beverly Boulevard, south of Greenwell Drive, in Hillsborough County, Florida; as shown in ***ATTACHMENT A***. The site is currently entitled for 33,000 square feet of recreational center and a childcare center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children. A second development option is currently proposed consisting of 33,000 square feet of recreational center and an exceptional education private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults. Access to the subject site currently consists of 3 primary site access driveway connections to Beverly Boulevard and one secondary driveway connection; where upon development of the private school, three of the existing driveway connections will be removed with one new driveway connection to be constructed near the southern boundary of the project site. Refer to ***ATTACHMENT B*** for existing site conditions, and ***ATTACHMENT C*** for proposed site conditions for the private school development option (which includes the PD plan and queuing plan for the private school development option).

Pursuant to LDC §6.04.03.L, the following is applicable to Beverly Boulevard in regard to the subject project:

> *Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.*

A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Beverly Boulevard to meet current roadway standards for a two-lane undivided local urban non-residential roadway (TS-3) or a two-lane undivided local rural roadway (TS-7); noting that Beverly Boulevard exhibits a rural section south of Greenwell Drive and an urban section north of Greenwell Drive. The County TS-3 and TS-7 typical sections are provided as ***ATTACHMENT D***. In lieu of meeting the full TS-3 / TS-7 typical section requirements, alternative mitigation is proposed.

Received February 17, 2023
Development Services

BEVERLY BOULEVARD | TRAFFIC VOLUMES

Traffic volumes for Beverly Boulevard were identified as follows:

- Existing peak hour traffic volumes were identified from traffic counts adjusted to reflect peak season conditions; resulting in (a) AM peak hour volumes of 144 vph north of the project site and 156 vph south of the project site, and (b) PM peak hour volumes of 118 vph north of the project site and 131 vph south of the project site. The referenced existing traffic volumes are documented in ***ATTACHMENT E***. It is noted that existing traffic volumes include the traffic generated by the BSAC component of the project site.

- Existing daily traffic volumes were estimated using FDOT's standard planning analysis hour factor (K-factor) of 9.0 applied to the PM peak hour volumes, resulting in a daily traffic volume of approximately 1,400 vpd in the vicinity of the project site.

- Project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); resulting in (a) AM peak hour project generated volumes of 151 vph north of the project site and 37 vph south of the project site, and (b) PM peak hour project generated volumes of 120 vph north of the project site and 30 vph south of the project site. The referenced project generated traffic volumes are documented in ***ATTACHMENT F***.

- The sum of the existing traffic volumes and project generated traffic volumes result in the following total traffic volumes for Beverly Boulevard:

    - **AM PEAK HOUR TOTAL TRAFFIC:** 295 vph north of project site
193 vph south of project site

    - **PM PEAK HOUR TOTAL TRAFFIC:** 238 vph north of project site
161 vph south of project site

    - **DAILY TOTAL TRAFFIC:** 1,894 vpd north of project site
1,524 vpd south of project site

BEVERLY BOULEVARD | ROADWAY CHARACTERISTICS

An inventory of roadway characteristics was compiled for Beverly Boulevard generally between State Road 60 and the southern limits of the project site, as summarized below and further documented in ***ATTACHMENT G***.

SPEED LIMIT: The posted speed limit for Beverly Boulevard was identified as 30 mph; with a 15 mph advisory speed at locations with speed tables.

LANE WIDTH: The lane width for Beverly Boulevard was identified as ± 12 feet near the southern project boundary, widening to ± 14 feet within the site frontage, and remaining ± 14 feet northward to State Road 60. This finding indicates that Beverly Boulevard exhibits a lane width meeting/exceeding the requirement of both the TS-3 and TS-7 typical sections.

SHOULDER WIDTH: Beverly Boulevard does not have paved shoulders within the rural section (south of Greenwell Drive). This finding indicates that Beverly Boulevard exhibits substandard shoulder conditions in consideration of the TS-7 typical section, which requires 5-foot paved shoulders. Beverly Boulevard north of Greenwell Drive has an urban section, where shoulders are not applicable. For the urban section, miami curb is present, which meets the requirement of the TS-3 typical section.

SIDEWALK: On the **west** side of Beverly Boulevard, a sidewalk exists from the southern property boundary northward to approximately 580 feet south of State Road 60, where a gap of approximately 400 feet exits, prior to the sidewalk being in place for the remaining approximately 180 feet to State Road 60. On the **east** side of Beverly Boulevard, a sidewalk does not exist, except for approximately 280 feet south of State Road 60; noting that the referenced 280 feet of sidewalk does not

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connect to the sidewalk along State Road 60. This finding indicates that Beverly Boulevard exhibits substandard sidewalk conditions in consideration of the TS-3 and TS-7 typical sections, which both require 5-foot sidewalks on both sides of the road.

RIGHT OF WAY: Beverly Boulevard has an existing right-of-way width of approximately 60 feet. It is noted that the reported right-of-way width is approximate, as measured from the *Hillsborough County Property Appraiser* website.

BEVERLY BOULEVARD | CRASH HISTORY

An evaluation of crash data was conducted for the segment of Beverly Boulevard from State Road 60 to Dew Bloom Road (excluding the terminus intersection), as documented in ***ATTACHMENT H***. Crash data was queried from the Hillsborough County Crash Data Management System for the prior 5 year period, from 1/1/18 through 12/31/22. During that period, 3 crashes were identified to occur within the referenced limits. Two of these crashes involved distracted drivers colliding with vehicles parked on private property, with the other crash involving a driver colliding with another vehicle as they were making a turn from the wrong lane. In consideration of the foregoing, it is concluded that the substandard road characteristics of Beverly Boulevard have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

SUBSTANDARD ROAD MITIGATION

The deviation from County TS-3 and TS-7 standards in regard to the lack of paved shoulders along Beverly Boulevard (south of Greenwell Drive) does not adversely impact the provision of safe and efficient traffic operating conditions, as the roadway area adjacent to the traveled way was found to be at least 6 feet in width with a slope of no greater than 6%, and thus serves as an unpaved shoulder. It is noted that observations were unable to determine if the referenced unpaved shoulders are stabilized, however, no signs of rutting or other damage was observed, where that would have been indicative of a lack of stabilization. Refer to ***ATTACHMENT I*** for supporting information from AASHTO's *A Policy on Geometric Design of Streets & Highway*.

The deviation from County TS-3 and TS-7 standards in regard to the lack of sidewalks on both sides of the road is a significant concern due to the community oriented nature of the project; especially in regard to the lack of a continuous sidewalk between the project site and the major street network to the north (i.e., State Road 60). Therefore, the Applicant proposes to construct ± 400 feet of 5 foot sidewalk on the west side of Beverly Boulevard to fill in the existing "gap" referenced above, as mitigation for substandard road conditions, as conceptually shown in ***FIGURE 1.0***.

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County's Transportation Technical Manual (TTM) §1.7, to meet the requirements of Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for the **LIVINGSTONE SCHOOL** proposed for development on the Brandon Sports & Aquatic Center (BSAC) site.

Sincerely,

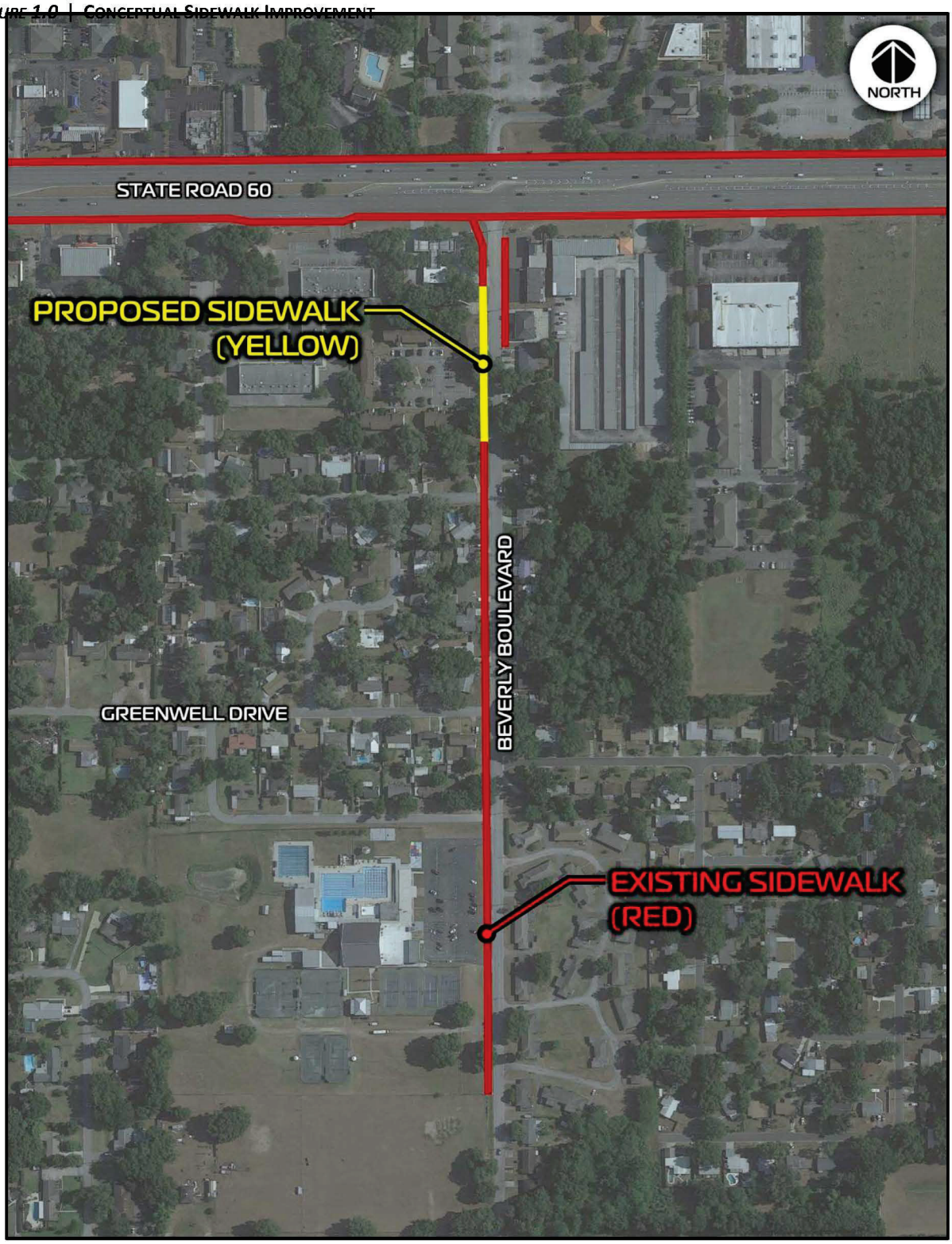
RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

MICHAEL DANIEL RAYSOR
LICENSE
No. 60919
Michael Raysor
Digitally signed by Michael Raysor
Date: 2023.02.06 09:49:21 -05'00'
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

FIGURE 1.0 | CONCEPTUAL SIDEWALK IMPROVEMENT



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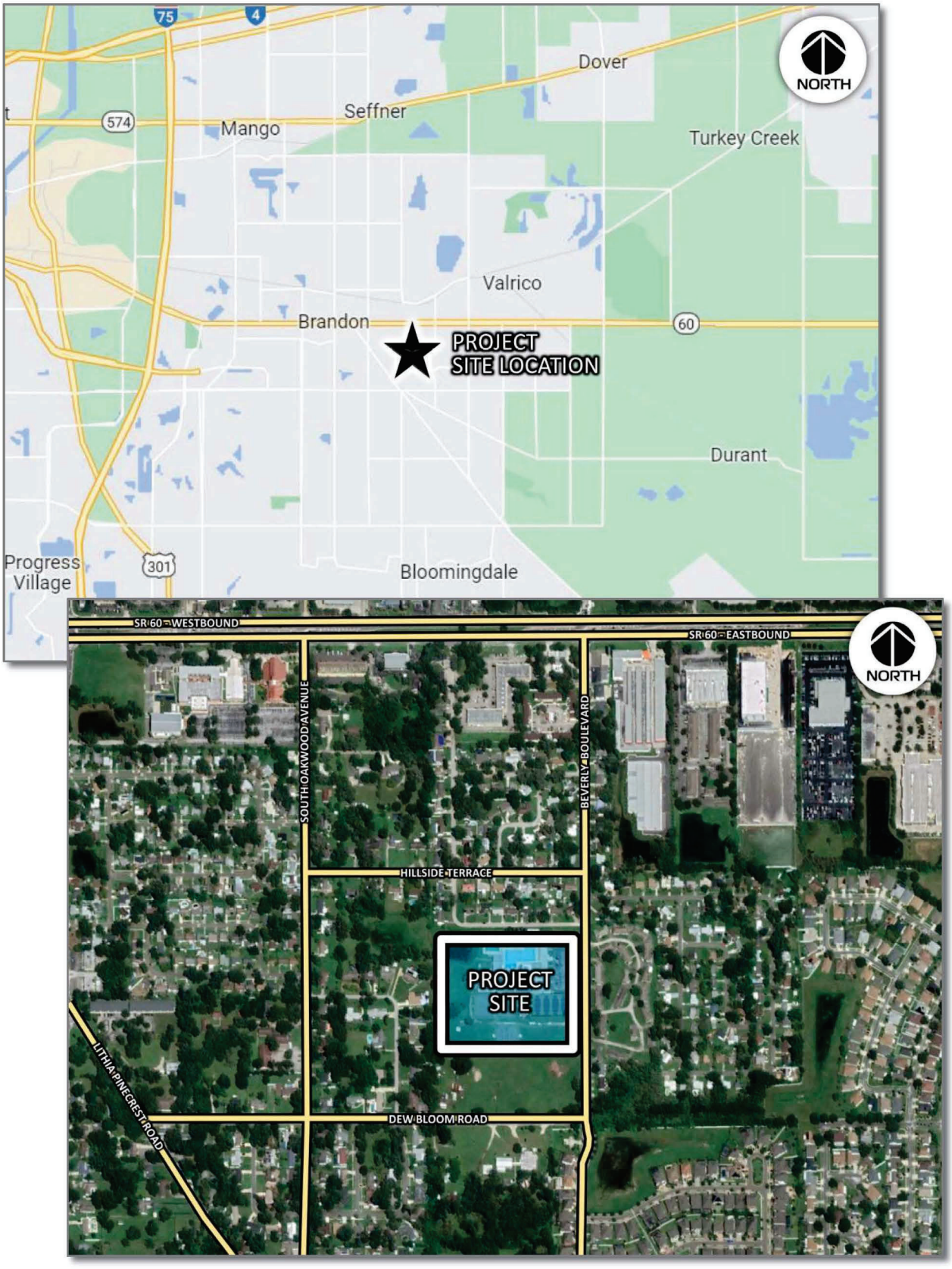
Development Services

ATTACHMENT A

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC
Project Site Location Map



ATTACHMENT A - 1 of 1

22-1116

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ATTACHMENT B

RAYSOR Transportation Consulting

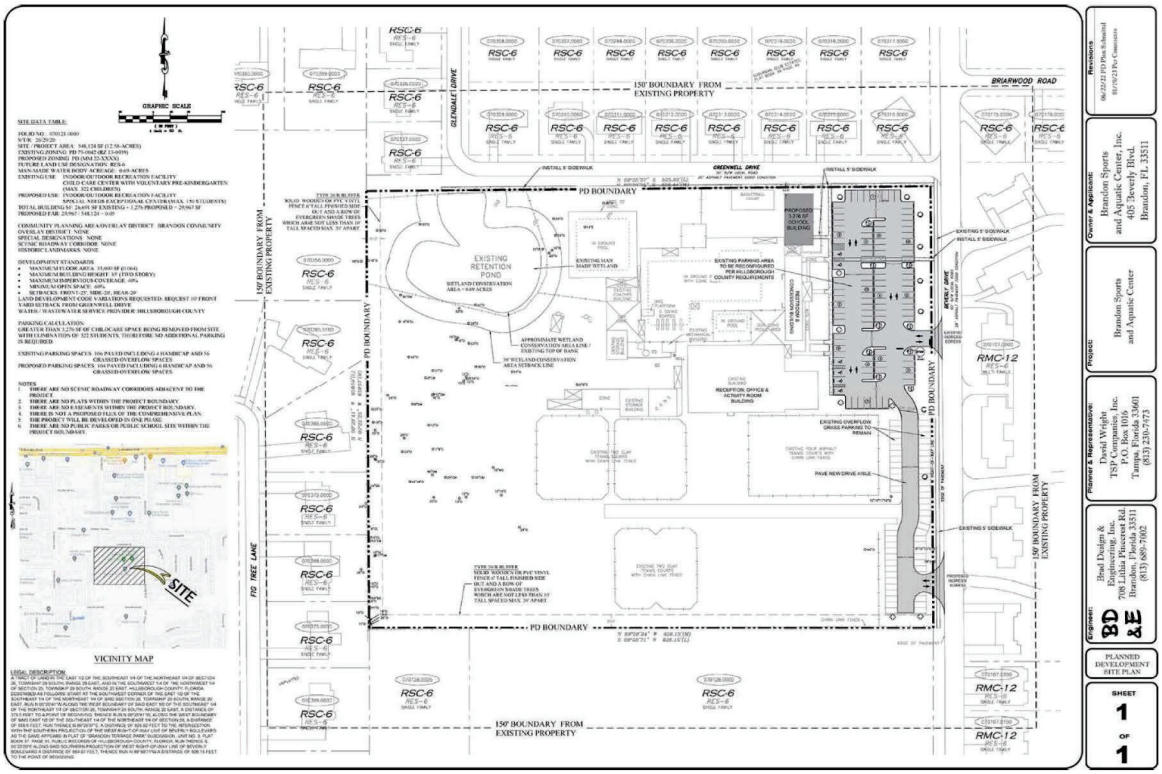
LIVINGSTONE SCHOOL & BSAC
Existing Site Conditions

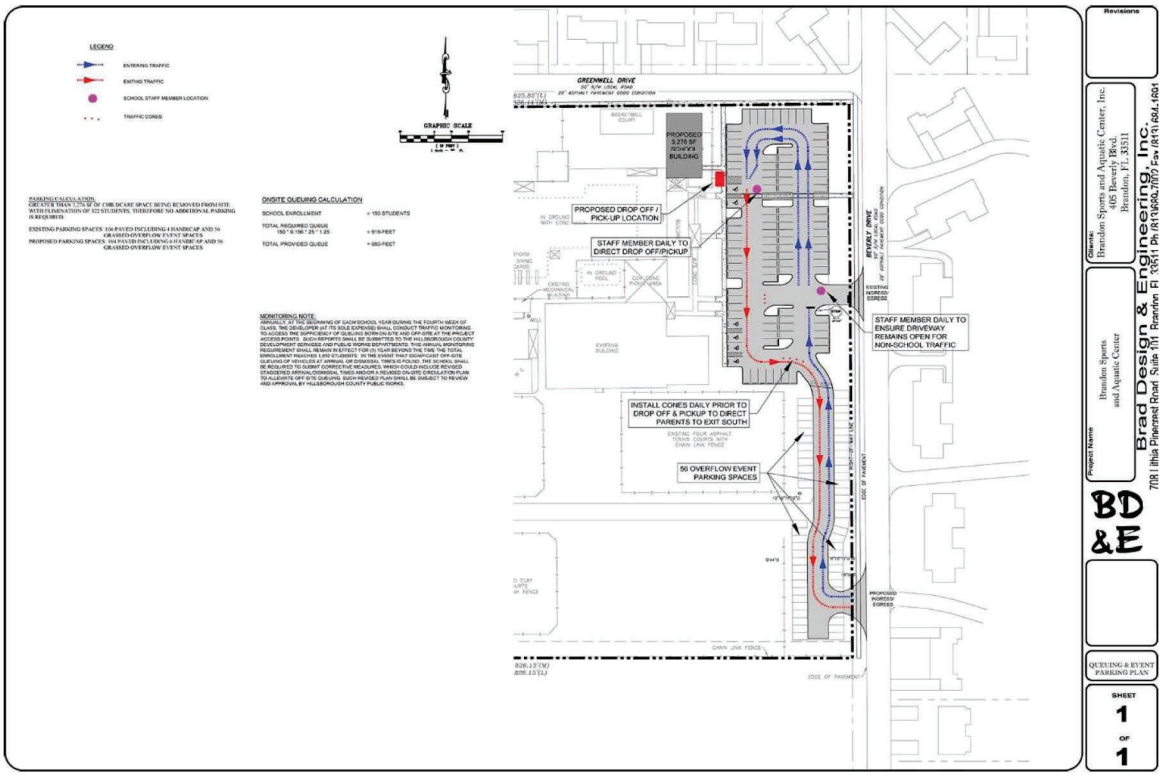
ATTACHMENT C

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC

Proposed Site Conditions

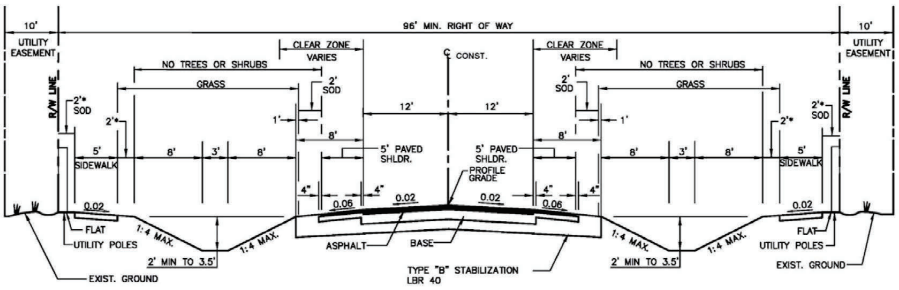




ATTACHMENT D

RAYSOR Transportation Consulting

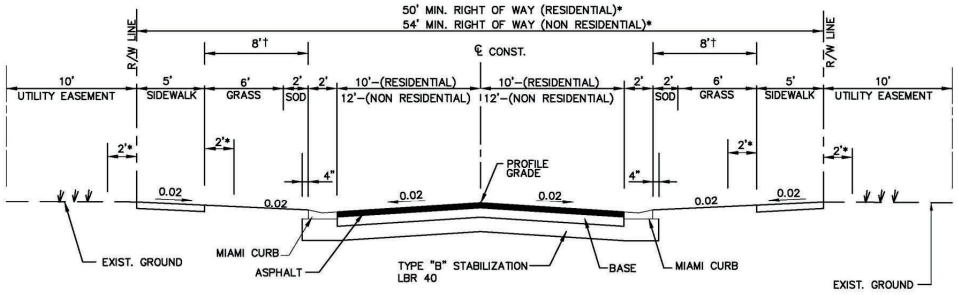
LIVINGSTONE SCHOOL & BSAC
Hillsborough County TS-3 & TS-7 Typical Sections



TYPICAL SECTION
N.T.S.
FOR LESS THAN 10,000 AADT
MAX. ALLOWABLE DESIGN SPEED – 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
• 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:	TRANSPORTATION TECHNICAL MANUAL	Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7
10/17				SHEET NO. 1 OF 1



TYPICAL SECTION
N.T.S.
LESS THAN 5,000 AADT
MAX. ALLOWABLE DESIGN SPEED – 35 MPH

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

REVISION DATE:	TRANSPORTATION TECHNICAL MANUAL	Hillsborough County Florida	LOCAL URBAN ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-3
10/17				SHEET NO. 1 OF 1

ATTACHMENT "E"

RAYSOR Transportation Consulting

TECHNICAL MEMORANDUM

TO: LIVINGSTONE SCHOOLS, INC.
1204 SOUTH LENNA AVENUE
SEFFNER, FLORIDA 33584

FROM: MICHAEL D. RAYSOR, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

SUBJECT: LIVINGSTONE SCHOOL / BSAC (PD 22-1116)
TRAFFIC IMPACT STUDY

DATE: JANUARY 22, 2023

MICHAEL DANIEL RAYSOR LICENSE No. 60919 Michael Raysor Digitally signed by Michael Raysor Date: 2023.01.22 13:18:41 -05'00' STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

1.0 | INTRODUCTION

This technical memorandum documents a TRAFFIC IMPACT STUDY prepared in association with a Planned Development rezoning (PD 22-1116) for the **LIVINGSTONE SCHOOL** proposed for development on the Brandon Sports & Aquatic Center (BSAC) site, located on the west side of Beverly Boulevard, south of Greenwell Drive, in Hillsborough County, Florida; as shown in ***FIGURE 1.0***. The subject site is currently entitled for 33,000 square feet of recreational center and a childcare center and voluntary pre-kindergarten program to serve a maximum combined total of 322 children. A second development option is currently proposed consisting of 33,000 square feet of recreational center and an exceptional education private school including grades K-12 and adults to serve a maximum combined total of 150 children and adults. Access to the subject site currently consists of 3 primary site access driveway connections to Beverly Boulevard and one secondary driveway connection; where upon development of the private school, three of the existing driveway connections will be removed with one new driveway connection to be constructed near the southern boundary of the project site. Refer to ***FIGURE 2.0*** for existing site conditions, and ***FIGURE 3.0*** for proposed site conditions for the private school development option (which includes the PD plan and queuing plan for the private school development option).

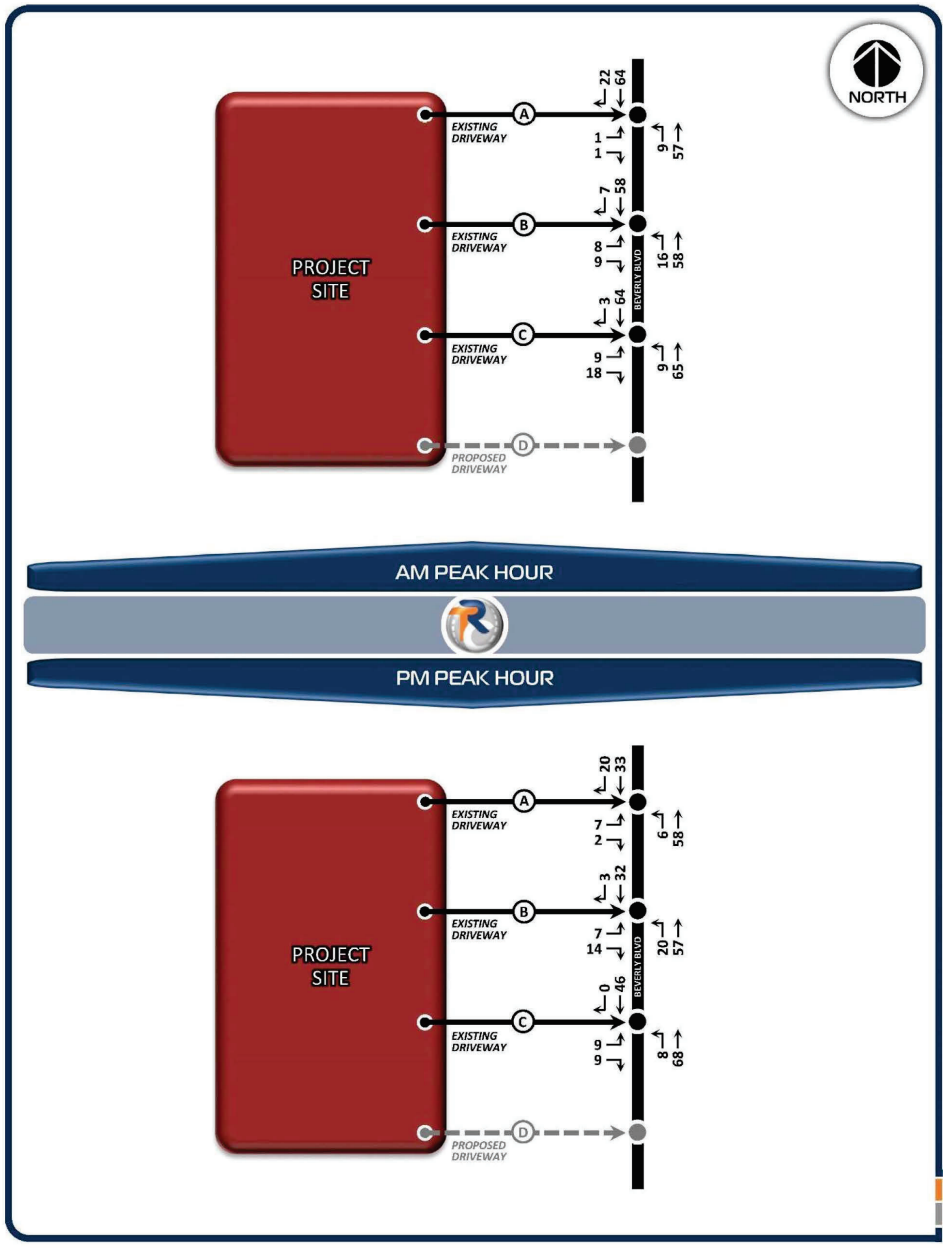
2.0 | PROJECT SITE TRIP GENERATION

The trip generation for the subject project site was estimated for the current and proposed development scenarios using trip characteristic data as identified in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); where multiple trip generation scenarios were evaluated as summarized in ***TABLE 1.0*** and further documented in ***ATTACHMENT A***. It is noted that the currently approved entitlements reflect a worst-case (higher) trip generation estimate as compared to the proposed entitlements; however, the purpose of this study is to analyze the proposed development, and as such, the trip generation estimate associated with the proposed entitlements was used for the analysis documented herein. In addition, it is noted that the background traffic volumes associated with the existing BSAC facility reflect values that exceed the ITE estimated high range trip generation for the 33,000 square foot recreational center for AM peak hour conditions, and is within the low and high range of trip generation for the recreational center for PM peak hour conditions; therefore, existing/background traffic volumes for the existing BSAC facility were used to reflect its trip generation, with the (high range) trip generation for the proposed exceptional education private school added to these volumes to calculate the project generated traffic volumes for the proposed development option. The distribution of project generated traffic for the school was estimated manually based on area development and roadway patterns; as shown in ***FIGURE 4.0***.

19046 BRUCE B. DOWNS BOULEVARD | SUITE 308 ■ TAMPA | FLORIDA | 33647 ■ (813) 625-1699 ■ WWW.RAYSOR-TRANSPORTATION.COM

ATTACHMENT "E"

FIGURE 5.0 | EXISTING PEAK HOUR TRAFFIC VOLUMES



ATTACHMENT "F"

RAYSOR Transportation Consulting

TECHNICAL MEMORANDUM

TO: LIVINGSTONE SCHOOLS, INC.
1204 SOUTH LENNA AVENUE
SEFFNER, FLORIDA 33584

FROM: MICHAEL D. RAYSOR, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

SUBJECT: LIVINGSTONE SCHOOL / BSAC (PD 22-1116)
TRAFFIC IMPACT STUDY

DATE: JANUARY 22, 2023

MICHAEL DANIEL RAYSOR LICENSE No. 60919 Michael Raysor Digitally signed by Michael Raysor Date: 2023.01.22 13:18:41 -05'00' STATE OF FLORIDA PROFESSIONAL ENGINEER

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ATTACHMENT "F"

FIGURE 4.0 | PROJECT GENERATED PEAK HOUR TRAFFIC VOLUMES (LIVINGSTONE SCHOOL VOLUMES)

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ATTACHMENT G

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC
Beverly Boulevard Photographs (1 of 2)

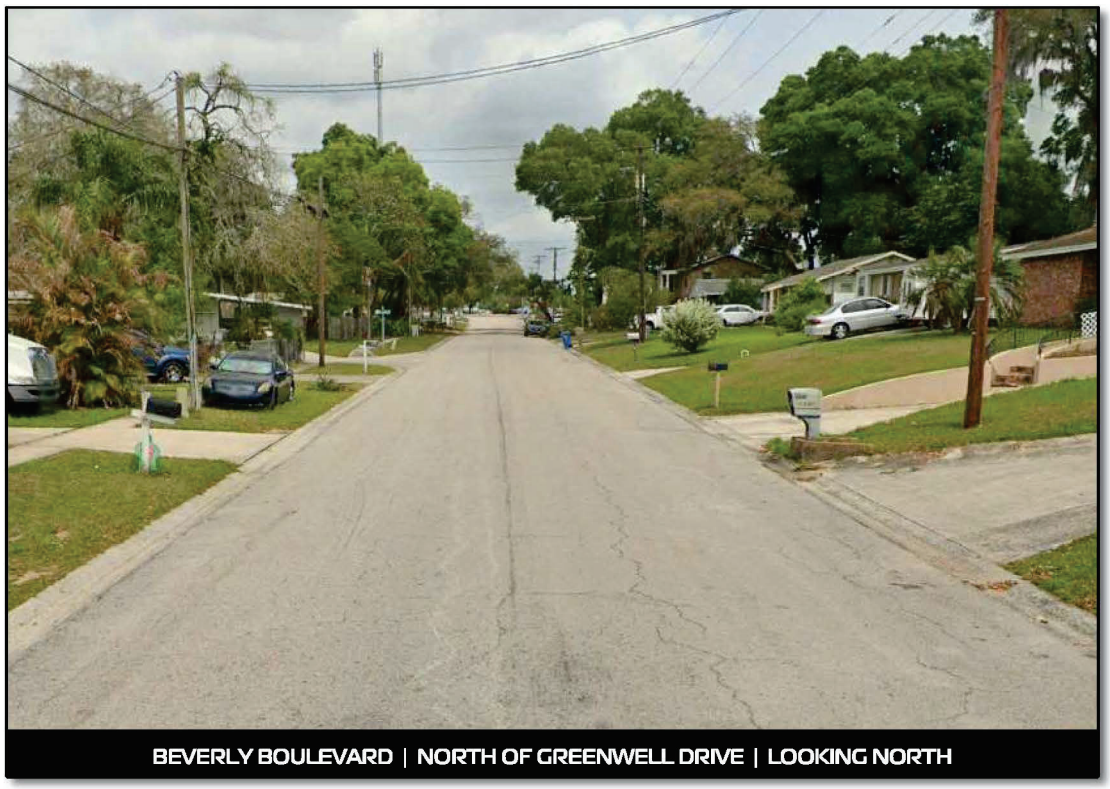
BEVERLY BOULEVARD | SOUTH OF GREENWELL DRIVE | LOOKING NORTH

BEVERLY BOULEVARD | SOUTH OF GREENWELL DRIVE | LOOKING SOUTH

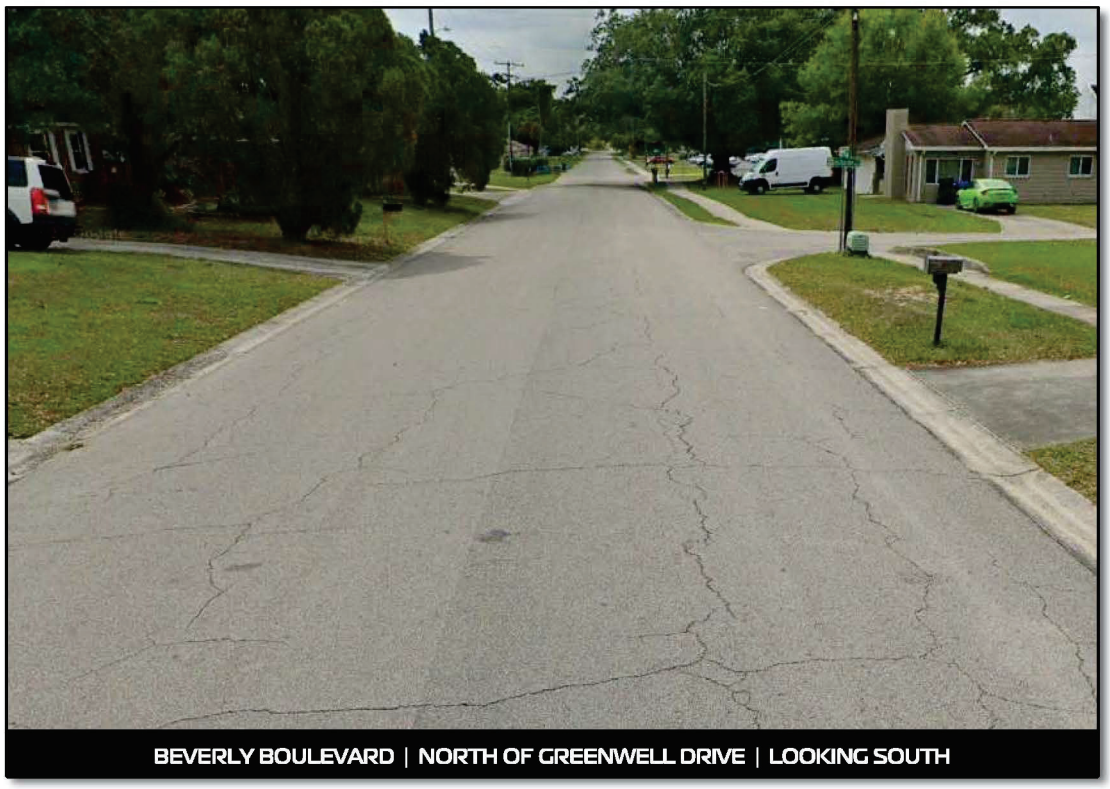
ATTACHMENT G

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC
Beverly Boulevard Photographs (2 of 2)



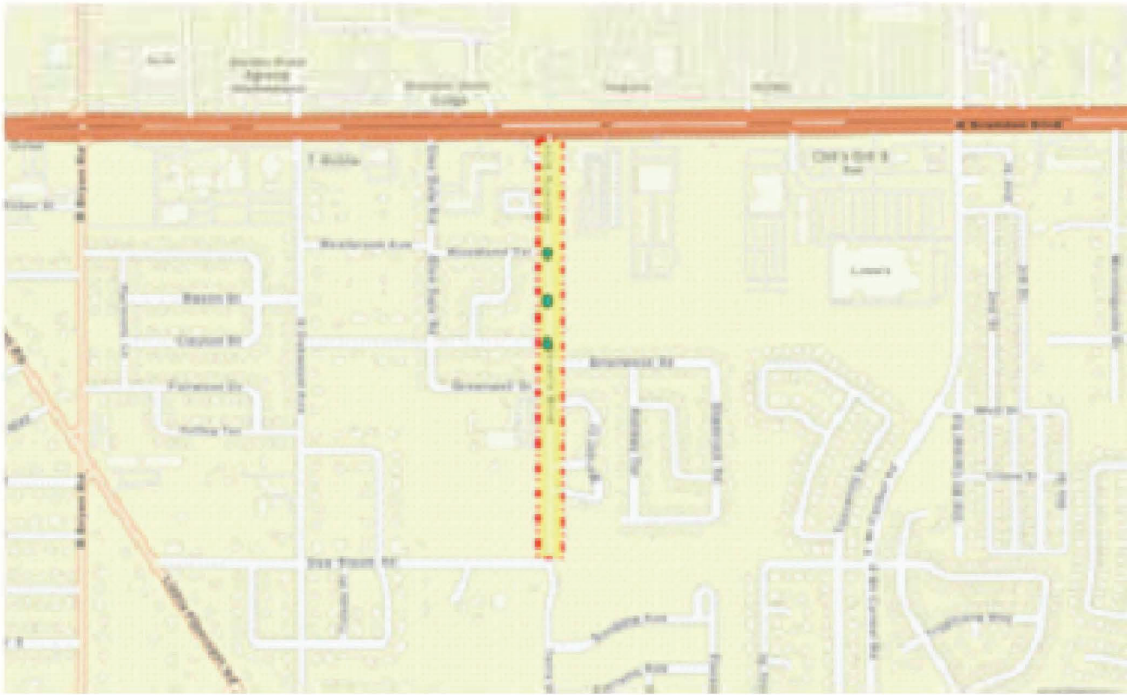
BEVERLY BOULEVARD | NORTH OF GREENWELL DRIVE | LOOKING NORTH



BEVERLY BOULEVARD | NORTH OF GREENWELL DRIVE | LOOKING SOUTH

Report Memo:

Beverly Boulevard between SR-60 & Dew Bloom Road



Hillsborough County
Florida

Selections used to generate this report:

Date Range: 1/18/2018 - 12/31/2022

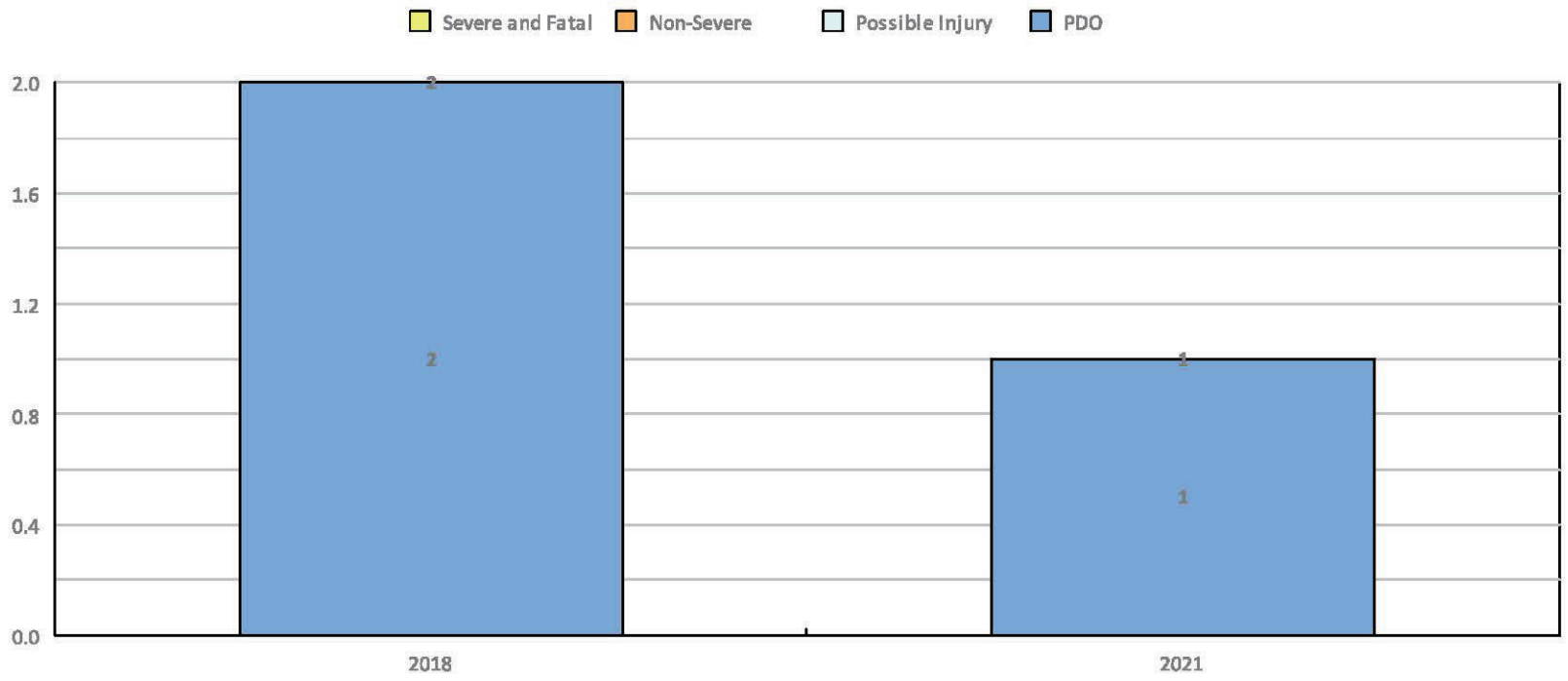
Saved Area 1: Extent(-82.26896784242126,27.93055161691551,-82.26852796014279,27.93749957255539)

Intersection Summary Top 50 Report	Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity				Ped/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
BEVERLY BLVD @ HILLSIDE TER	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
BEVERLY BLVD @ WOODLAND TER	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

** Total Injuries = Total Incapacitating and Total Non-Incapacitating Injuries. Possible Injures are not included in total.*

** Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle*

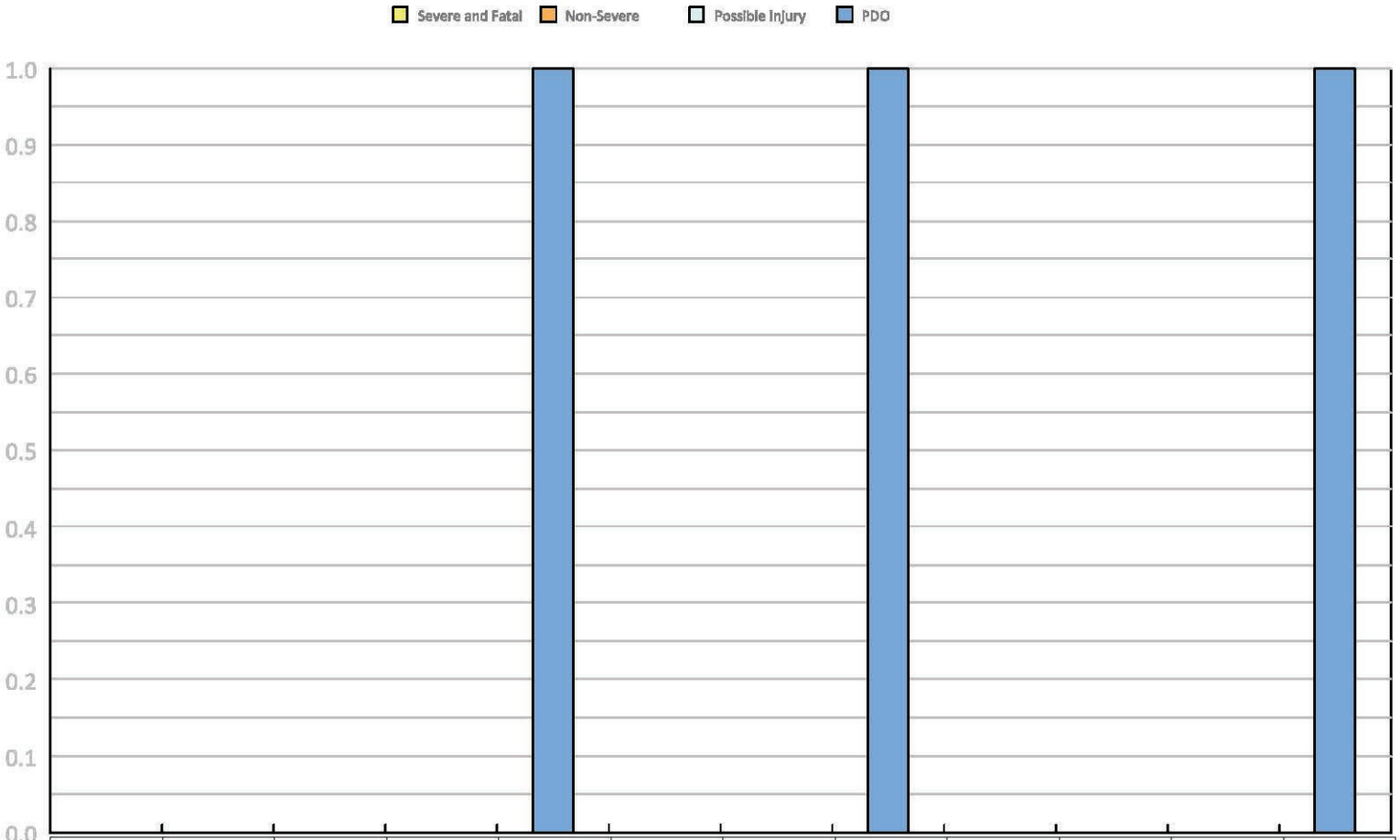
Crashes by Year



	2018	2021	TOTAL
PDO	2	1	3
Possible Injury	0	0	0
Non-Severe Injury	0	0	0
Severe Injury	0	0	0
Fatal	0	0	0
TOTAL	2	1	3

** PDO = Property Damage Only*

Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December
PDO	0	0	0	0	1	0	0	1	0	0	0	1
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	1	0	0	1	0	0	0	1

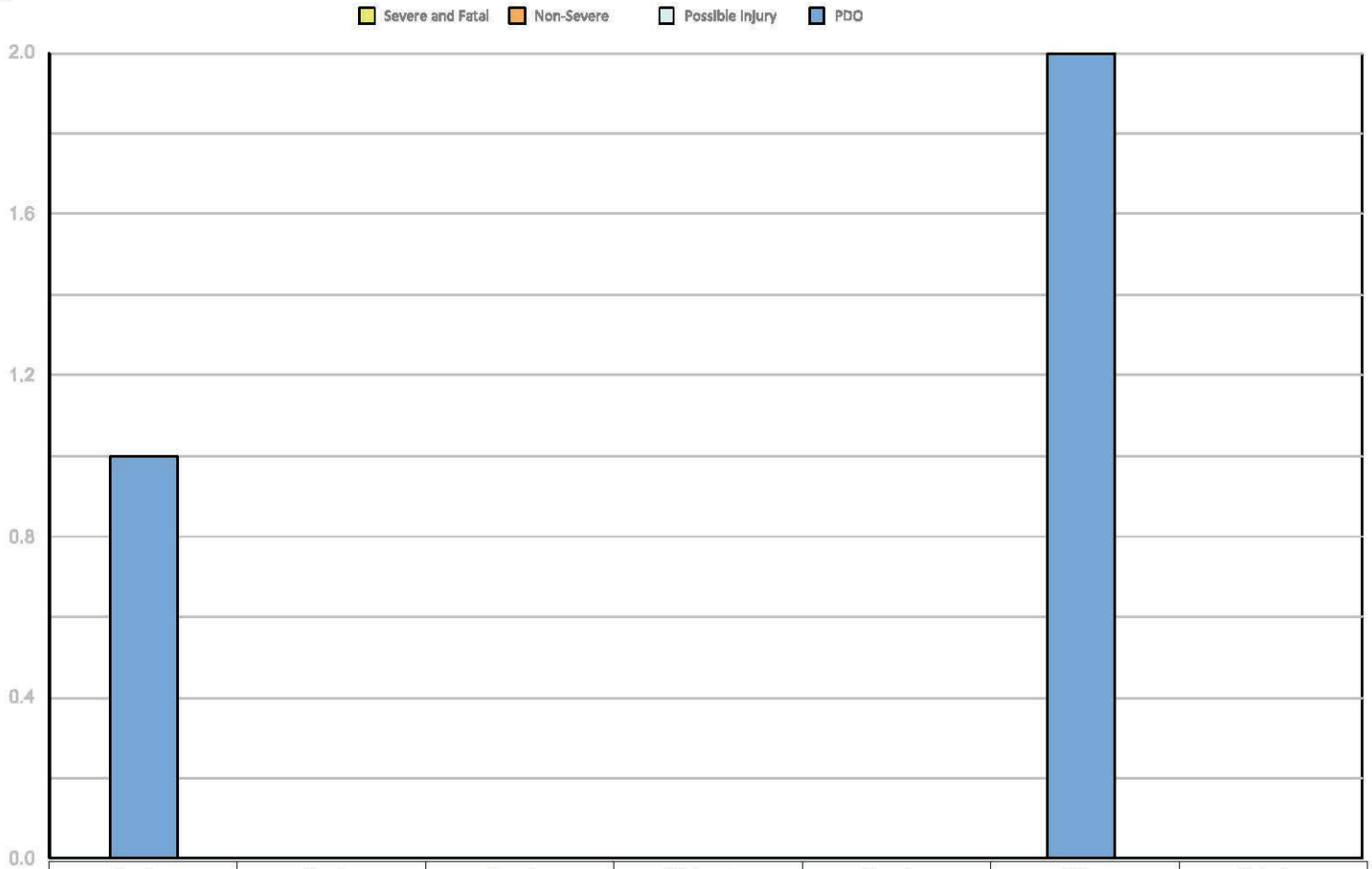
* PDO = Property Damage Only

ATTACHMENT "H"

Crashes by Month/Year

		January	February	March	April	May	June	July	August	September	October	November	December
2018	PDO	0	0	0	0	0	0	0	1	0	0	0	1
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2021	PDO	0	0	0	0	1	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0

Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
PDO	1	0	0	0	0	2	0
Possible Injury	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	2	0

** PDO = Property Damage Only*

Crashes by Month / Day of Week

		Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday
January	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
February	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
March	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
April	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
May	PDO	0	0	0	0	0	1	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	1	0
June	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0

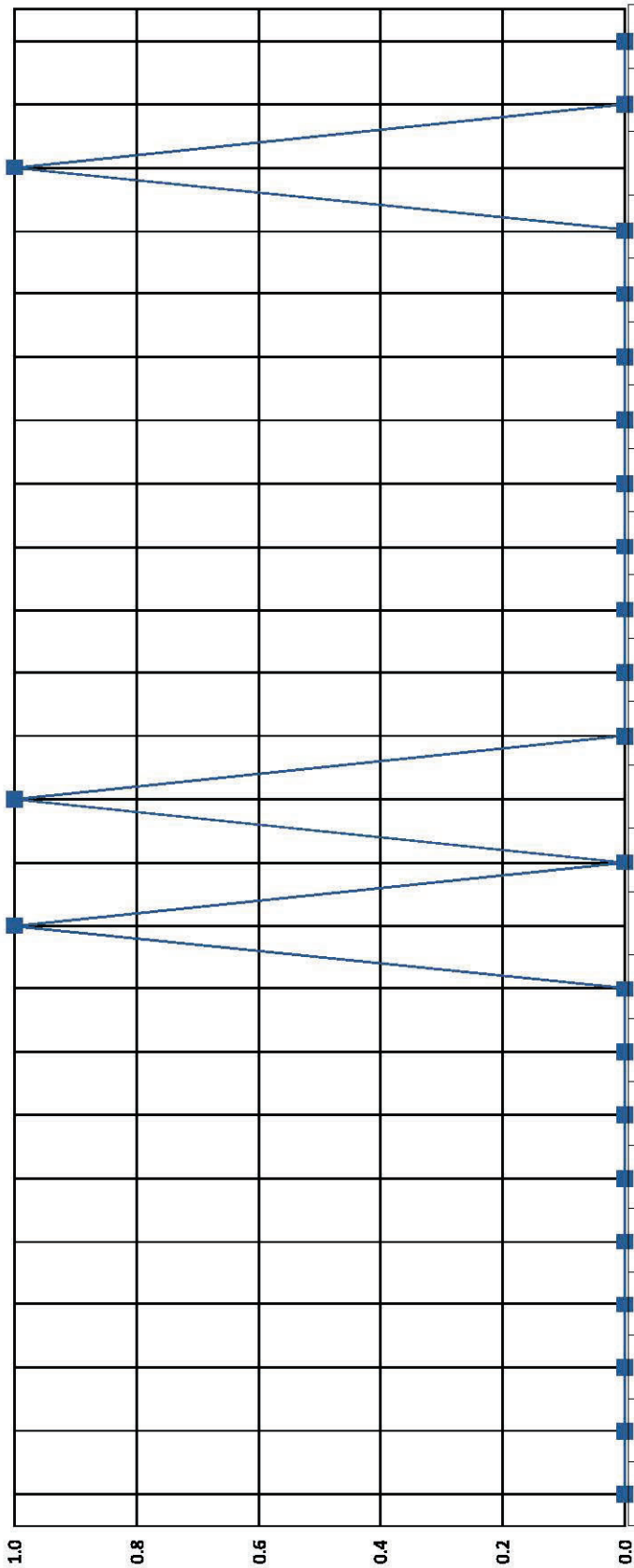
		Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday
July	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
August	PDO	0	0	0	0	0	1	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	1	0
September	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
October	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
November	PDO	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0
December	PDO	1	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	0	0	0

** PDO = Property Damage Only*

ATTACHMENT "H"

5 Year Crash Report

Crashes by Time of Day



	12:00A	1:00A	2:00A	3:00A	4:00A	5:00A	6:00A	7:00A	8:00A	9:00A	10:00A	11:00A	12:00P	1:00P	2:00P	3:00P	4:00P	5:00P	6:00P	7:00P	8:00P	9:00P	10:00P	11:00P
PDO	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0

* PDO = Property Damage Only

Crashes by Crash Type

		2018	Total
Rear End	PDO	1	1
	Possible Inj	0	0
	Non Severe	0	0
	Severe	0	0
	Fatal	0	0
	Total	1	1

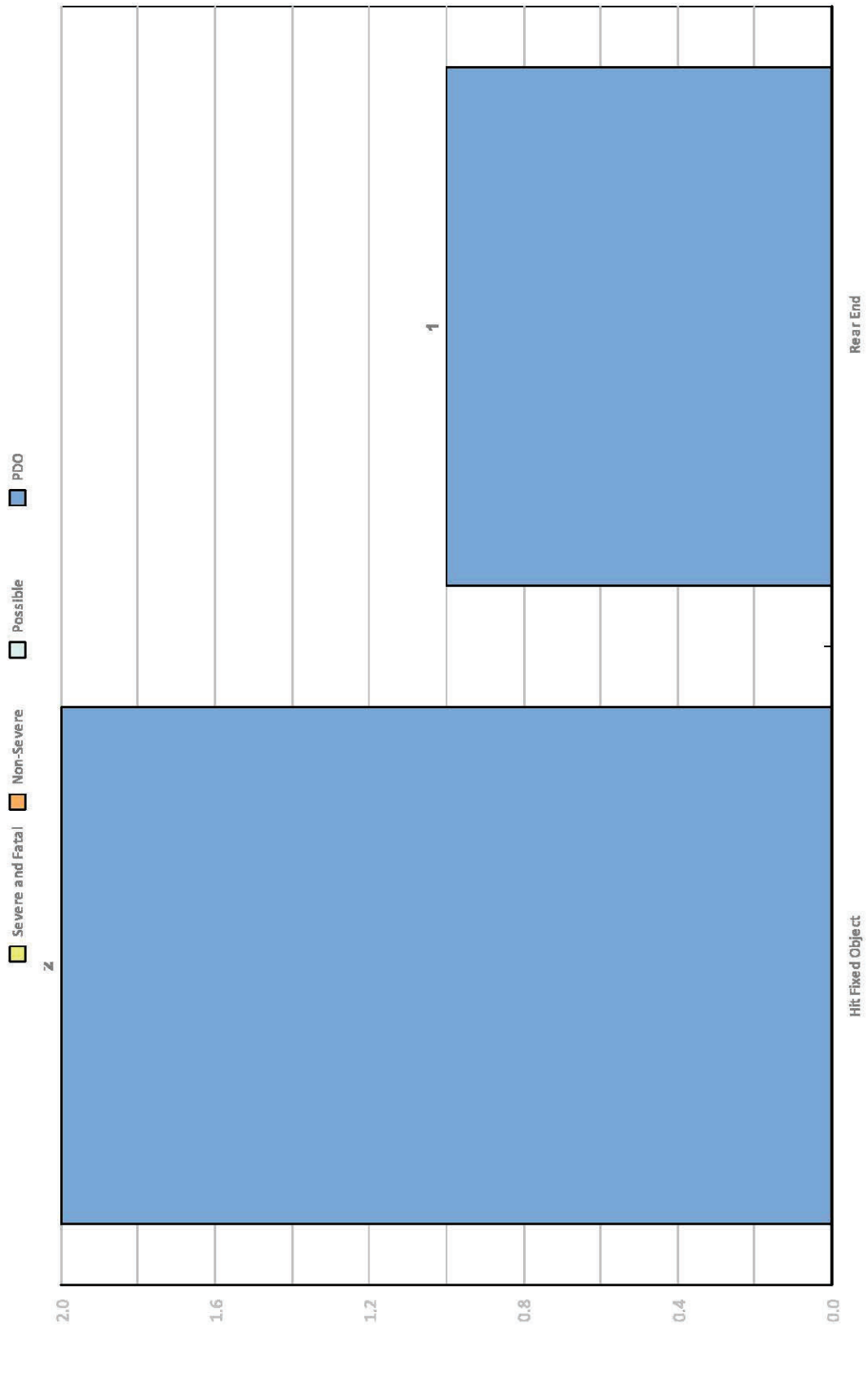
Crashes by Crash Type

		2018	2021	Total
Hit Fixed Object	PDO	1	1	2
	Possible Injury	0	0	0
	Non-Severe	0	0	0
	Severe	0	0	0
	Fatal	0	0	0
	Total	1	1	2

ATTACHMENT "H"

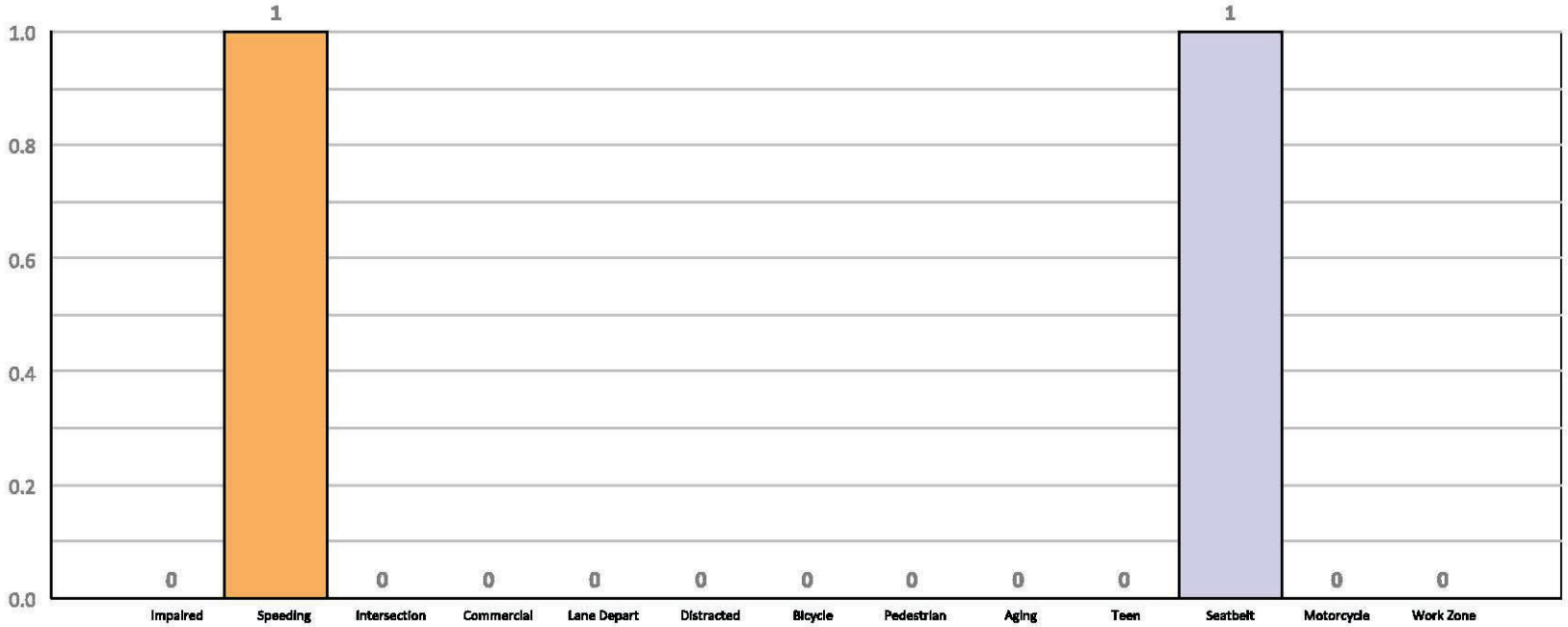
5 Year Crash Report

Crashes by Crash Type



Crashes by Strategic Highway Safety Plan Category

More Information

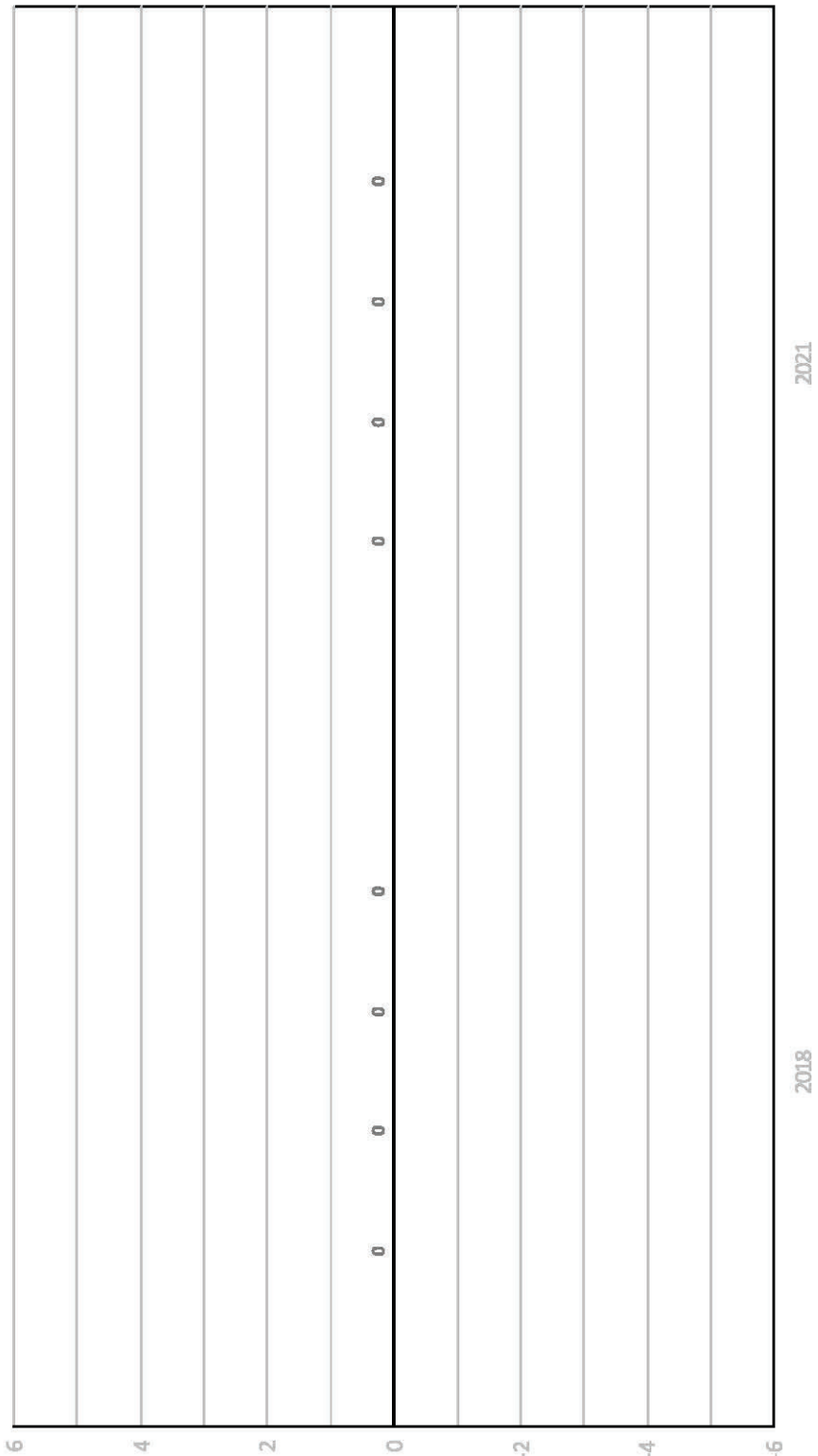


	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	0	0	0	0	0	0
Speeding and Aggressive	1	0	0	0	0	0	1	0	0
Intersection	0	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	0	0	0	0	0
Lane Departure	0	0	0	0	0	0	0	0	0
Distracted	0	0	0	0	0	0	0	0	0
Bicycle Involved	0	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0	0
Aging Road User	0	0	0	0	0	0	0	0	0
Teen Driver	0	0	0	0	0	0	0	0	0
Seatbelt	1	0	0	0	0	0	1	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Work Zone	0	0	0	0	0	0	0	0	0

ATTACHMENT "H"

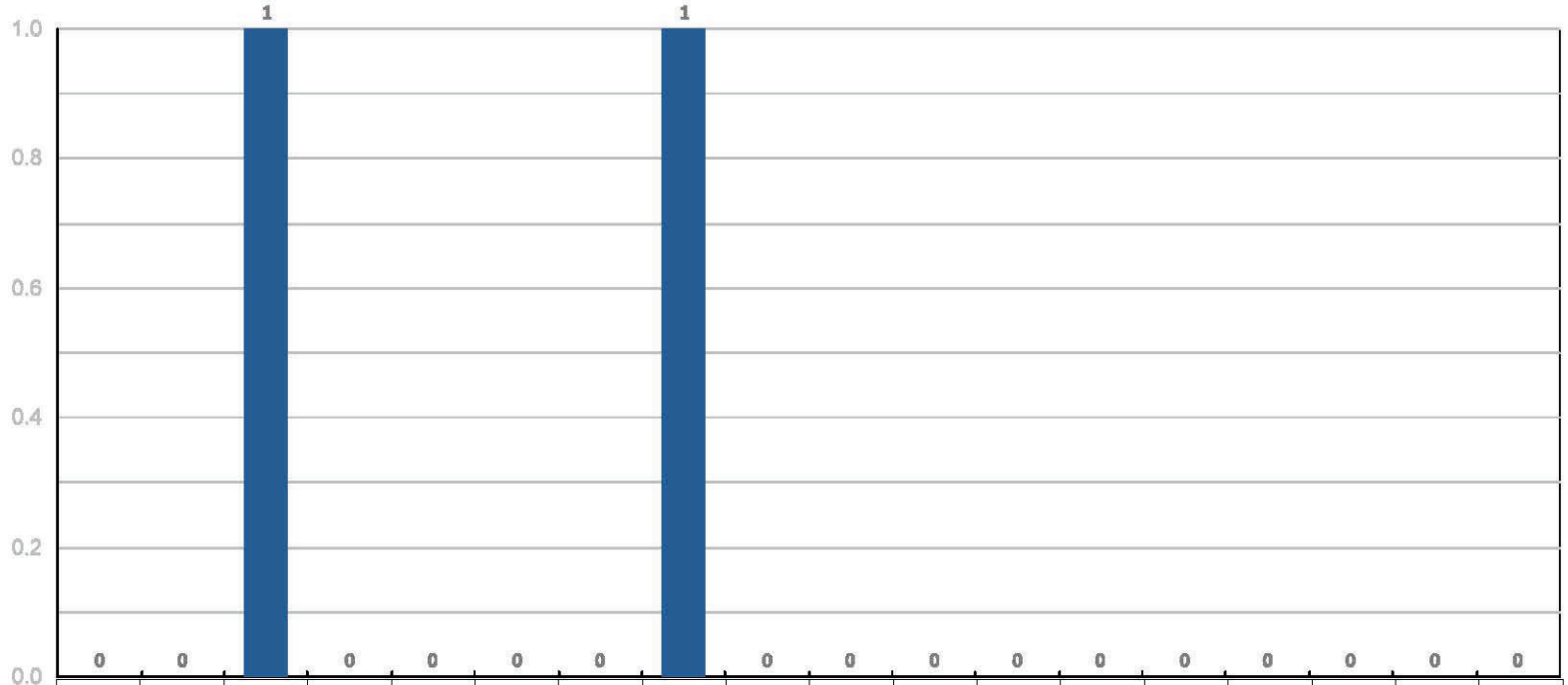
5 Year Crash Report

Injuries per Year



	2018	2021	Total
Possible Injuries	0	0	0
Non-Severe Injuries	0	0	0
Severe Injuries	0	0	0
Fatalities	0	0	0

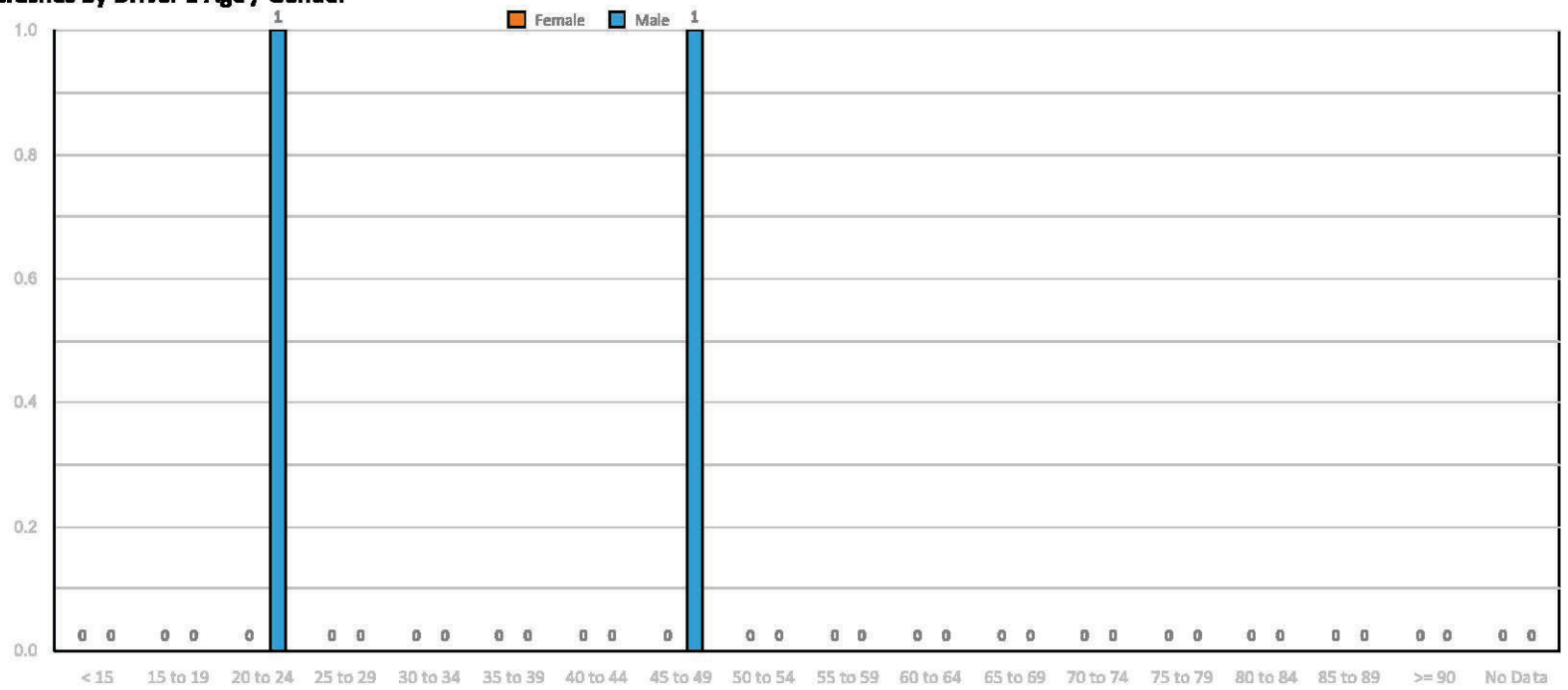
Crashes by Driver 1 Age



	< 15	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	>= 90	No Data
PDO	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

* *PDO = Property Damage Only*

Crashes by Driver 1 Age / Gender



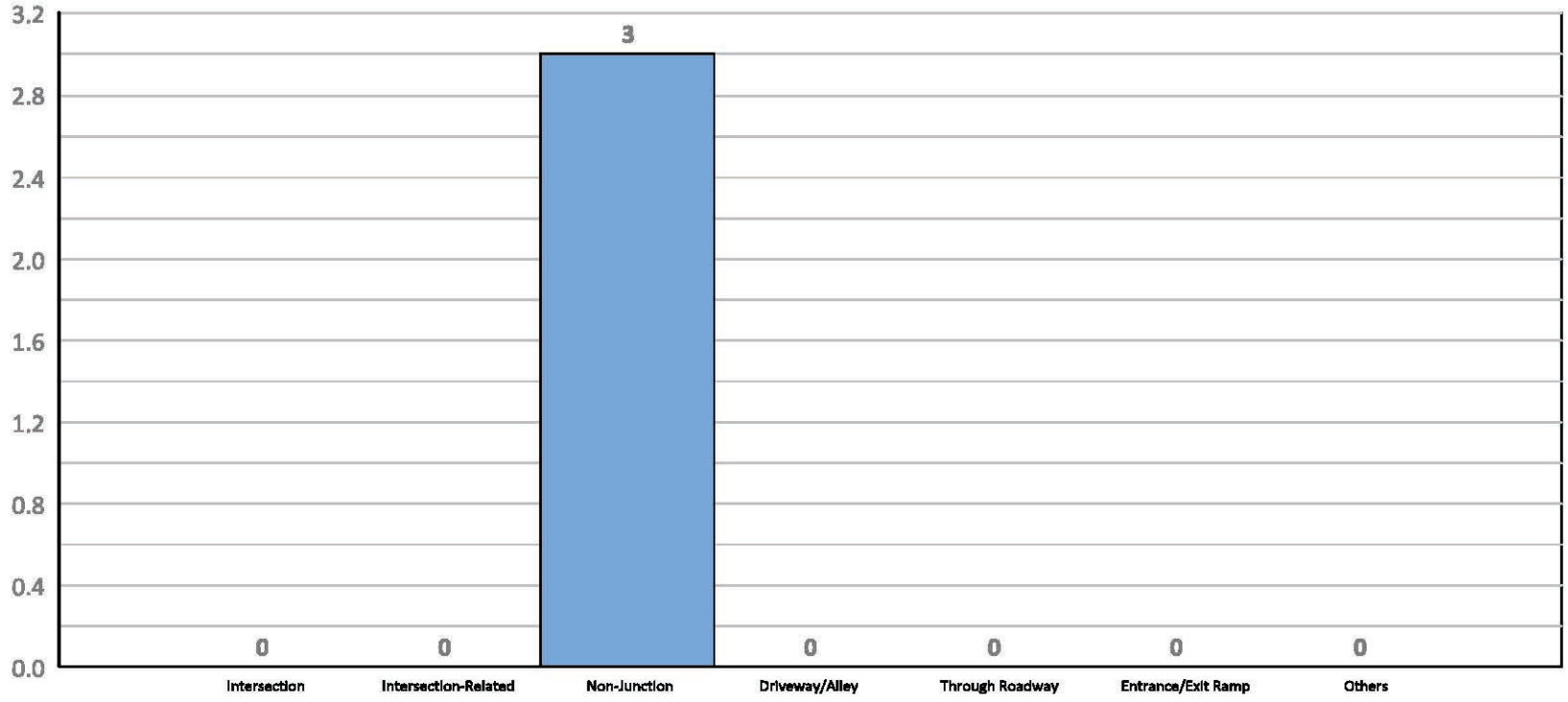
	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0

	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

* PDO = Property Damage Only

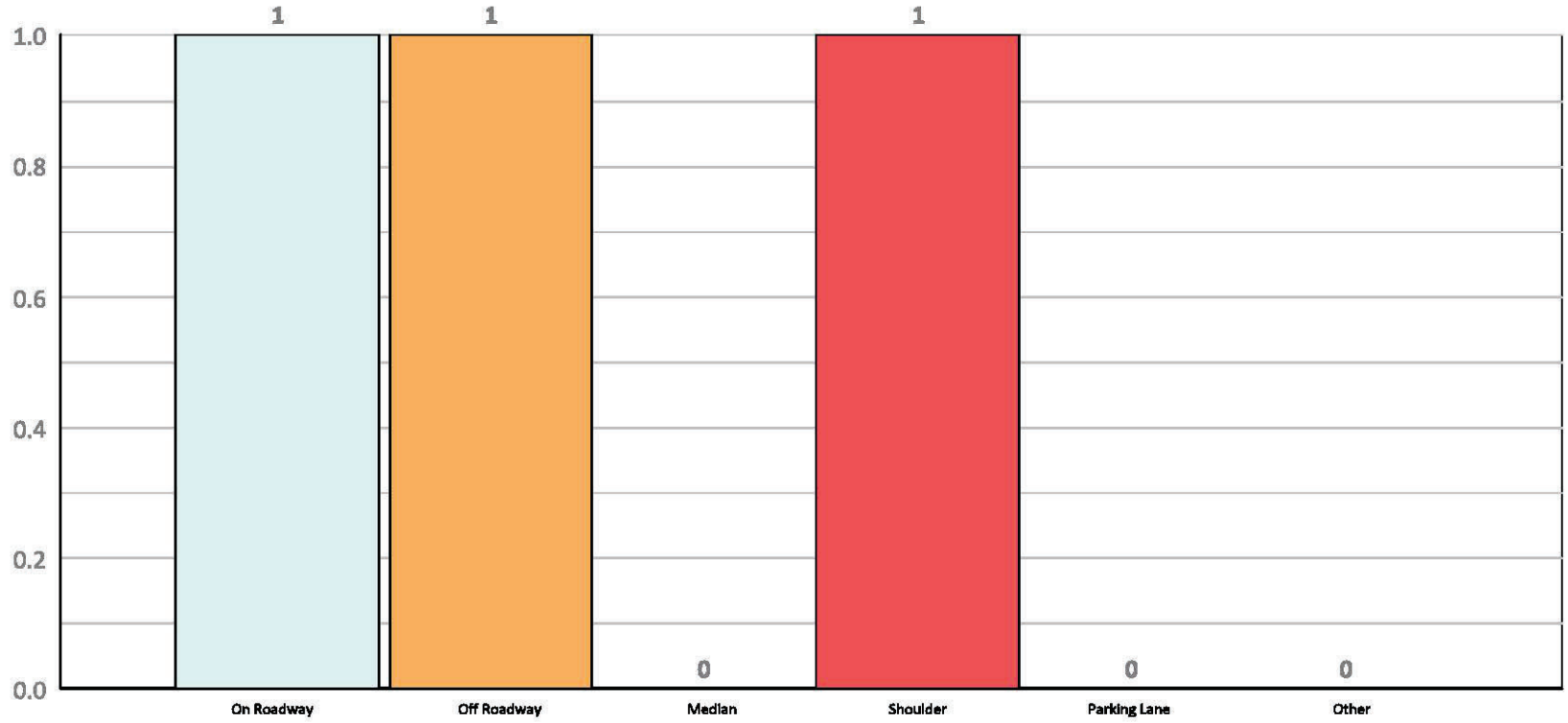
Driver Contributing Cause (Driver 1)		2018	2021	Total
Followed too Closely	*Crashes*	1	0	**1**
	Severe	0	0	**0**
	Fatal	0	0	**0**
No Contributing Action	*Crashes*	0	1	**1**
	Severe	0	0	**0**
	Fatal	0	0	**0**

Relation to Intersection



	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Intersection	0	0	0	0	0	0	0	0	0
Intersection-Relate	0	0	0	0	0	0	0	0	0
Non-Junction	2	0	0	1	0	0	3	0	0
Driveway/Alley	0	0	0	0	0	0	0	0	0
Through Roadway	0	0	0	0	0	0	0	0	0
Entrance/Exit Ramp	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	0	0	0

Location on Roadway

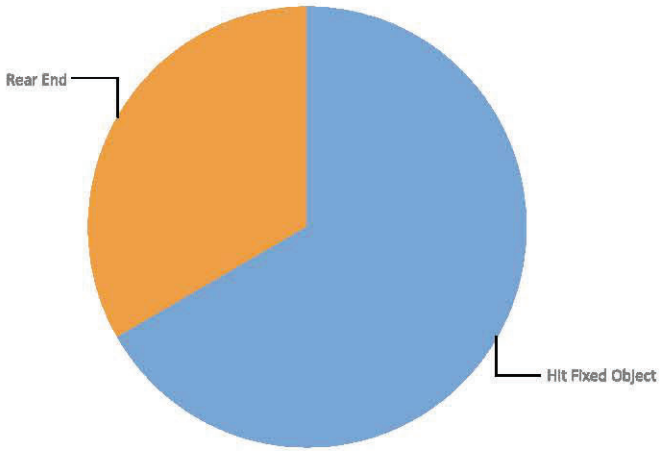


	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
On Roadway	1	0	0	0	0	0	1	0	0
Off Roadway	0	0	0	1	0	0	1	0	0
Median	0	0	0	0	0	0	0	0	0
Shoulder	1	0	0	0	0	0	1	0	0
Parking Lane	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0

Wet Crashes by Crash Type

No wet crashes were found for this query.

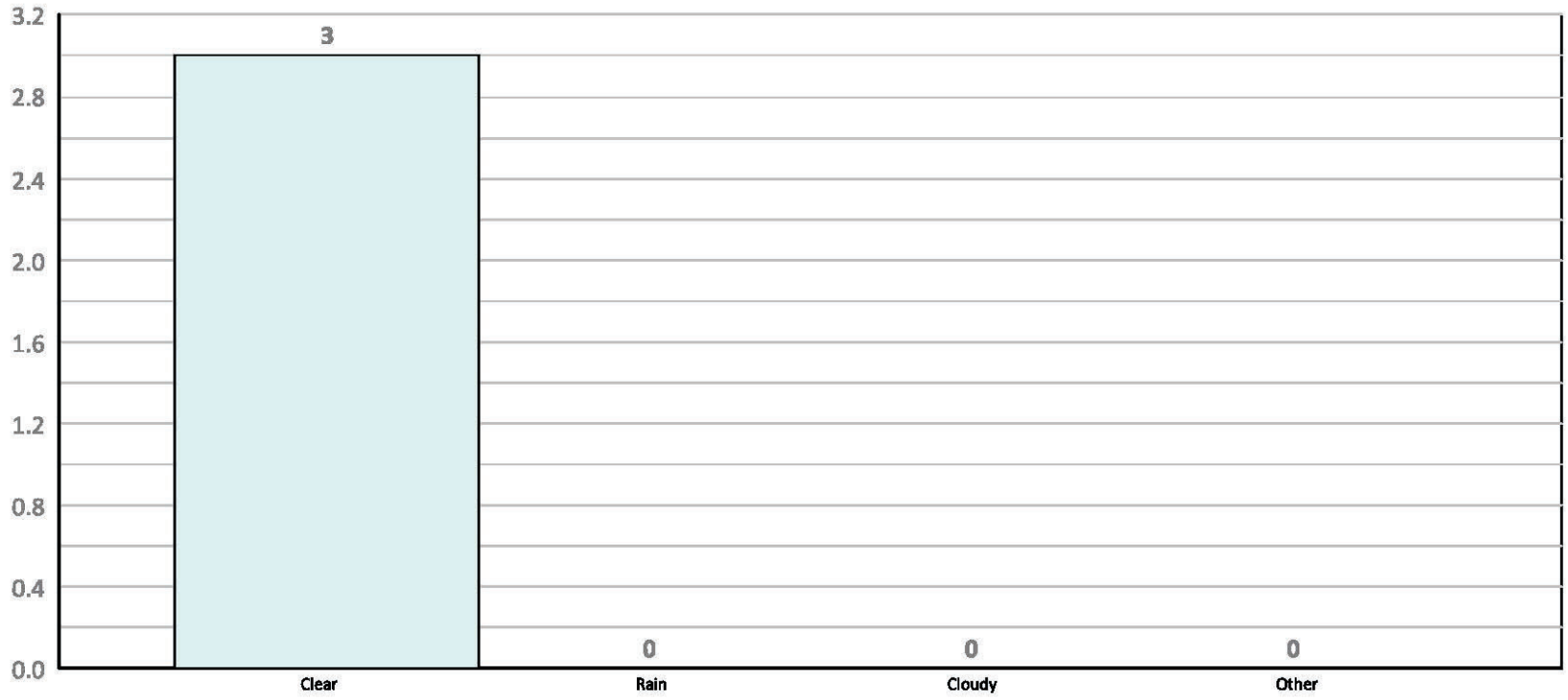
Dry Crashes by Crash Type



Hit Fixed Object	66.7%
Rear End	33.3%
Others	0.0%
Total:	100.0%

	Dry Crashes	Severe	Fatal
Hit Fixed Object	2	0	0
Rear End	1	0	0
Total	3	0	0

Weather Condition

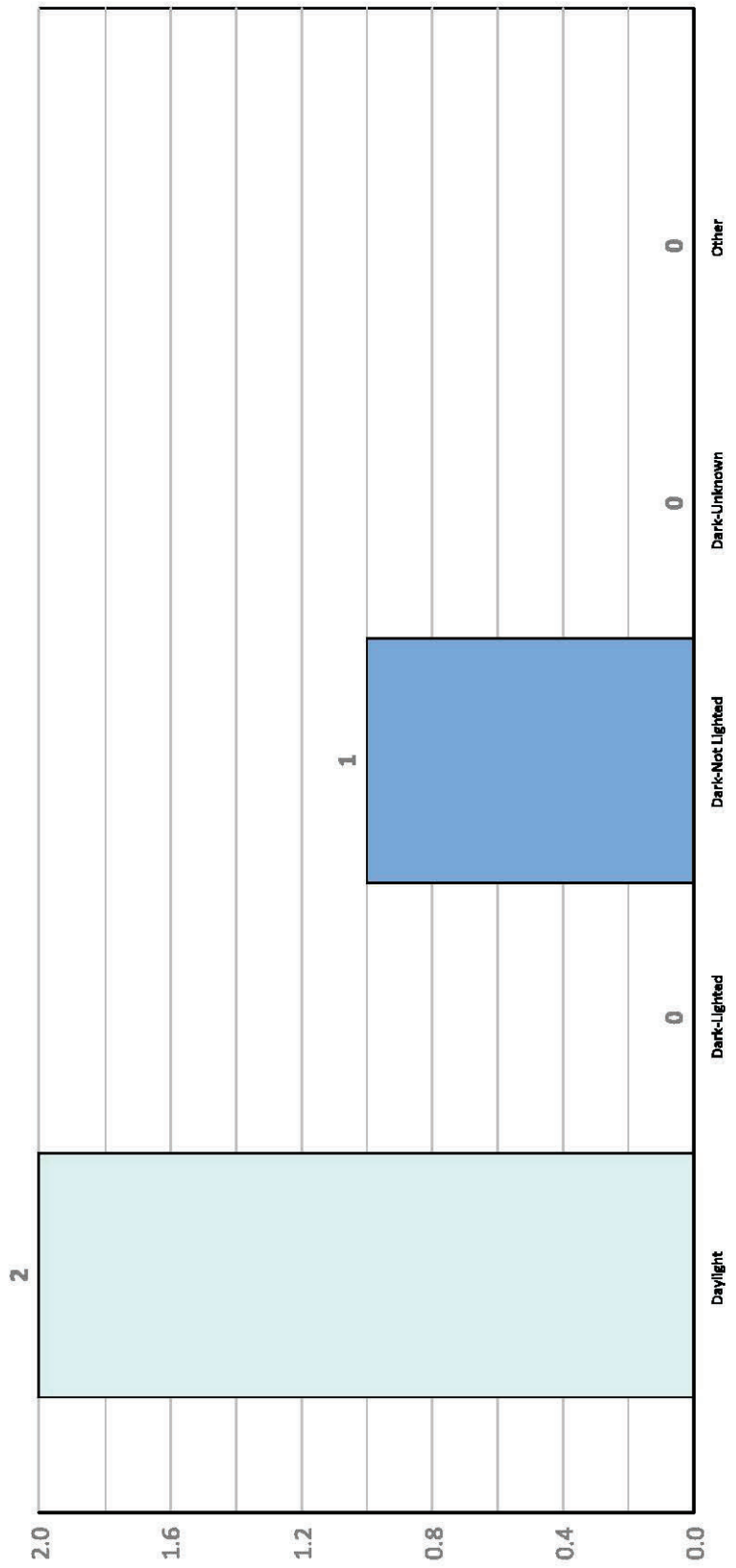


	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Clear	2	0	0	1	0	0	**3**	**0**	**0**
Rain	0	0	0	0	0	0	**0**	**0**	**0**
Cloudy	0	0	0	0	0	0	**0**	**0**	**0**
Other	0	0	0	0	0	0	**0**	**0**	**0**

ATTACHMENT "H"

5 Year Crash Report

Lighting Condition



	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	1	0	0	1	0	0	2	0	0
Dark-Lighted	0	0	0	0	0	0	0	0	0
Dark-Not Lighted	1	0	0	0	0	0	1	0	0
Dark-Unknown	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0

ATTACHMENT "H"

Located Crashes

Area	Crashes	Fatalities	Severe Injuries
BRANDON	2	0	0
UNINCORPORATED H.C.	1	0	0
Totals:	**3**	**0**	**0**

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Severe Injuries
UNKNOWN			
Totals:			

ATTACHMENT I

RAYSOR Transportation Consulting

LIVINGSTONE SCHOOL & BSAC
AASHTO Reference Materials (1 of 5)

American Association of State Highway and Transportation Officials
AASHTO

A Policy on Geometric Design of Highways and Streets

2018
7th Edition
2nd Printing

THE GREEN BOOK

Streets in urban areas generally have curbs along the outer lanes. A stalled vehicle, during peak hours, disturbs traffic flow in all lanes in that direction when the outer lane serves through traffic. Where on-street parking is permitted, the parking lane provides some of the same services listed above for shoulders. Parking lanes are discussed in Section 4.20, "On-Street Parking."

4.4.2 Shoulder Width

Desirably, a vehicle stopped on the shoulder should clear the edge of the traveled way by at least 1 ft [0.3 m], and preferably by 2 ft [0.6 m]. These dimensions have led to the adoption of 10 ft [3.0 m] as the normal shoulder width that is preferred along higher speed, higher volume facilities. In difficult terrain and on low-volume highways, shoulders of this width may not be practical. A minimum shoulder width of 2 ft [0.6 m] should be considered for low-volume highways, and a 6- to 8-ft [1.8- to 2.4-m] shoulder width is preferable. Heavily traveled, high-speed highways and highways carrying large numbers of trucks should have usable shoulders at least 10 ft [3.0 m] wide and preferably 12 ft [3.6 m] wide; however, widths greater than 10 ft [3.0 m] may encourage unauthorized use of the shoulder as a travel lane. Where bicyclists are to be accommodated on the shoulders, a minimum usable shoulder width (i.e., clear of rumble strips) of 4 ft [1.2 m] should be considered. For additional information on shoulder widths to accommodate bicycles, see the AASHTO *Guide for the Development of Bicycle Facilities* (*8*). Shoulder widths for specific classes of highways are discussed in Chapters 5 through 8.

Where roadside barriers, walls, or other vertical elements are present, it is desirable to provide a graded shoulder wide enough that the vertical elements will be offset a minimum of 2 ft [0.6 m] from the outer edge of the usable shoulder. To provide lateral support for guardrail posts or clear space for lateral dynamic deflection of the particular barrier in use, or both, it may be appropriate to provide a graded shoulder that is wider than the shoulder where no vertical elements are present. On low-volume roads, roadside barriers may be placed at the outer edge of the shoulder; however, a minimum clearance of 4 ft [1.2 m] should be provided from the traveled way to the barrier.

Although it is desirable that a shoulder be wide enough for a vehicle to be driven completely off the traveled way, narrower shoulders are better than none at all. For example, when a vehicle making an emergency stop can pull over onto a narrow shoulder such that it occupies only 1 to 4 ft [0.3 to 1.2 m] of the traveled way, the remaining traveled way width can be used by passing vehicles. Partial shoulders are sometimes used where full shoulders are unduly costly, such as on long (over 200 ft [60 m]) bridges or in mountainous terrain.

Regardless of the width, a shoulder should be continuous. The full benefits of a shoulder may not be realized unless it provides a driver with refuge at any point along the traveled way. A continuous shoulder provides a sense of security such that almost all drivers making emergency stops will leave the traveled way. With intermittent sections of shoulder, however, some drivers will find it necessary to stop on the traveled way, creating an undesirable situation. A continuous

paved shoulder that is sufficiently wide and free of debris also provides an area for bicyclists to operate without obstructing faster moving motor vehicle traffic. Although continuous shoulders are preferable, narrow shoulders and intermittent shoulders are superior to no shoulders. Intermittent shoulders are briefly discussed below in Section 4.4.6, "Turnouts."

Shoulders on structures should normally have the same width as usable shoulders on the approach roadways. Long, high-cost structures may need detailed studies to determine practical dimensions, and reduced shoulder widths may be considered. Discussions of these conditions are provided in Chapters 7 and 10.

4.4.3 Shoulder Cross Sections

As important elements in the lateral drainage systems, shoulders should be flush with the roadway surface and abut the edge of the traveled way. All shoulders should be sloped to drain away from the traveled way on divided highways with a depressed median. With a raised narrow median, the median shoulders may slope in the same direction as the traveled way. However, in regions with snowfall, median shoulders should be sloped to drain away from the traveled way to avoid melting snow draining across travel lanes and refreezing. All shoulders should be sloped sufficiently to rapidly drain surface water, but not to the extent that vehicular use would be restricted. Because the type of shoulder construction has a bearing on the cross slope, the two should be determined jointly. Bituminous and concrete-surfaced shoulders should be sloped from 2 to 6 percent, gravel or crushed-rock shoulders from 4 to 6 percent, and turf shoulders from 6 to 8 percent. Where curbs are used on the outside of shoulders, the cross slope should be appropriately designed with the drainage system to prevent ponding on the traveled way.

Where shoulders are intended to be used as pedestrian facilities, the shoulder must be accessible to and usable by individuals with disabilities (*48*, *49*). For additional guidance, refer to the *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way* (*46*).

It should be noted that rigid adherence to the shoulder cross slope criteria presented in this chapter may reduce traffic operational efficiency if the shoulder cross slope criteria are applied without regard to the cross section of the paved surface. On tangent or long-radius curved alignment with normal crown and turf shoulders, the maximum algebraic difference in the traveled way and shoulder grades should be from 6 to 7 percent. Although this maximum algebraic difference in slopes is not desirable, it is tolerable due to the benefits gained in pavement stability by avoiding stormwater detention at the pavement edge.

Shoulder slopes that drain away from the paved surface on the outside of well-superelevated sections should be designed to avoid too great a cross slope break. For example, use of a 4 percent shoulder cross slope in a section with a traveled way superelevation of 8 percent results in a 12 percent algebraic difference in the traveled way and shoulder grades at the high edge of the traveled way. Grade breaks of this order are not desirable and should not be used (Figure

4-2A). Within a superelevated roadway section, the maximum algebraic difference of cross slope break should not exceed 8 percent between the traveled way and usable shoulder. Edge line or shoulder rumble strips placed on or close to the edge line are desirable to reduce the potential for full traversal departures onto the shoulder (see Section 4.5). It is desirable that all or part of the shoulder should be sloped upward at about the same rate or at a lesser rate than the superelevated traveled way (see the dashed line labeled Alternate in Figure 4-2A). Where this is not desirable because of stormwater or melting snow and ice draining over the paved surface, a compromise might be used in which the grade break at the edge of the paved surface is limited to approximately 8 percent by flattening the shoulder on the outside of the curve (Figure 4-2B).

One means of avoiding too severe of a grade break is the use of a continuously rounded shoulder cross section on the outside of the superelevated traveled way (Figure 4-2C). The shoulder in this case is a convex section continuing from the superelevation slope instead of a sharp grade break at the intersection of the shoulder and traveled way slopes. In this method, some surface water will drain upon the traveled way; however, this disadvantage is offset by the benefit of a smoother transition for vehicles that may accidentally or purposely drive upon the shoulder. It should also be noted that convex shoulders present more difficulties in construction than do planar sections. An alternate method to the convex shoulder consists of a planar shoulder section with multiple breaks in the cross slope. Shoulder cross slopes on the high side of a superelevated section that are substantially less than those discussed above are generally not detrimental to shoulder stability. There is no discharge of stormwater from the traveled way to the shoulder and, therefore, little likelihood of shoulder erosion damage.

In some areas, shoulders are designed with a curb or gutter at the outer edge to confine runoff to the paved shoulder area. Drainage for the entire roadway is handled by these curbs, with the runoff directed to selected outlets. The outer portion of the paved shoulder serves as the longitudinal gutter. Cross slopes should be the same as for shoulders without a curb or gutter, except that the slope may be increased somewhat on the outer portion of the shoulder. This type of shoulder is advantageous in that the curb on the outside of the shoulder does not deter motorists from driving off the traveled way, and the shoulder serves as a gutter in keeping stormwater off the traveled lanes. Proper delineation should adequately distinguish the shoulder from the traveled way.

4.4.4 Shoulder Stability

If shoulders are to function effectively, they should be sufficiently stable to support occasional vehicle loads in all kinds of weather without rutting. Evidence of rutting, skidding, or vehicles being mired down, even for a brief seasonal period, may discourage and prevent the shoulder from being used as intended.

All types of shoulders should be constructed and maintained flush with the traveled way pavement if they are to fulfill their intended function. Regular maintenance is needed to provide a

Table 5-5. Minimum Width of Traveled Way and Shoulders for Two-Lane Local Roads in Rural Areas

U.S. Customary			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000
15	18	20[a]	22
20	18	20[a]	22
25	18	20[a]	22
30	18	20[a]	22
35	18	20[a]	22
40	18	20[a]	22
45	20	22	22
50	20	22	22
55	22	22	22b
60	22	22	22b
65	22	22	22b
All speeds	Width of graded shoulder on each side of the road (ft)		
	2	3	6

Metric			
Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000
20	5.4	6.0[a]	6.6
30	5.4	6.0[a]	6.6
40	5.4	6.0[a]	6.6
50	5.4	6.0[a]	6.6
60	5.4	6.0[a]	6.6
70	6.0	6.6	6.6
80	6.0	6.6	6.6
90	6.6	6.6	6.6[b]
100	6.6	6.6	6.6[b]
All speeds	Width of graded shoulder on each side of the road (m)		
	0.6	1.0	1.8

[a] For roads in mountainous terrain with design volume of 400 to 600 veh/day, an 18-ft [5.4-m] traveled-way width may be used.

[b] Consider using traveled-way width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

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In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.4 Medians

Medians are generally not provided for local roads in rural areas. For additional information on medians, see Section 5.3, "Local Streets in Urban Areas."

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 9/9/2025 **PETITION NO.:** 25-1052 **EPC REVIEWER:** Melissa Yañez **CONTACT INFORMATION:** (813) 627-2600 X 1360 **EMAIL:** yanezm@epchc.org	**COMMENT DATE:** 8/7/2025 **PROPERTY ADDRESS:** 405 Beverly Blvd, Brandon, FL 33511 **FOLIO #:** 070121.0000 **STR:** 29-20S-26E
REQUESTED ZONING: Minor Mod to PD	

FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	EXPIRED WETLAND SURVEY
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	OSW located in the Northwest portion of the subject parcel

RECOMMENDED ZONING RESUBMITTAL COMMENTS:

1. The minor modification as proposed on the site plan would result in wetland impacts for the proposed baseball field which have not been authorized by the Executive Director of the Environmental Protection Commission (EPC). EPC staff recommends that the applicant redesign this site plan to utilize the available upland areas and avoid impacts to the wetlands, pursuant to the EPC Wetlands rule, Chapter 1-11, Rules of the EPC and the adopted Basis of Review for Chapter 1-11. Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan. If you choose to proceed with the wetland impacts depicted on the plan, a separate wetland impact/mitigation proposal and appropriate fees must be submitted directly to EPC for review.

2. The subject property contains wetland/other surface waters (OSW) areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to

verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed**.** Once delineated, surveys must be submitted for review and formal approval by EPC staff.

INFORMATIONAL COMMENTS:

- The acreage of the wetland areas, and associated wetland setbacks, may result in the applicant's inability to construct the project as envisioned, and it may be necessary to reduce the scope of the project and/or redesign the proposed development layout to avoid wetland impacts.

- Please note that the construction and location of any proposed wetland/other surface water impacts and mitigation plan shall be reviewed separately by EPC pursuant to Chapter 1-11 and Basis of Review. Please be aware that a submittal provides no reliance that the wetlands may be developed as proposed and that EPC staff cannot approve plans at the construction phase if unapproved wetland impacts are depicted.

- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.

- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

my/cb

ec: kami.corbett@hwhlaw.com

AGENCY COMMENT SHEET

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

FROM: **Reviewer**: Andria McMaugh **Date:** 08/06/2025

Agency: Natural Resources **Petition #:** 25-1052

( ) This agency has **no comment**

(X) 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.

Hillsborough County Florida

ENVIRONMENTAL SERVICES DIVISION
PO Box 1110
Tampa, FL 33601-1110

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:**	8/5/2025
PROPERTY OWNER:	Brandon Sports and Aquatic Center, Inc.	**PID:**	25-1052
APPLICANT:	Brandon Sports and Aquatic Center, Inc.		
LOCATION:	405 Beverly Blvd. Brandon, FL 33511		
FOLIO NO.:	70121.0000		

AGENCY REVIEW COMMENTS:

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

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

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

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management **DATE:** 07-18-2025

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

APPLICANT: Kami Corbett **PETITION NO:** 25-1052

LOCATION: Wimauma

FOLIO NO: 70121.0000 **SEC:** 26 **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 25-1052 **REVIEWED BY:** Clay Walker, E.I. **DATE:** 7/11/2025

FOLIO NO.: 70121.0000

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 east of the subject property within the east Right-of-Way of Beverly Boulevard . 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 4 inch wastewater forcemain exists ☒ (approximately 520 feet from the project site), ☐ (adjacent to the site) and is located south of the subject property within the east Right-of-Way of Terra Vista Street . 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.