

PD Modification Application: MM 22-1116

Zoning Hearing Master Date: April 17, 2023

BOCC Land Use Meeting Date: June 13, 2023



Hillsborough
County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: David Wright
TSP Companies, INC.

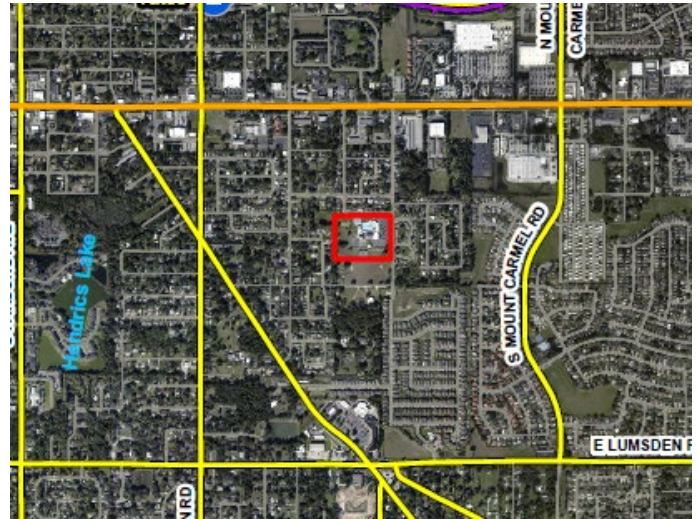
FLU
Category: Residential – 6 (R-6)

Service Area: Urban

Site Acreage: 12.58

Community
Plan Area: Brandon

Overlay: None



Introduction Summary

Planned Development (PD) 13-0939 was approved in 2014 to allow the property located at the southwest corner of Beverly Boulevard and Greenwell Drive to be used for an indoor/outdoor recreation facility, a child-care center, and voluntary pre-kindergarten program. The applicant is requesting a modification to the PD to add a second development option that would allow for a proposed 150 student special needs school (K-12) in lieu of the approved 322 children childcare use.

Existing Approval(s)	Proposed Modification(s)
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.	Include a second development option, Option B, to allow 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. The proposed 150 student school is proposed in lieu of the 322 children childcare use that is currently permitted.

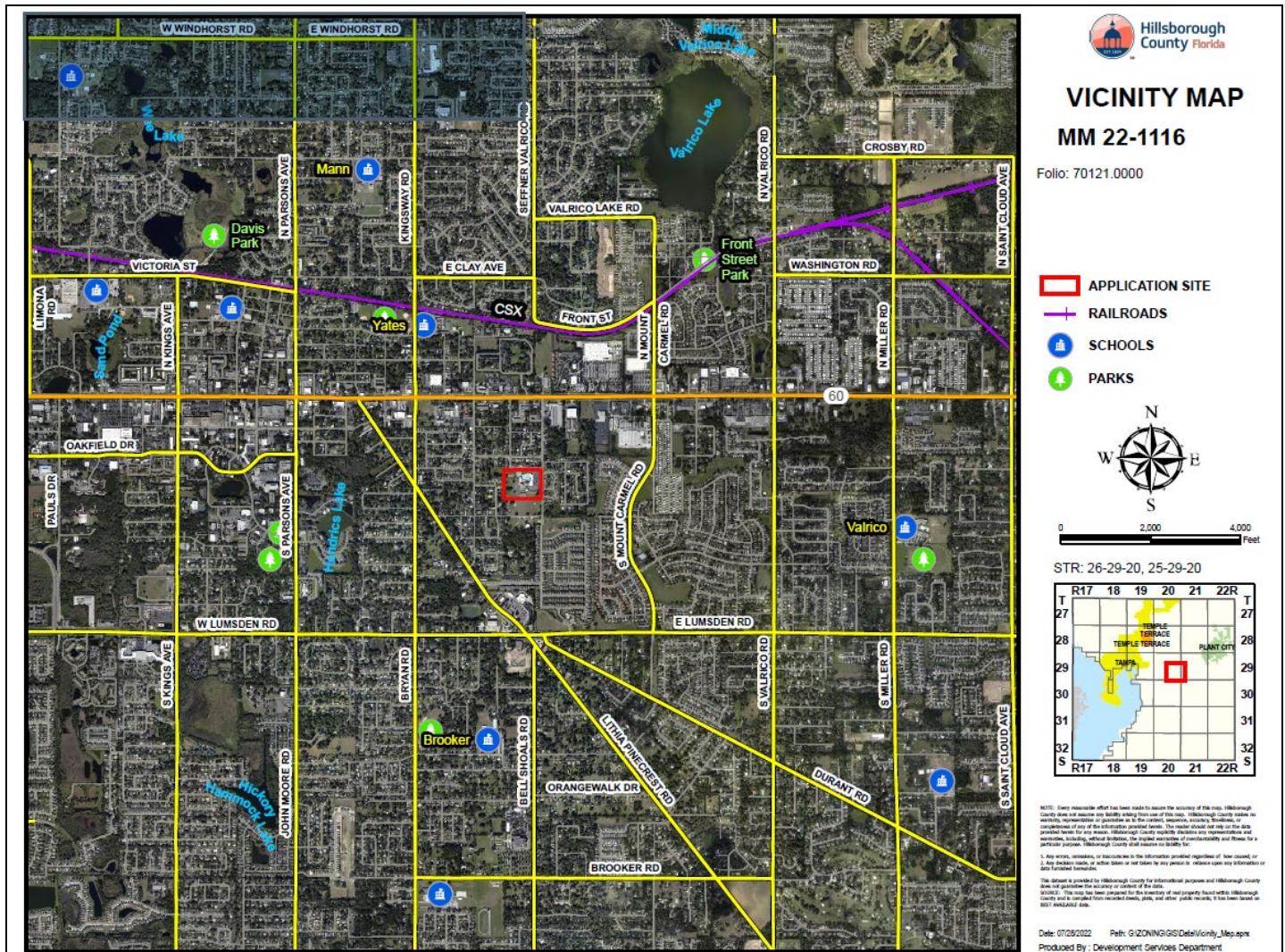
Additional Information

PD Variation(s)	Section 6.05.02.E – Number of Required Off-Street Parking Spaces
Waiver(s) to the Land Development Code	Section 6.11.88.A - Schools With the exception of elementary schools, the site shall have direct access to a roadway shown on the current MPO Long Range Transportation Cost Affordable Plan at the time of Special Use Permit application.

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

2.1 Vicinity Map



Context of Surrounding Area:

The subject property is located at the southwest corner of the Beverly Boulevard and Greenwell Drive intersection. The abutting properties are zoned RSC-6 and RMC-12 are developed for multi-family and single-family residential and agricultural use.

The Greenwell Drive right-of-way abutting the north property boundary is 50 feet wide and separates the subject property from properties developed for single-family residential use.

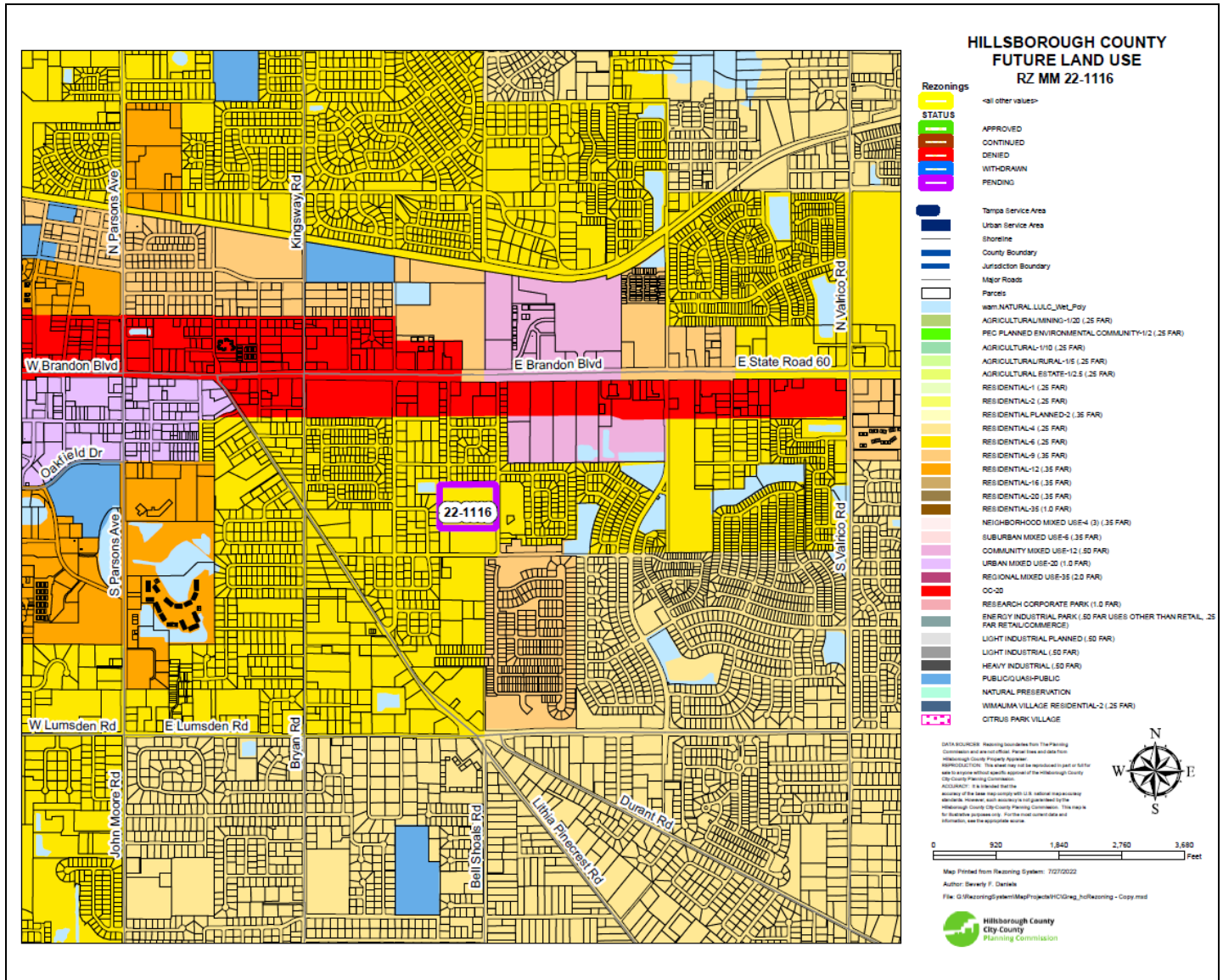
The adjoining property to the south is zoned RSC-6 and is used as a pasture for cattle, horse, sheep or goats and other farm animal use.

The Beverly Drive right-of-way to the east is 60 feet wide and separates the subject property from a multi-family development.

The properties to the west are zoned RSC-6 and are developed for residential, single-family and also includes a vacant property owned by Hillsborough County.

2.0 LAND USE MAP SET AND SUMMARY DATA

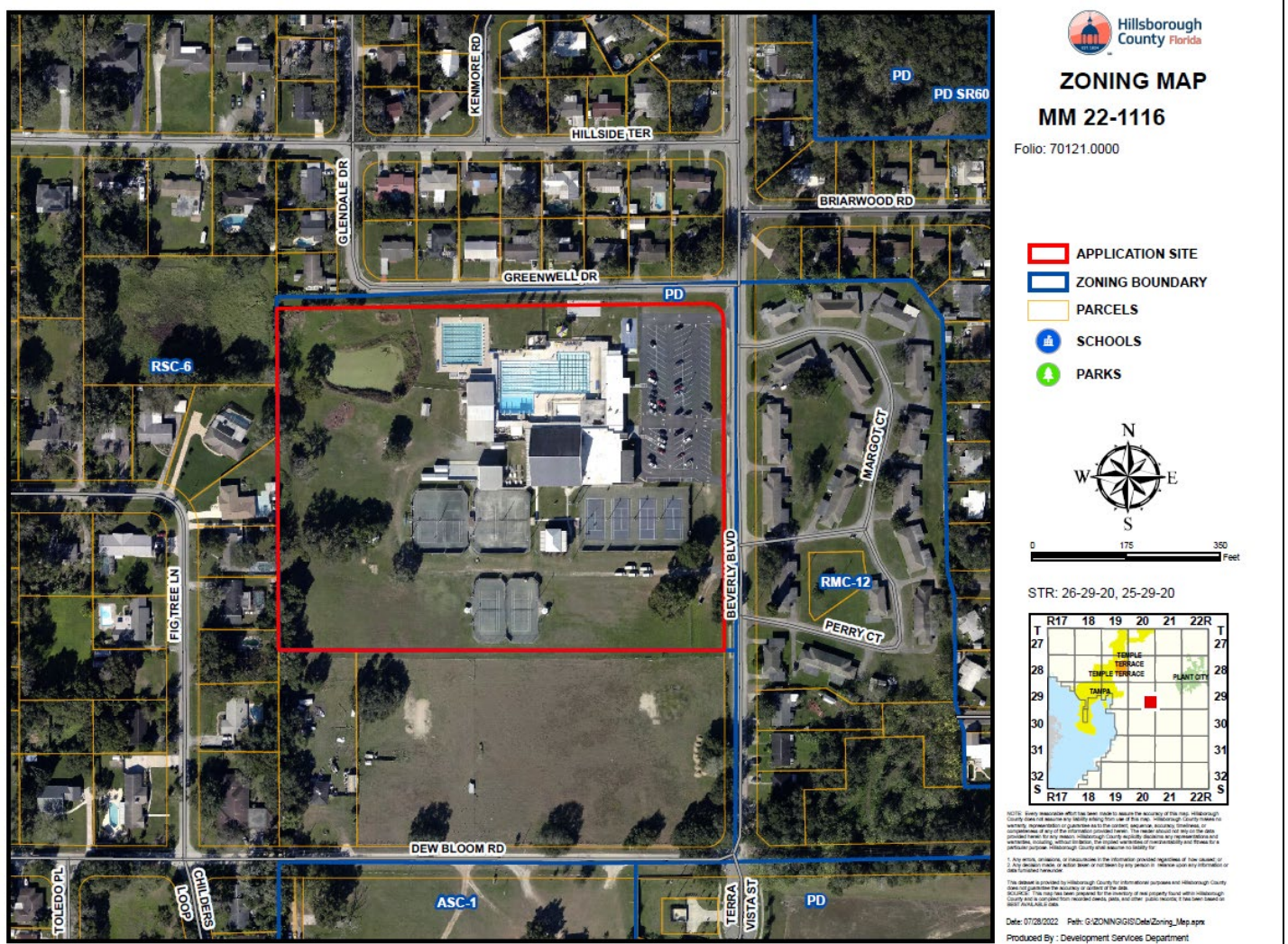
2.2 Future Land Use Map



Subject Site Future Land Use Category	Residential - 6
Maximum Density/F.A.R.	6 dwelling units per gross acre (du/ga) / 0.25 F.A.R.
Typical Uses	Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects, and mixed use development. Non-residential uses are required to meet established locational criteria for the specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location	Zoning	Maximum Density/F.A.R. Permitted by Zoning District	Allowable Use	Existing Use
North	RSC-6	6 du/ga F.A.R.: 0.25	Residential, Single-Family Conventional	Residential, Single-Family Conventional
South	RSC-6	6 du/ga F.A.R.: 0.25	Residential, Single-Family Conventional	Agriculture
East	RMC-12	12 du/ga F.A.R.: 0.25	Residential, Multifamily, Single-Family Conventional, and Two-Family (duplex)	Residential, Multi-Family
West	RSC-6	6 du/ga F.A.R.: 0.25	Residential, Single-Family Conventional	County Owned, Vacant and Residential, Single-Family Conventional

APPLICATION NUMBER: MM 22-1116

ZHM HEARING DATE: APRIL 17, 2023

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	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,317	294	368
Proposed	372	159	129
Difference (+/-)	-945	-135	-239

*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 Boulevard – Substandard Road	Design Exception Requested	Approvable
	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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No					
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____								
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments				
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Impact/Mobility Fees <table border="0"> <tr> <td>Recreational Facility (Per 1,000 s.f.) Mobility: \$8,613 Fire: \$95</td> <td>Elementary School (Per student) Mobility: \$831 Fire: \$95</td> <td>Middle School (Per student) Mobility: \$954 Fire: \$95</td> <td>High School (Per student) Mobility: \$1,045 Fire: \$95</td> </tr> </table>					Recreational Facility (Per 1,000 s.f.) Mobility: \$8,613 Fire: \$95	Elementary School (Per student) Mobility: \$831 Fire: \$95	Middle School (Per student) Mobility: \$954 Fire: \$95	High School (Per student) Mobility: \$1,045 Fire: \$95
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Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments				
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No					

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Based the school capacity limit of 150 students and the proximity to a roadway shown on the current MPO Long Range Cost Affordable Plan, and the overall reduced use impacts of a 150-student school in place of a 322-student daycare, staff supports the waiver from LDC Section 6.11.88.A. Based on the restriction included in Condition 7.d that prohibits students from driving to school, staff supports the waiver from LDC Section 6.05.02.E. Based on the proposed site configuration and the adjacent zonings and uses identified in this report, 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

Prior to PD Site Plan Certification, the developer shall revise the site plan to:

- Include the existing approved site plan, labeled as “Option A – Planned Development Site Plan”;
- Include the latest site plans of record (labeled as Sheets 1, 2 and 3) as follows:
 - Sheet 1 of 3, “Option B – Planned Development Site Plan”;
 - Sheet 2 of 3, “Option B – Queuing Plan”; and,
 - Sheet 3 of 3, “Option B –Regular/Event Parking Plan”
- On Sheet 3, replace the footnote under the parking table with a note which reads

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

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 31, 2023~~April 3, 2014~~.

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. ~~a.~~ 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/ <u>FAR</u> :	33,000 square feet/ <u>FAR: 0.05</u>
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 ~~baseball~~/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 ~~baseball~~/multi-purpose fields shall comply with the following requirements:

~~a. Use of the fields for baseball shall be limited to youths ages 12 and under, and for softball to youths ages 18 and under. These age restrictions shall not apply to special needs participants. Additionally, these age restrictions shall not apply on any field(s) where the distance from home plate to all site boundaries is a minimum of 375 feet.~~

~~b.a.~~ Tournaments and league play shall be limited to Fridays, Saturdays and Sundays only.

~~e.b.~~ Loudspeakers shall not be utilized.

~~d.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.

~~e.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 on-site 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.
- ~~11. Effective February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.~~
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.

Zoning Administrator Sign Off:


J. Brian Grady
Fri Apr 7 2023 14:57:10

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.

APPLICATION NUMBER: MM 22-1116

ZHM HEARING DATE: APRIL 17, 2023

BOCC LUM MEETING DATE: JUNE 13, 2023

Case Reviewer: Sam Ball

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

APPLICATION NUMBER: MM 22-1116

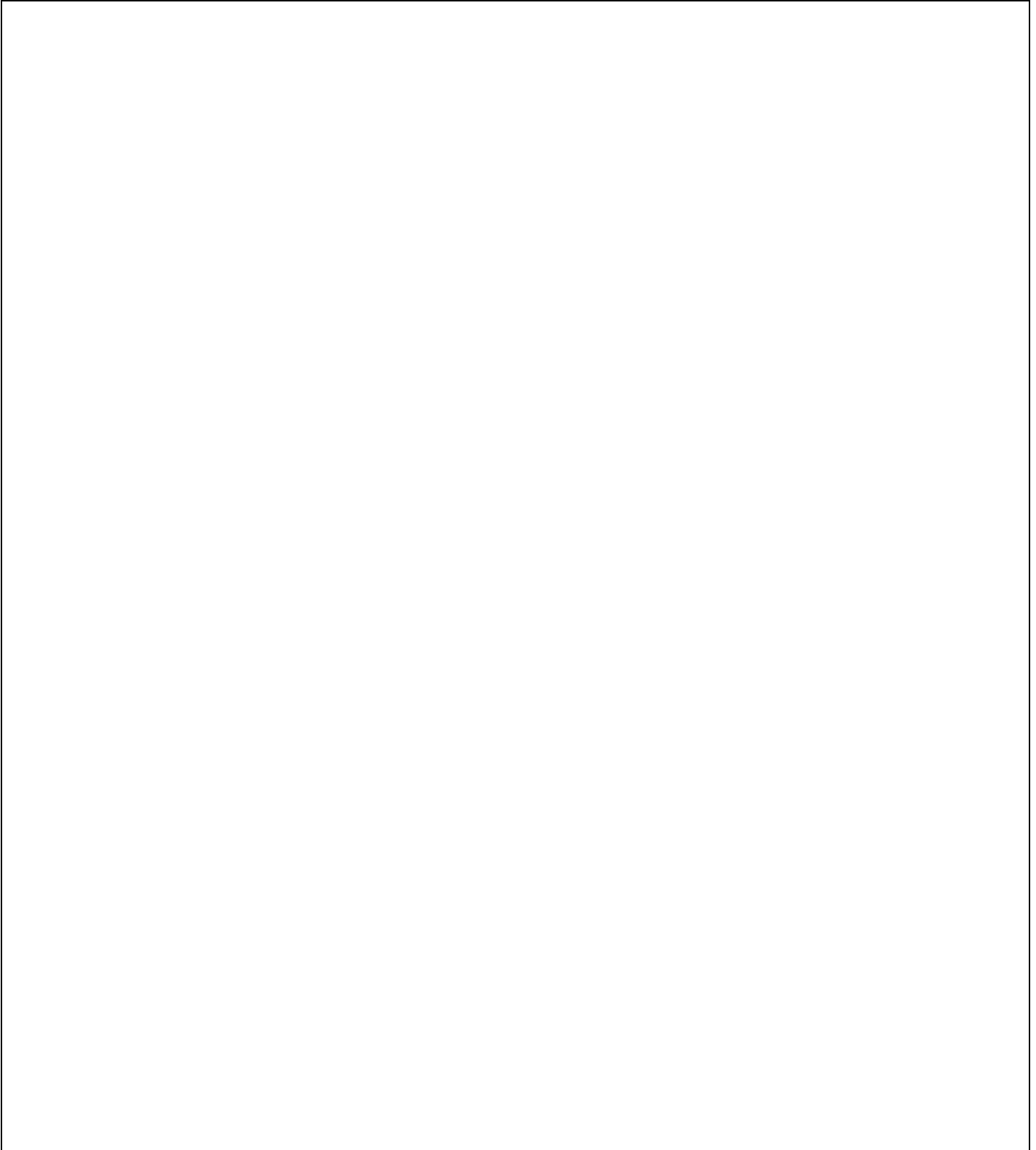
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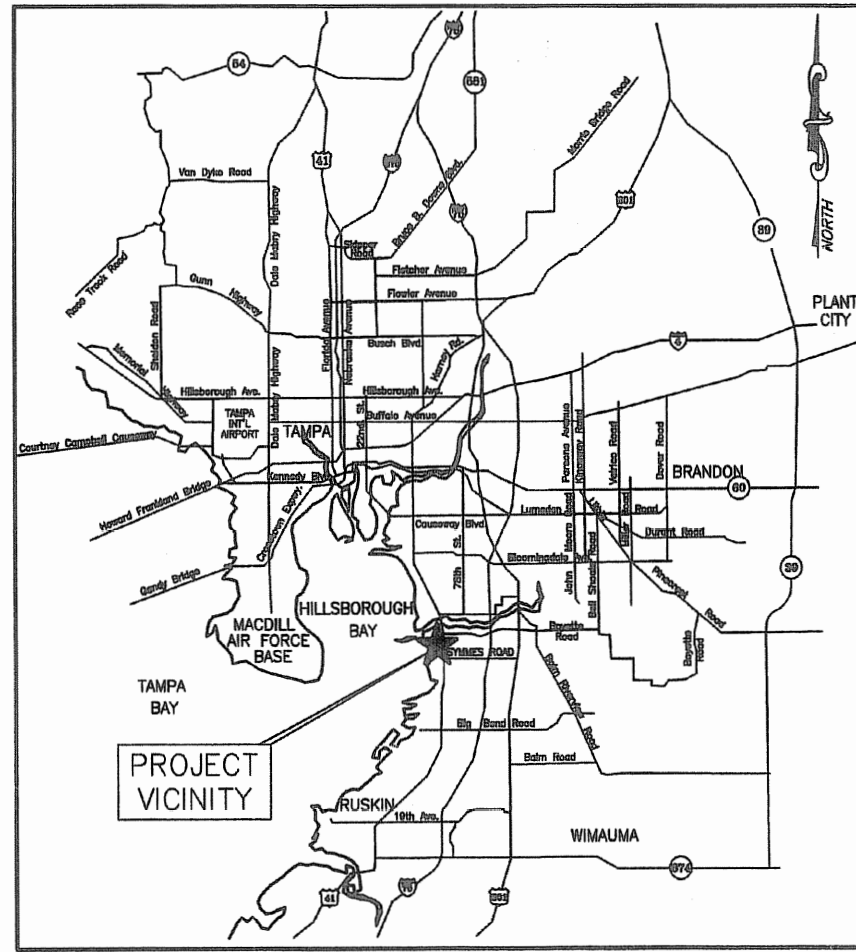
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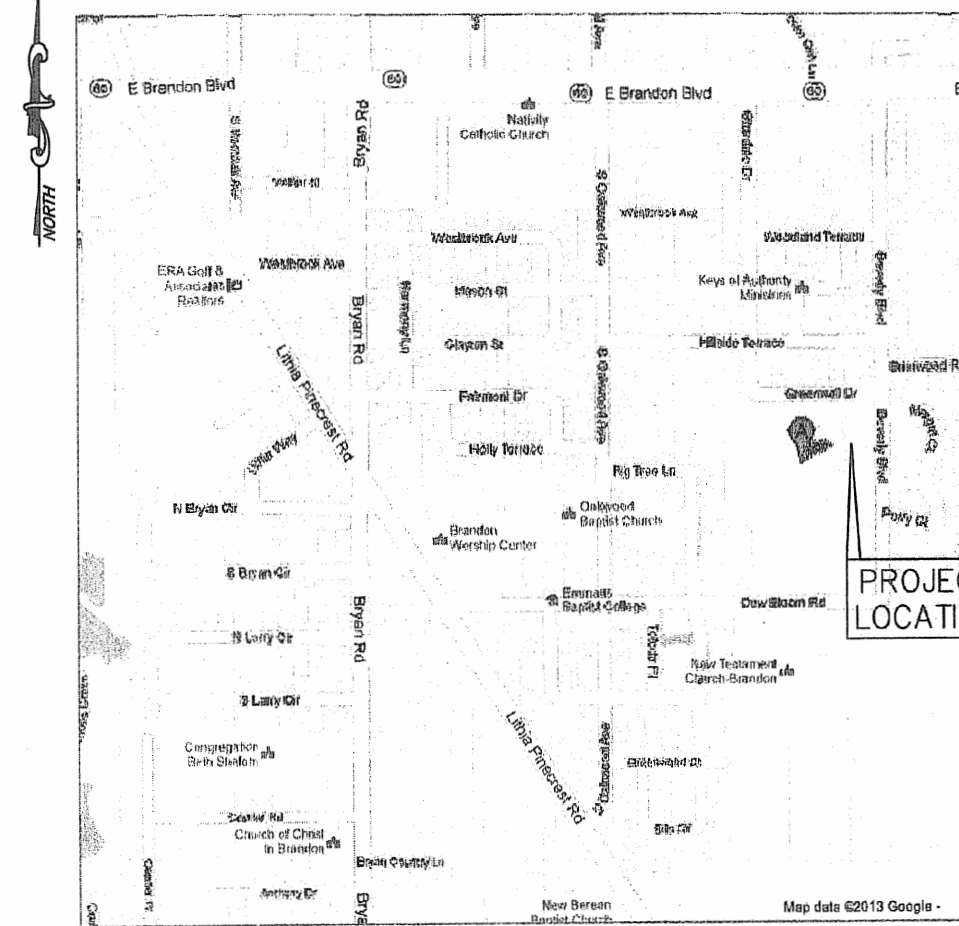
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)





Vicinity Map



Location Map

PROJECT DATA TABLE:

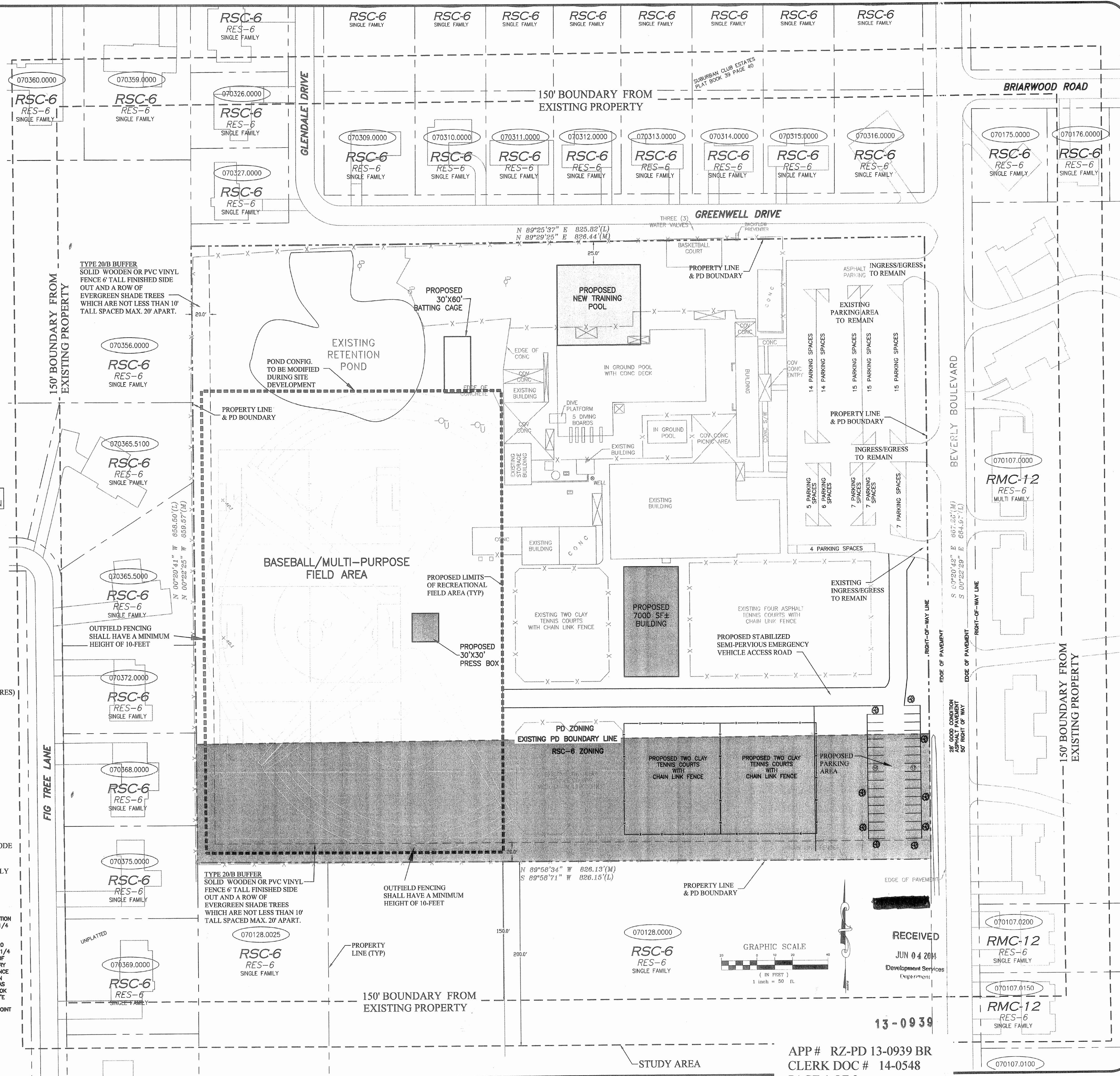
FOLIO NO.: 070121.0000
S/T/R: 26/29/20
SITE / PROJECT AREA: 548,124 SF (12.58-ACRES)
EXISTING ZONING: PD RZ 75-042; MC 04-1045 (10.02-ACRES) AND RSC-6 (2.56-ACRES)
FUTURE LAND USE DESIGNATION: RES-6
MAN-MADE WATER BODY ACREAGE: 0.69-ACRES
PROPOSED USE: RECREATIONAL FACILITY
TOTAL BUILDING SQUARE FOOTAGE: 31,550 SF
PROPOSED FAR: 0.058
COMMUNITY PLANNING AREA/OVERLAY DISTRICT: BRANDON COMMUNITY
SPECIAL DESIGNATIONS: NONE
DEVELOPMENT STANDARDS:
MAXIMUM FLOOR AREA: 33,000 SF
SETBACKS: FRONT-25'; REAR/SIDE-20'
MAXIMUM BUILDING HEIGHT: 35'
MAXIMUM IMPERVIOUS AREA: 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 TALL.
3. ALL NON-SHADED SITE PLAN ELEMENTS ARE EXISTING AND PREVIOUSLY APPROVED UNDER 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 NORTHEAST 1/4 OF SECTION 26, 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 685.5 FEET, RUN THENCE N 89°23'37"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 864.97 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 & Parking 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:

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

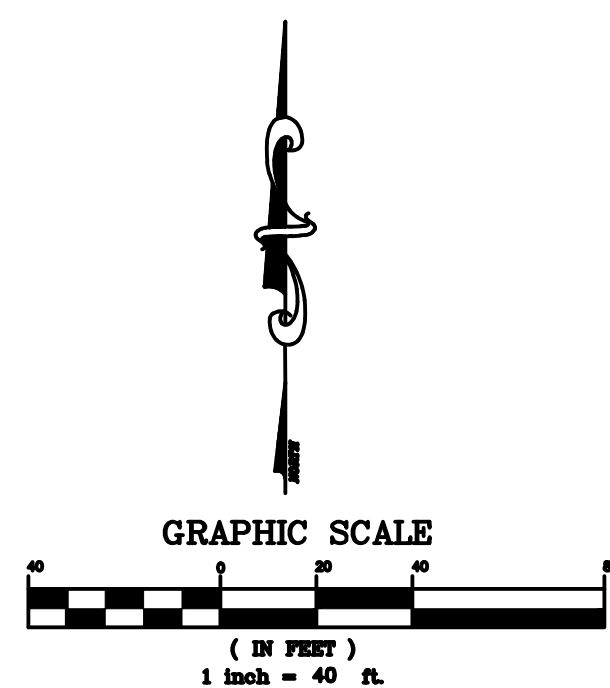
PLANNED DEVELOPMENT SITE PLAN

SHEET

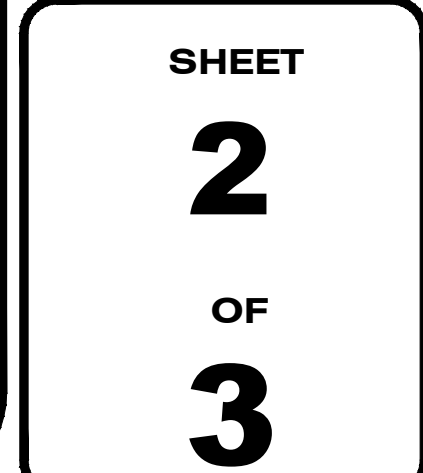
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8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



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.



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

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

Project Name
Brandon Sports and Aquatic Center

BD
&E

11

QUEUING PLAN

SHEET
2
OF
3

Revisions

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

Project Name
Brandon Sports
and Aquatic Center

Project Name

BD
& E

EVENT PARKING
PLAN

SHEET

3
OF
3

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

LEGEND

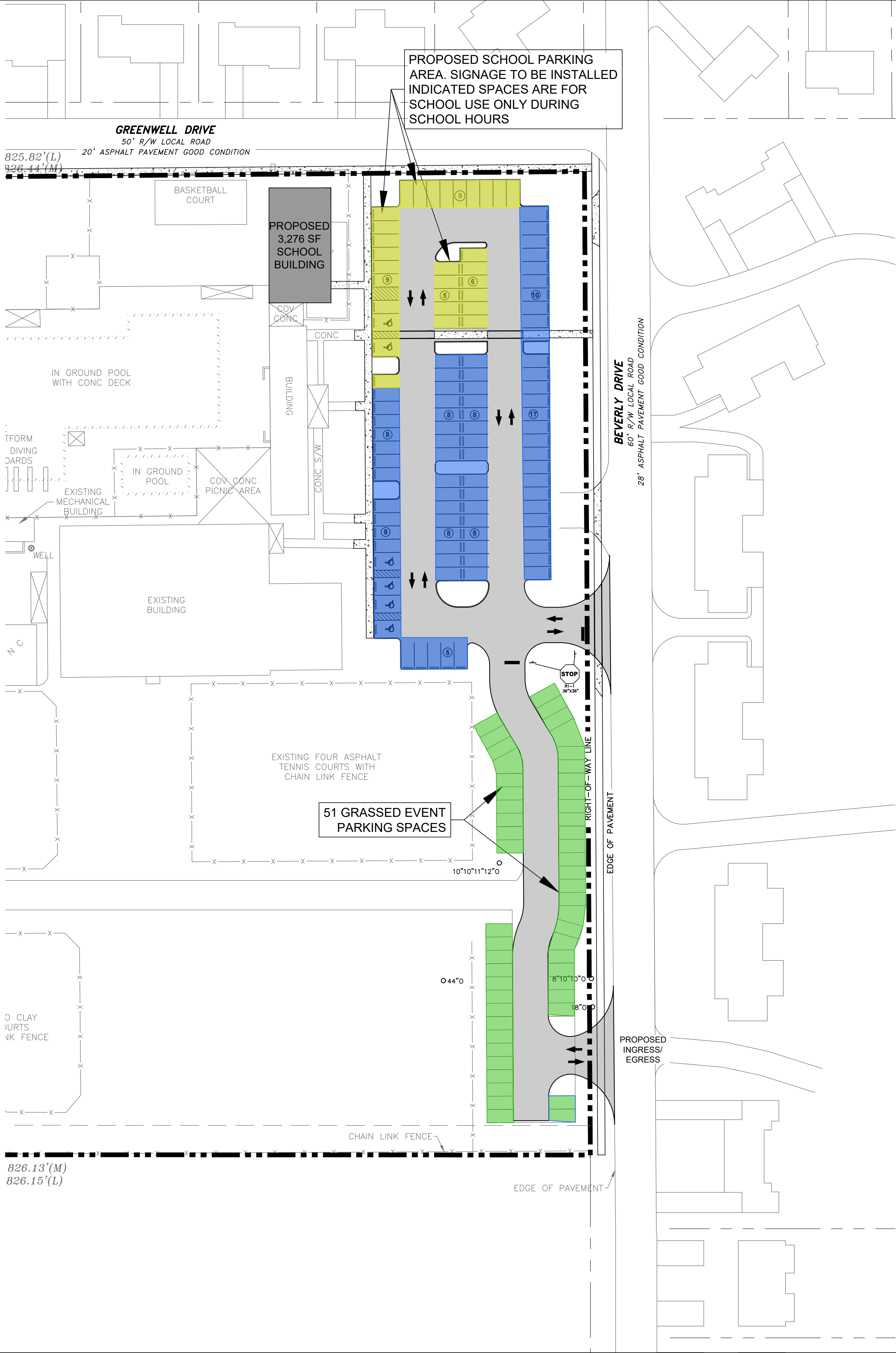
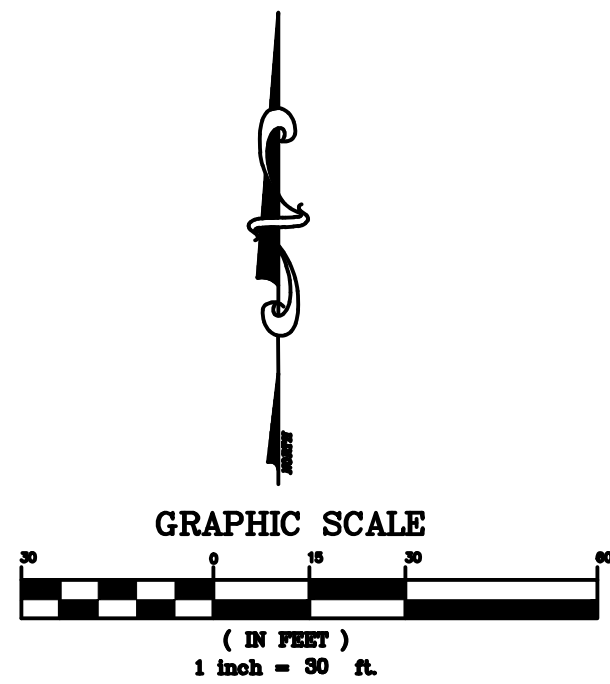
- DESIGNATED SCHOOL PARKING
- DESIGNATED RECREATION FACILITY PARKING
- DESIGNATED OVERFLOW GRASS PARKING

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 SPACES = 51 SPACES
TOTAL PROVIDED EVENT PARKING SPACES = 52 SPACES

*SCHOOL PARKING CALCULATION IS A PROPOSED ALTERNATIVE STANDARD BASED ON ITE
PARKING GENERATION FOR A SCHOOL FOR THE BLIND. STUDENTS SHALL NOT BE
PERMITTED TO DRIVE TO SCHOOL.



APPLICATION NUMBER: MM 22-1116

ZHM HEARING DATE: APRIL 17, 2023

BOCC LUM MEETING DATE: JUNE 13, 2023

Case Reviewer: Sam Ball

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services

DATE: 4/06/2023

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

COMMUNITY PLAN/ SECTOR: ER/CENTRAL

PETITION NO: MM 22-1116

- ☐ 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 AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

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.

New Conditions

The following Conditions shall apply to developer under Option B.

1. The project shall be served by (and restricted to) two (2) access driveways on Beverly Blvd.
2. 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 9, below.
3. 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. This restriction was proffered by the applicant and is necessary to support the parking rate for the school use.
4. 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.
5. 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 on-site 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 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/departure 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.

6. 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.
7. Vehicular traffic to and front the site shall be restricted as follows during drop-off and pick-up times:
 - a. All traffic entering the site who wish to drop-off or pick-up a child from the school shall utilize the southernmost project driveway;
 - b. Only traffic whose sole purpose is to visit the general indoor/outdoor recreational facility uses may utilize the northernmost project entrance;
 - c. 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.
8. Notwithstanding anything on the site plan to the contrary, bicycle/pedestrian access shall be permitted anywhere along the PD boundaries.
9. 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.
10. 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.
11. 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.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the site plan to:
 - Include the existing approved site plan, labeled as "Option A – Planned Development Site Plan";
 - Include the latest site plans of record (labeled as Sheets 1, 2 and 3) as follows:
 - Sheet 1 of 3, "Option B – Planned Development Site Plan";
 - Sheet 2 of 3, "Option B – Queuing Plan"; and,
 - Sheet 3 of 3, "Option B –Regular/Event Parking Plan" (*Staff notes this label change includes a revision to add the word "Regular", since the applicant included general parking information on this plan sheet instead of the site plan sheet.*)
 - On Sheet 3, replace the footnote under the parking table with a note which reads
"ALTERNATIVE PARKING STANDARD APPROVED VIA PD VARIATION PROCESS CONCURRENTLY WITH MAJOR MODIFICATION #22-1116 – SEE CONDITIONS OF APPROVAL".

- Modify the note reading Proposed Zoning: PD (MM 22-XXXX) to provide the assigned PD number.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a Major Modification (MM) to previously approved PD 13-0939, which has approvals for a general indoor/outdoor recreation facility with a maximum of 33,000 s.f., including an accessory snack bar/café, as well as a 322 student child care facility. The applicant is proposing to modify the zoning to add a second development option which permits up to 29,967 s.f. of general indoor/outdoor recreation facility uses and a 150 student private school accommodating grade levels K-12 and certain adults up to 22 years of age. The applicant identifies the facility as a “Special Needs Exception Center”. This term is undefined in the Hillsborough County LDC, and as such that the applicant and staff worked to craft language included in the proposed conditions hereinabove, necessary to both define this use and support the proposed PD variation parking request (further discussed below).

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis to support the proposed change. Staff has prepared the below comparison of the difference in the trip generation potentially between the existing zoning (i.e. that being retained as Development Option A) and the proposed new development option (i.e. Development Option B), utilizing data from the 10th Edition of the Institute of Transportation Engineer’s Trip Generation Manual. Because the existing zoning is more trip intensive than the new proposed zoning, and because the applicant is proposing to retain that as an option, the proposed modification will result in no change in the maximum trip generation potential of the subject zoning; however, should the developer choose to develop (and maintain) development under Option B, the project would result in a decrease in trip generation over what could be developed under Option A.

Existing Zoning (New Development Option A):

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)	Not Available	22	21	65	49
322 student child care facility (ITE LUC 565)	1,317	113	118	119	135
Total:	1,317	294		368	

Proposed Zoning (New Development Option B):

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
29,967 s.f. general indoor/outdoor recreation facility uses (ITE LUC 492)	Not Available	20	19	59	44
150 student private school (ITE LUC 536)	372	73	47	11	15
Total:	372	159		129	

Difference:

Land Use/Size	24 Hour Two-Way Volume	AM Peak Hour	PM Peak Hour
Total:	(-) 945	(-) 135	(-) 239

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.

SITE ACCESS/ SITE CIRCULATION/ OTHER CONSIDERATIONS

Under development Option B, the developer is proposing two (2) full access driveways onto Beverly Blvd. Driveways are being modified to ensure they align with existing access connections across the street to confirm with access management regulations. All other existing driveways will be closed under this option. Two access connections are necessary to maintain the smooth and efficient functioning of the two uses on site, which operate at the same time. Utilization of Option B would represent a decrease in total access versus the existing development approval (retained Option A).

The applicant submitted a traffic circulation plan (Sheet 2 of 3) which illustrates the flow of traffic during drop-off and pick-up periods, and appears to be consistent with Sec. 6.03.13 requirements governing required vehicular queuing. Vehicles entering the site for the general purpose recreational uses will use the northernmost entrance during drop-off and pick-up periods. All school traffic will enter the site utilize the southernmost entrance, during drop-off and pick-up periods. The developer's parking plan (sheet 3 of 3) includes parking indicates that the project will meet Sec. 6.05 parking requirements, and places restrictions on certain spaces such that they are reserved for school use only during school hours. Consistent with Sec. 6.03.13.C. of the LDC, the parking plan also indicates an area for up to 51 additional grass overflow parking spaces, which may be used for school events.

REQUESTED DESIGN EXCEPTION

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). 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 the Major Modification is approved, the County Engineer will approve the Design Exception request.

REQUESTED WAIVER TO LDC SECTION 6.11.88

Section 6.11.88 A., regarding schools, requires that "With the exception of elementary schools, the site shall have direct access to a roadway shown on the current MPO Long Range Transportation Cost Affordable Plan..." The 2045 Hillsborough County Long Range Transportation Plan (LRTP) now includes a "Cost Feasible Plan" rather than a "Cost Affordable Plan"; however, the intent is the same. These maps identify projects which have demonstrated need and are able to be funded given anticipated projected revenues. As such, these essentially reflect a list of roadways (and other projects) which demonstrate existing or future need, but the vast majority of which are not funded within the 5-year Capital Improvement Program budget (and may never be funded depending upon changing needs, prioritizations and political considerations).

Given the above, staff has historically interpreted this LDC provision to mean that middle and high schools must be located on a roadway which is functional classified as a collector or arterial roadway (indicating that is designed or anticipated to carry a higher level of traffic than the local roadway system, and/or has greater access management standards applied to the roadway than a local roadway would).

The applicant's request indicates that while Beverly Blvd. is a local roadway, the school is located 2,000 feet from SR 60 (a principal arterial roadway). Staff notes that the proposed school is small, with a total enrollment of 150 students across all grade levels.

REQUESTED PARKING VARIATION

The applicant filed a PD variation request to propose an alternative parking standard for the school use. The applicant has indicated that the proposed school is a "Special Needs Exceptional Center" with a maximum of 150 students and 8 classrooms. There applicant's variation request analyzed a variety of parking calculations based up related rates from the Hillsborough county land Development Code (LDC) and the Institute of Transportation Engineer's Parking Generation Manual. None of the rates exactly fit the proposed land use, and the applicant has posited that due to the type of student who will attend the school (i.e. special needs students), a different rate would be appropriate. The applicant has proposed and/or agreed to conditions restricting the school such that it will be attended by special use students only (as defined hereinabove) and students will not be permitted to drive themselves.

Staff notes that while the applicant has not provided a breakdown of the number of students by grade level (which would be required to conduct an exact calculation of the number of parking spaces required under a blended grade scenario), the applicant has calculated what would be considered a worst-case scenario (i.e. under the assumption that all enrolled students were to be in grade levels 9-12, i.e. a high school rate). Under that worst-case scenario, the LDC would require 70 parking spaces, whereas the applicant is proposing 30 parking spaces. Similarly, under a scenario where all students were assumed to be within grade levels K-5, the LDC would only require 13 parking spaces (less than half of what the applicant is proposing). Staff notes that the majority of cited references ranged between 13 and 35 parking spaces required, with the average of those rates resulting in a calculation of 22 parking spaces required.

Staff believes that due to the proposed unique use, proposed and/or agreed to restrictions, collocation of the facility with a recreational facility (which will also provide additional parking that may or may not be available to the school at various times), and presence of ample special event parking, the proposed parking rate should be sufficient for daily use. Further, given the above factors, staff believes that any periodic occasions where parking demand may exceed 30 parking spaces, there are other facilities within the site that lead staff to believe that during such occasions any excess parking demand can be wholly contain within the site.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Beverly Blvd. was not included in the 2020 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 DReq 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

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

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](https://www.HCFLGov.net)

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

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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.

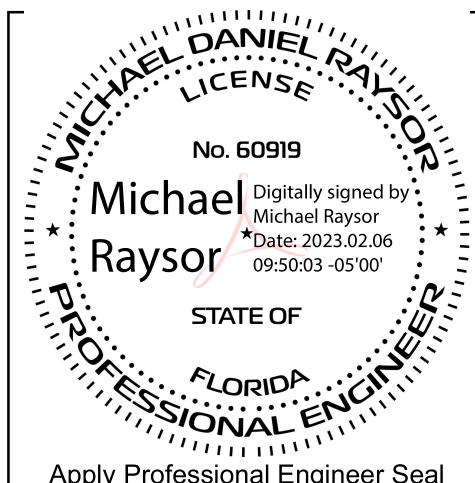
Attach all supporting documentation to this form in accordance with Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.

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



Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams, Professional
Engineer. County Engineer



February 6, 2023 (Revision No. 1)

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.



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 exists, 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

MICHAEL J. WILLIAMS, P.E.
LIVINGSTONE SCHOOL & BSAC | BEVERLY BOULEVARD DESIGN EXCEPTION
FEBRUARY 6, 2023 (REVISION No. 1)
PAGE 3 OF 4



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 \pm 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



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.



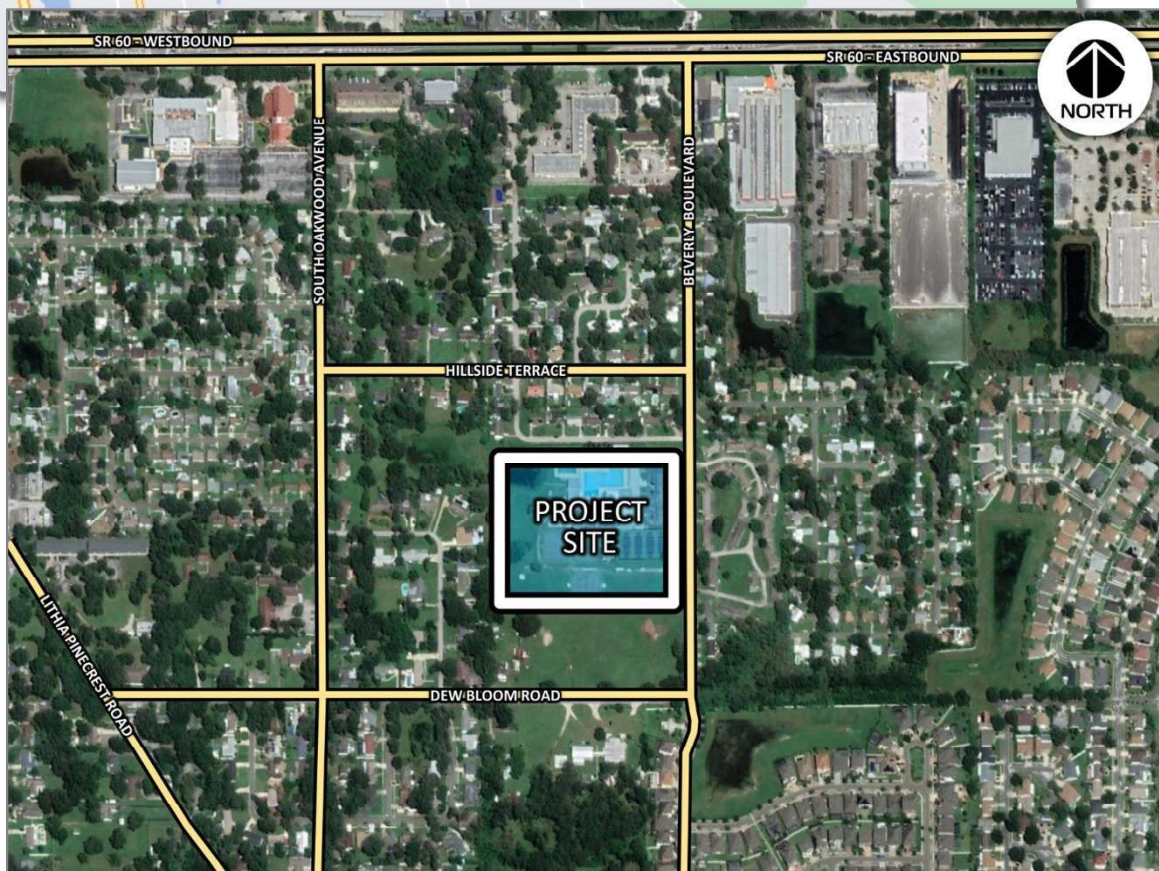
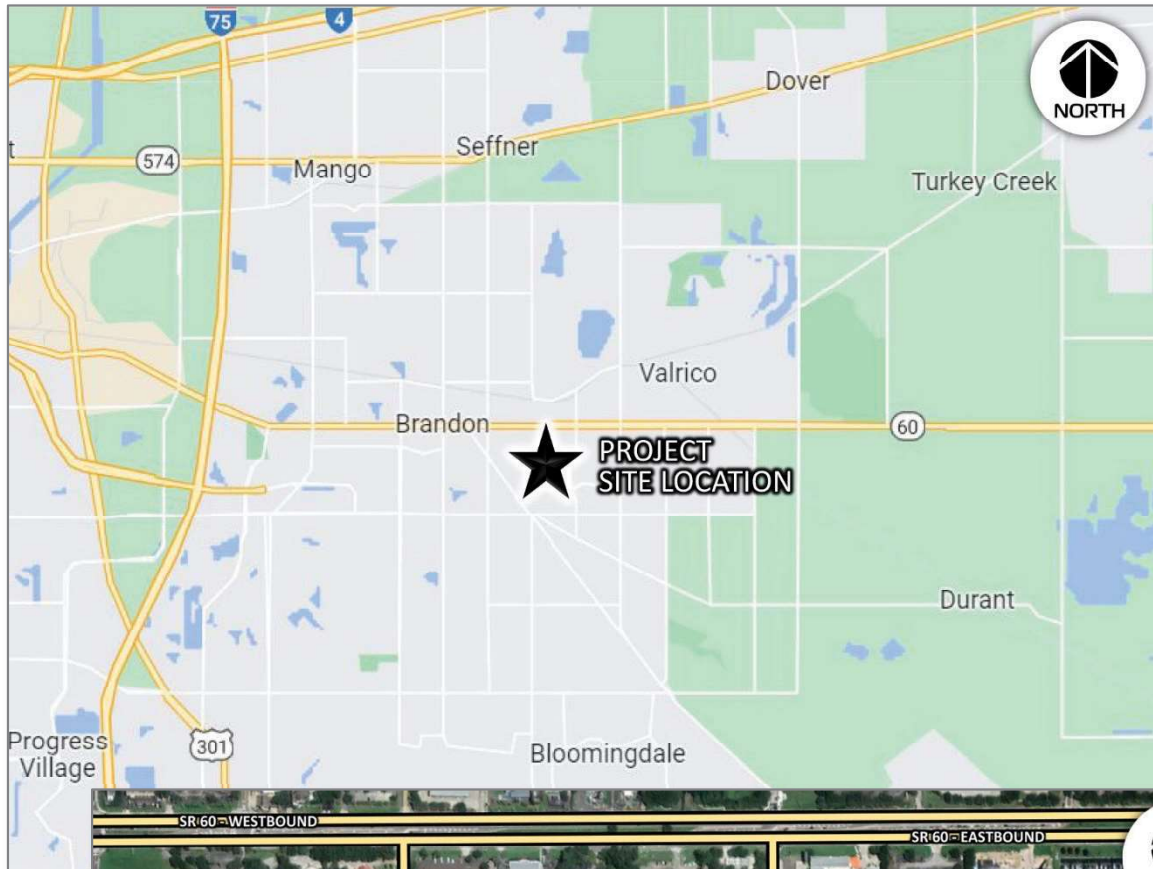
FIGURE 1.0 | CONCEPTUAL SIDEWALK IMPROVEMENT



ATTACHMENT A



LIVINGSTONE SCHOOL & BSAC Project Site Location Map



ATTACHMENT B



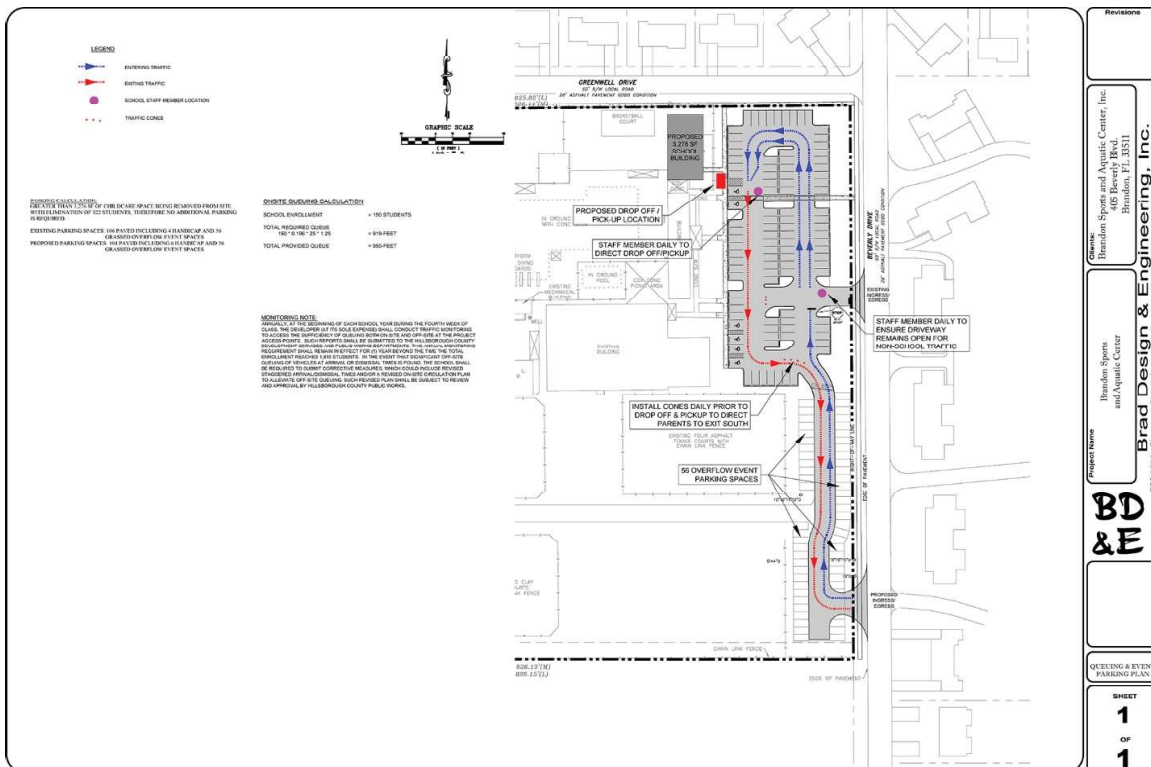
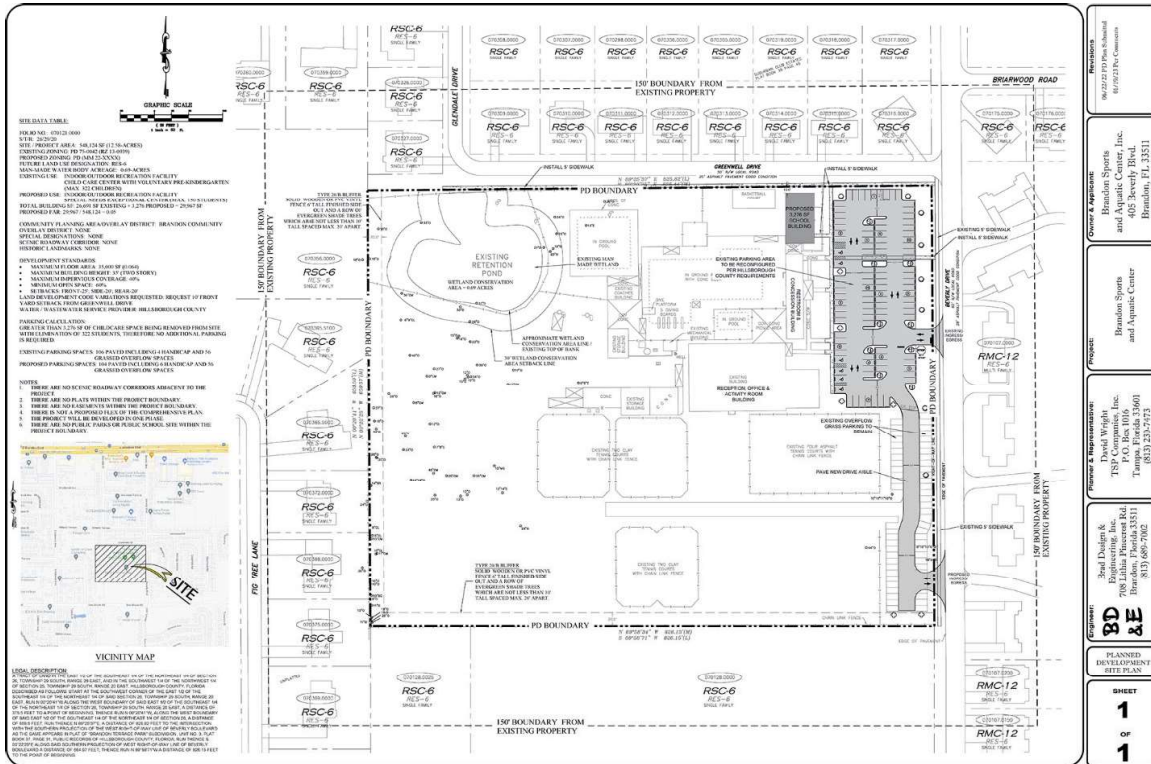
LIVINGSTONE SCHOOL & BSAC *Existing Site Conditions*



ATTACHMENT C



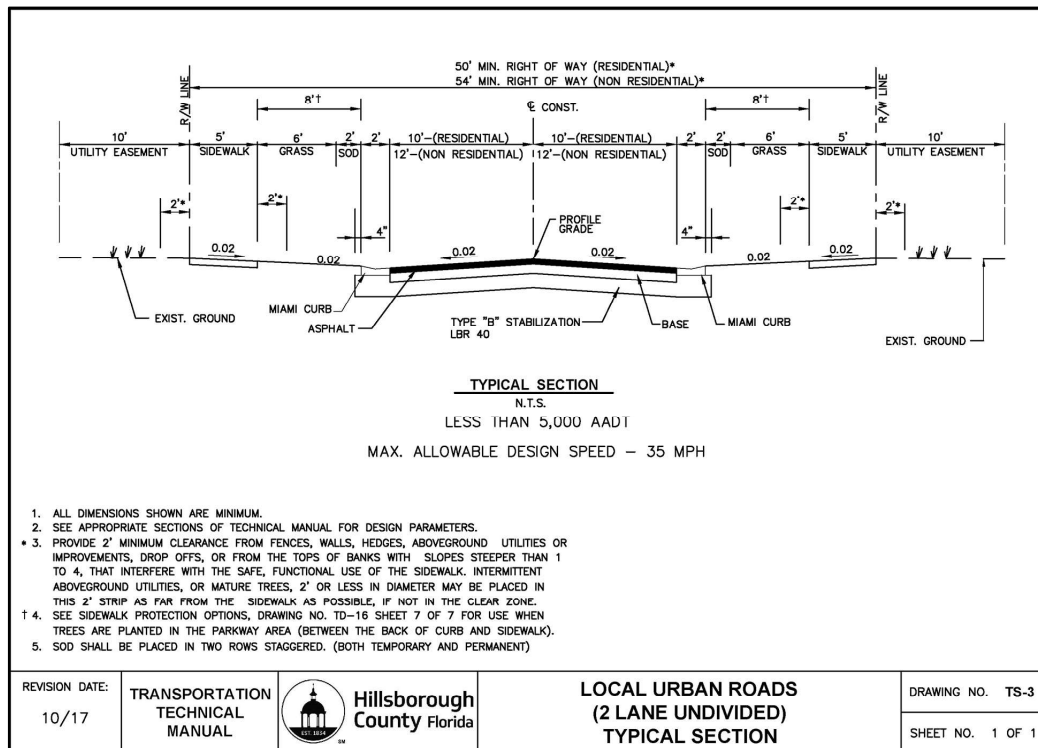
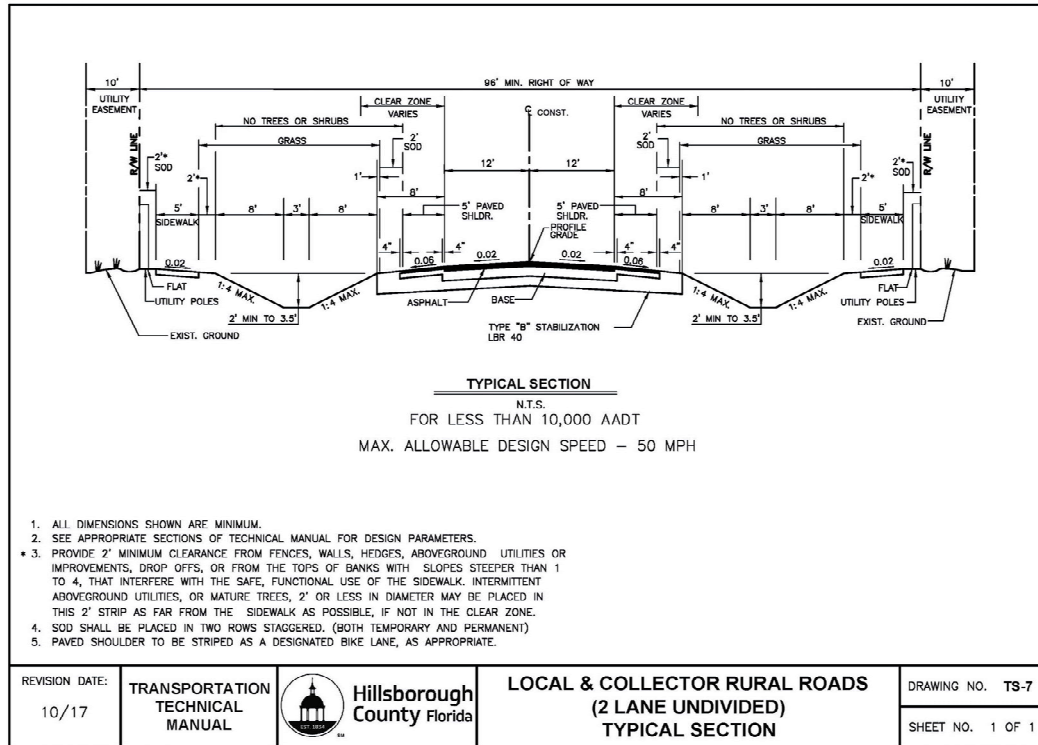
LIVINGSTONE SCHOOL & BSAC Proposed Site Conditions



ATTACHMENT D



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



ATTACHMENT "E"

RAYSOR Transportation Consulting

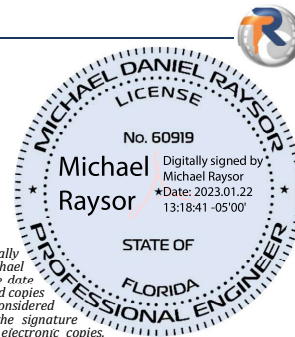
TECHNICAL MEMORANDUM

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



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

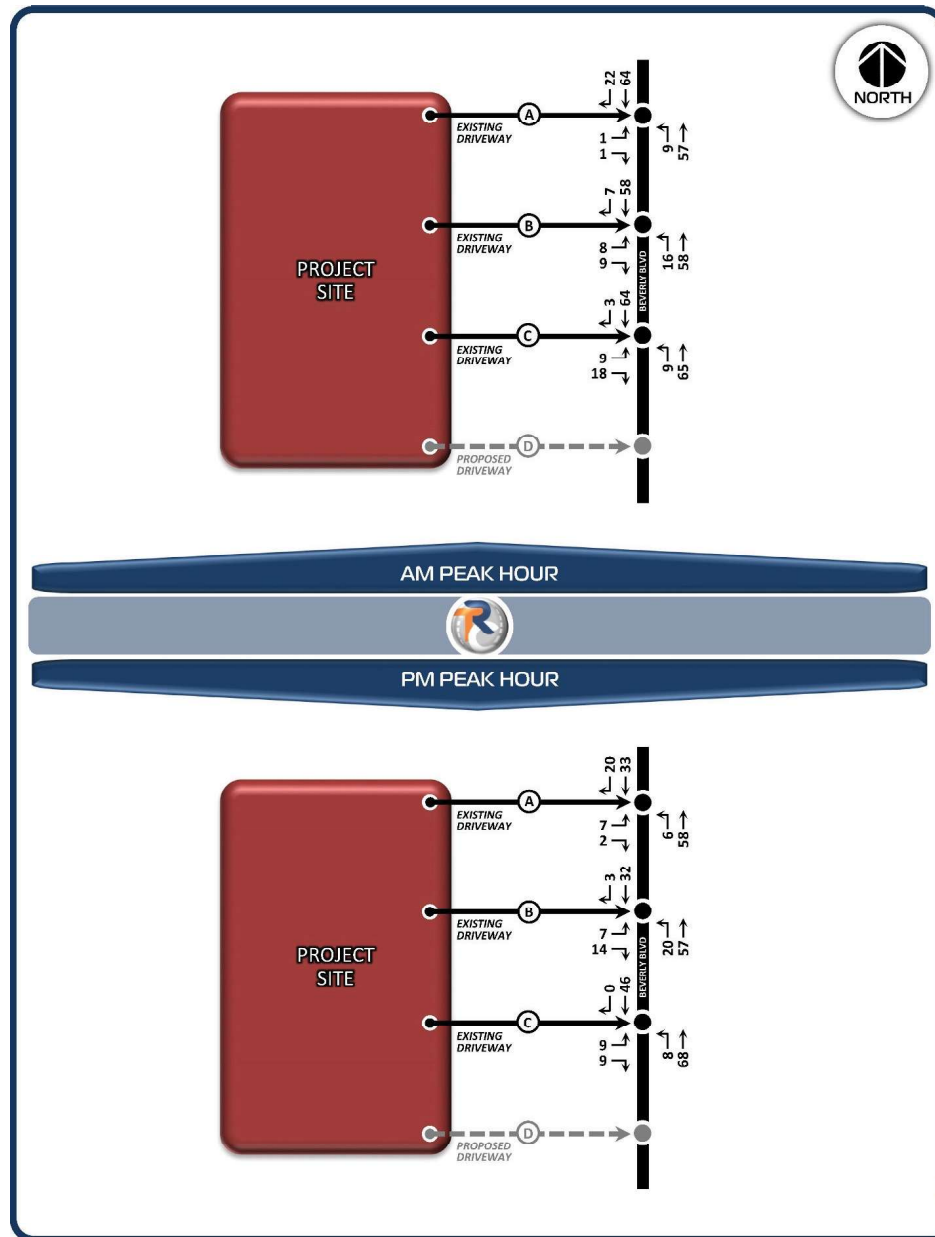
The trip generation for the subject project site was estimated for the current and proposed development scenarios using trip characteristic data as identified in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); where multiple trip generation scenarios were evaluated 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**.

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ATTACHMENT "E"



FIGURE 5.0 | EXISTING PEAK HOUR TRAFFIC VOLUMES



ATTACHMENT "F"

RAYSOR Transportation Consulting

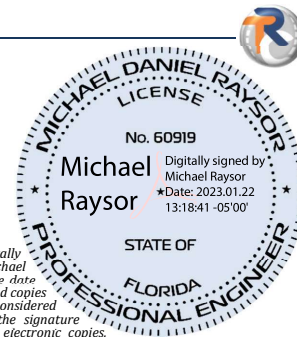
TECHNICAL MEMORANDUM

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



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

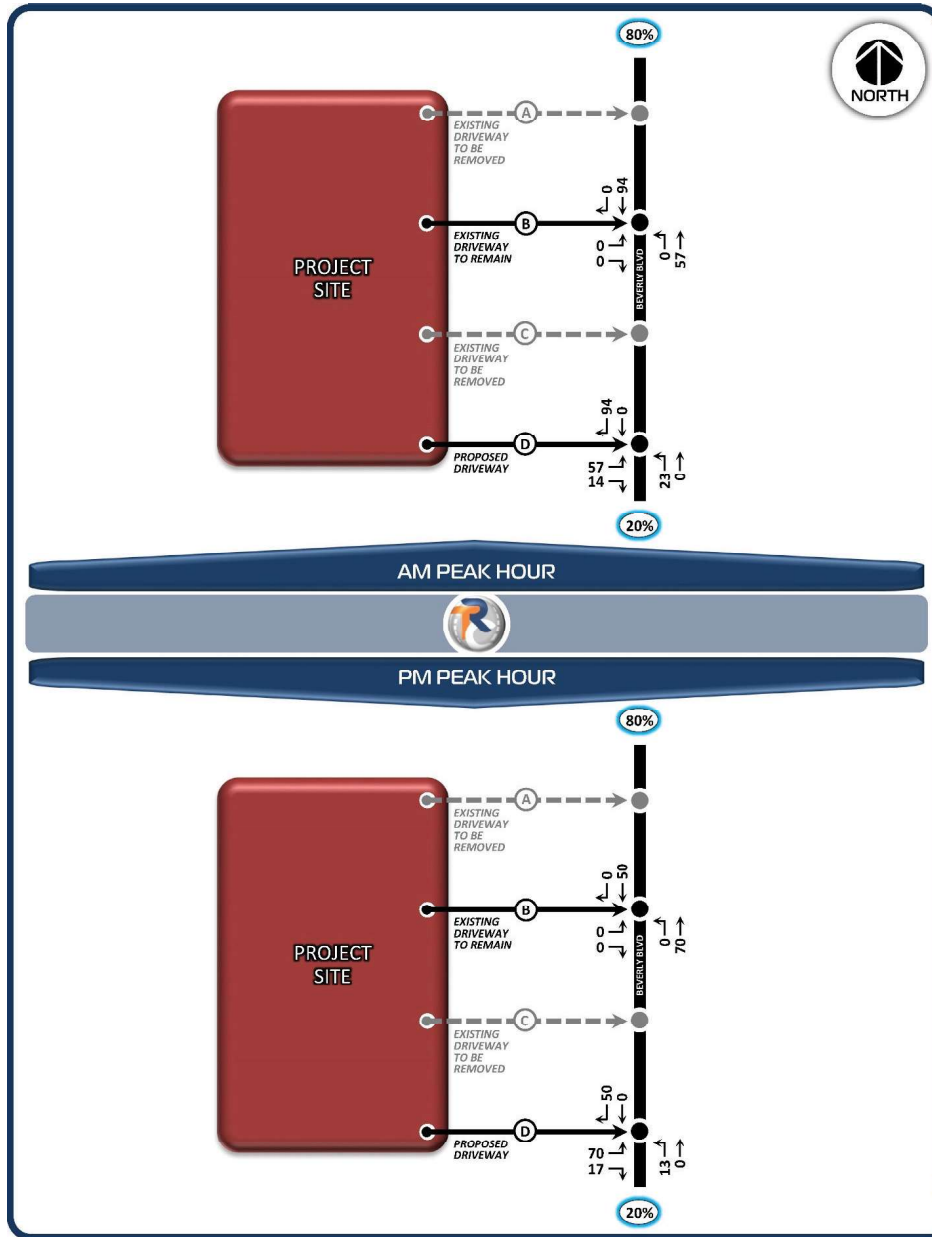
The trip generation for the subject project site was estimated for the current and proposed development scenarios using trip characteristic data as identified in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition); where multiple trip generation scenarios were evaluated 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**.

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ATTACHMENT "F"



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



ATTACHMENT G



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



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

ATTACHMENT "H"

CDMS - Crash Data Management System

5 Year Crash Report

Report Memo:

Beverly Boulevard between SR-60 & Dew Bloom Road



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)

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

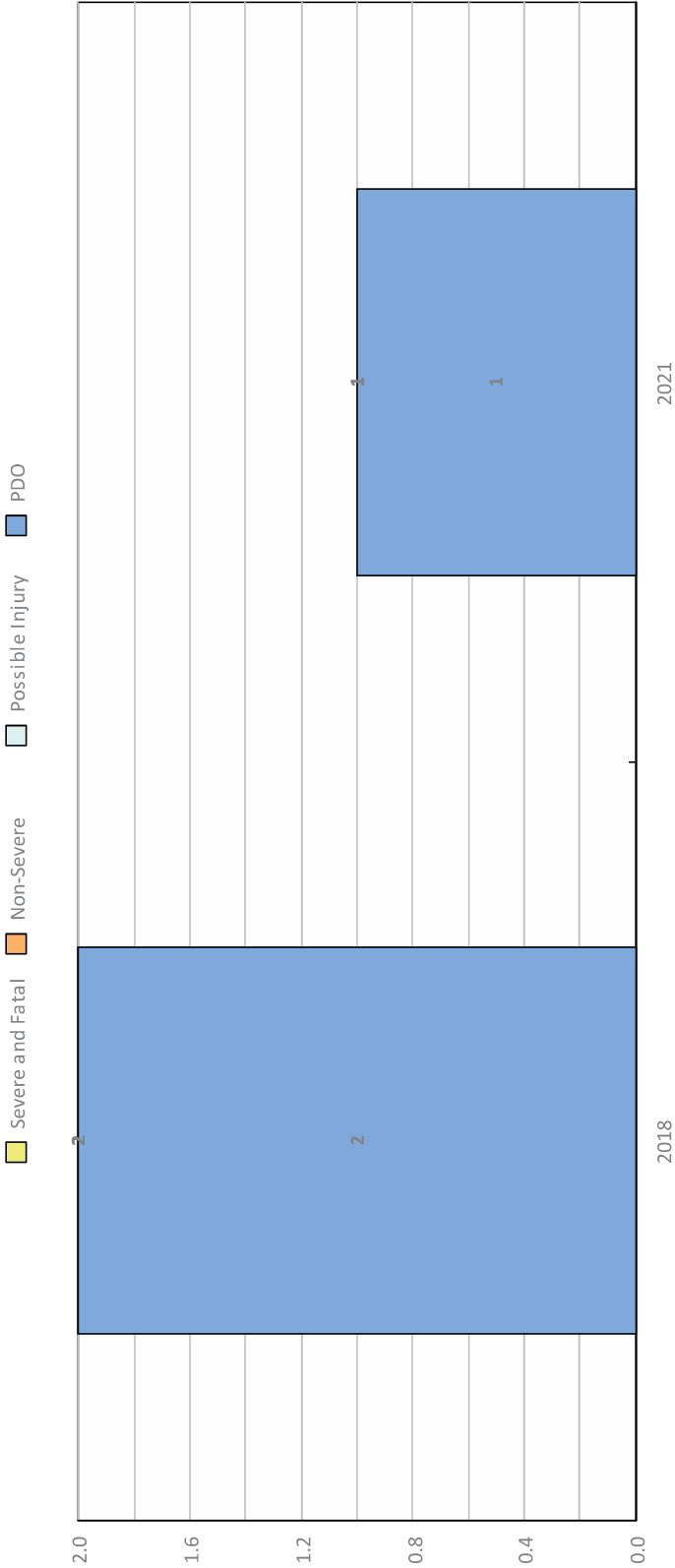
Intersection Summary																																			
Top 50 Report																																			
BEVERLY BLVD @ HILLSIDE TER																																			
BEVERLY BLVD @ WOODLAND TER																																			
Total Crashes	Total Fatalities	Total Serious Injuries	Injury Severity				Ped/Bike		Crash Type				Strategic Highway Safety Plan																						
			Fatal Crashes	Incap Crashes	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr.	Lane Depart	At Int.	Distract Driving	Teen Driver	Aging 65+	Motor Cycle													
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0

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

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

ATTACHMENT "H"

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

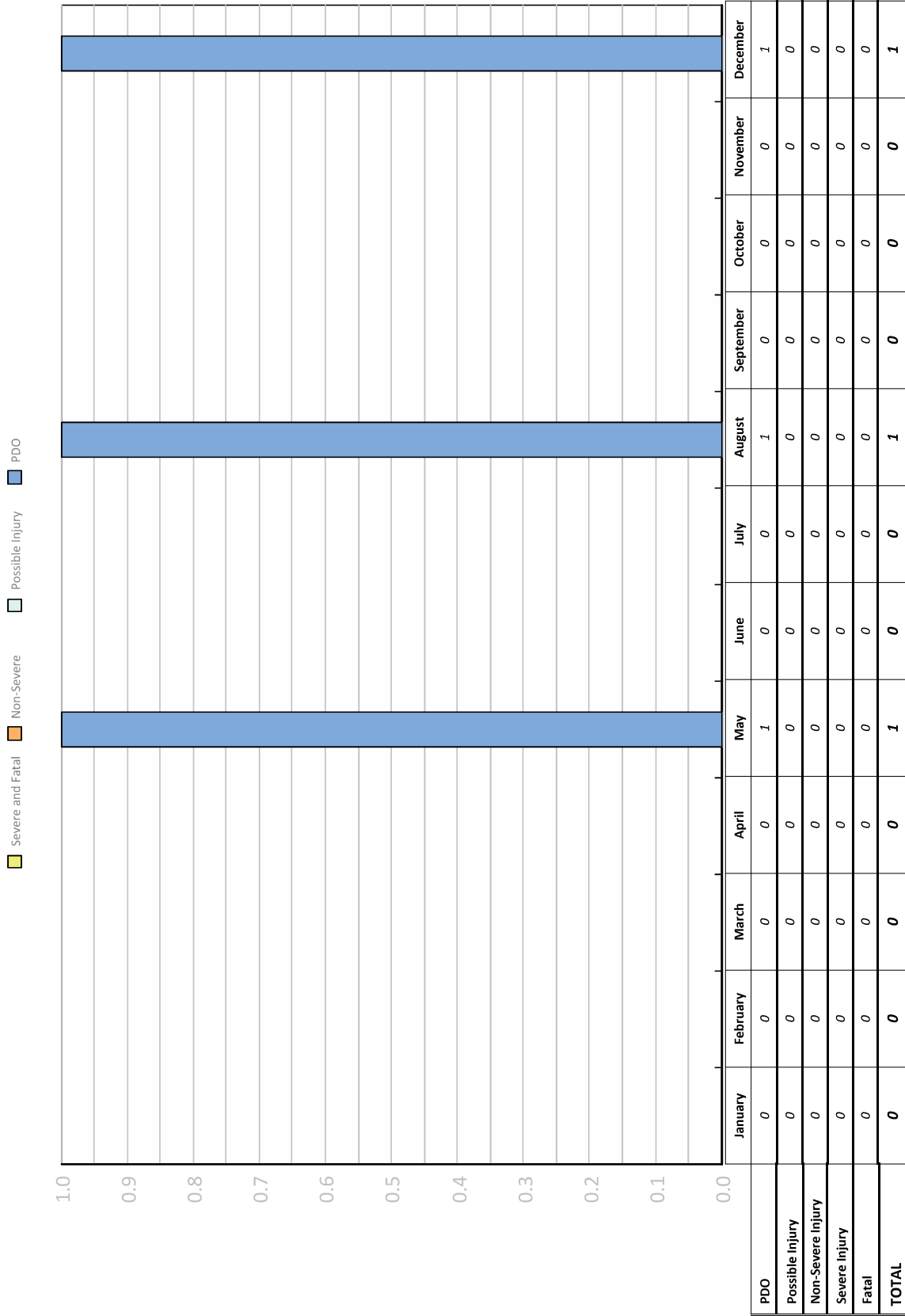
* PDO = Property Damage Only

ATTACHMENT "H"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Month



* PDO = Property Damage Only

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Month/Year

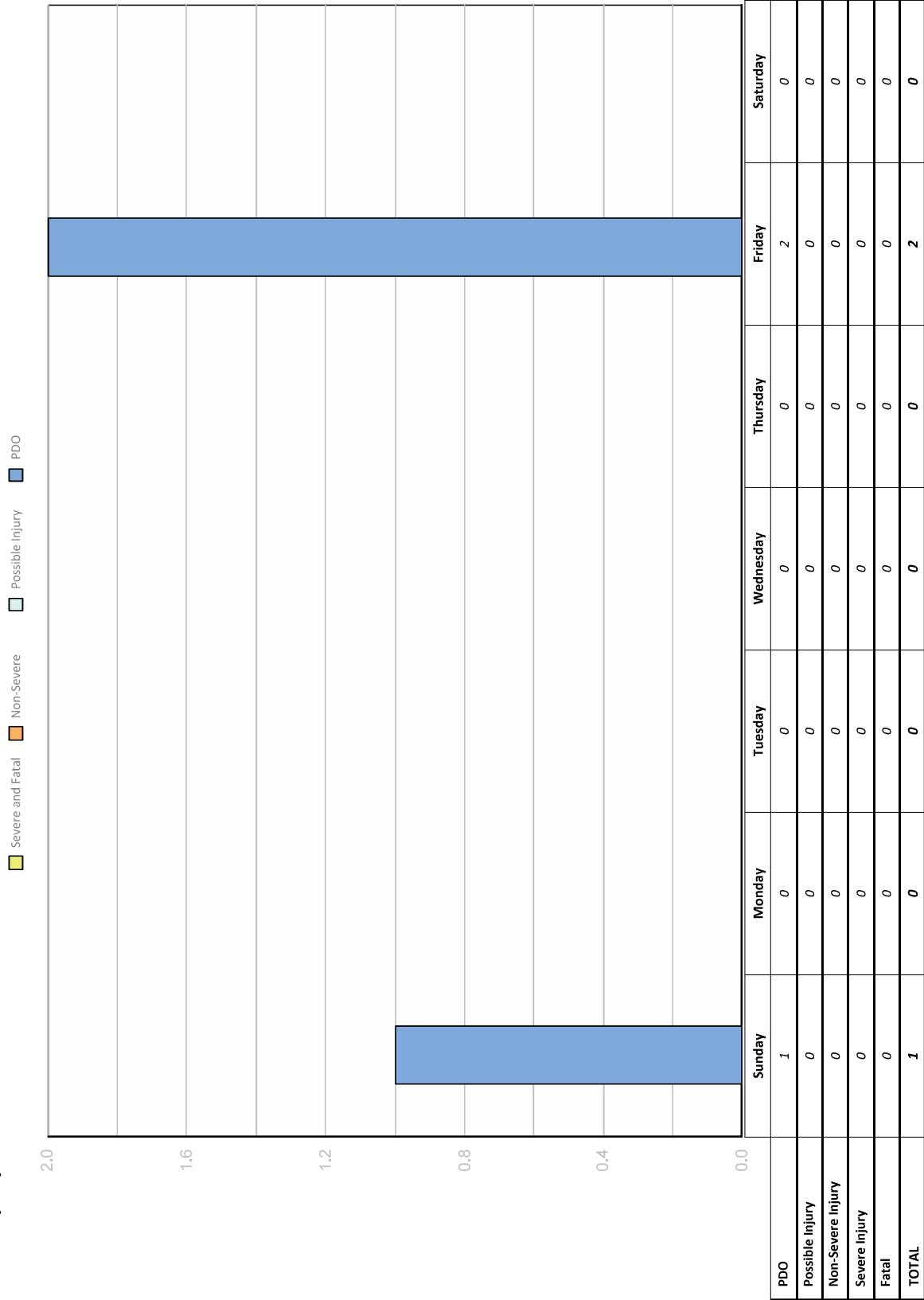
	January	February	March	April	May	June	July	August	September	October	November	December
2018												
PDO	0	0	0	0	0	0	0	1	0	0	0	1
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2021												
PDO	0	0	0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

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Day of Week



Monday, January 23, 2023

Page 6 of 22

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Month / Day of Week

January	PDO	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	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	0
February	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	0	1	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	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	0
May	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	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	0

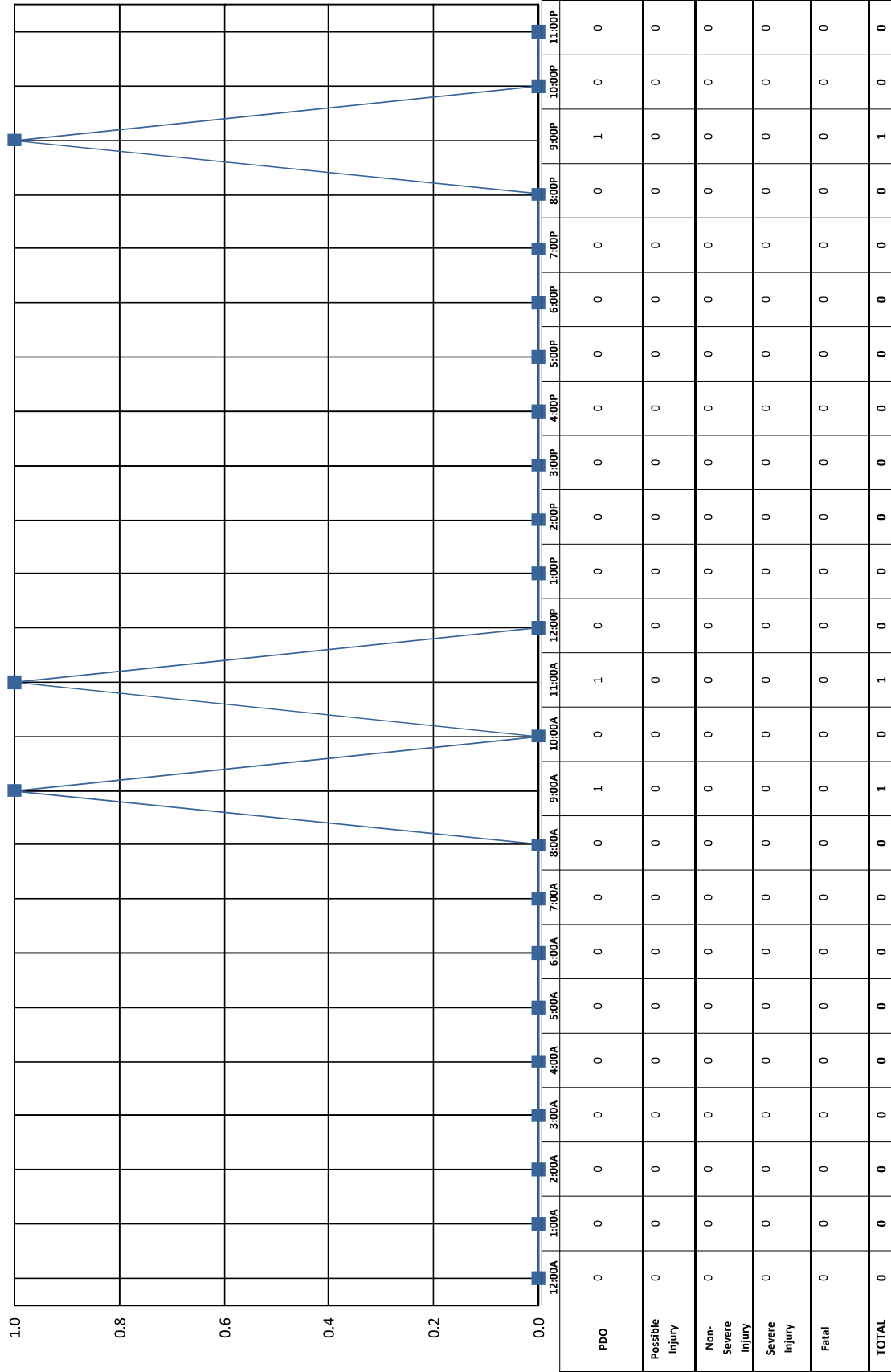
* PDO = Property Damage Only

ATTACHMENT "H"

CDMS - Crash Data Management System

5 Year Crash Report

Crashes by Time of Day



* PDO = Property Damage Only

ATTACHMENT "H"

Crashes by Crash Type

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

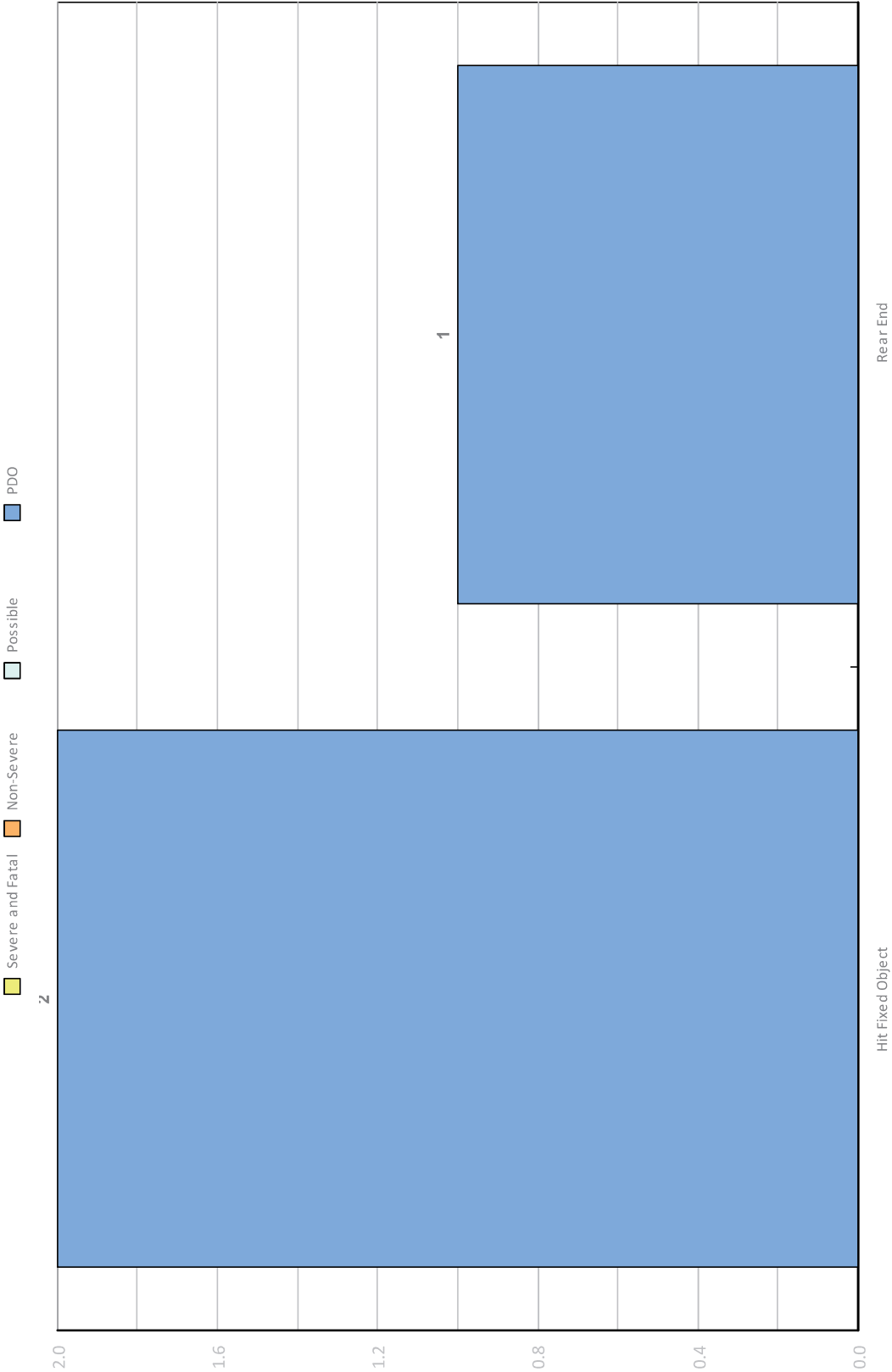
ATTACHMENT "H"

Crashes by Crash Type

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

ATTACHMENT "H"

Crashes by Crash Type



ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

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

Monday, January 23, 2023

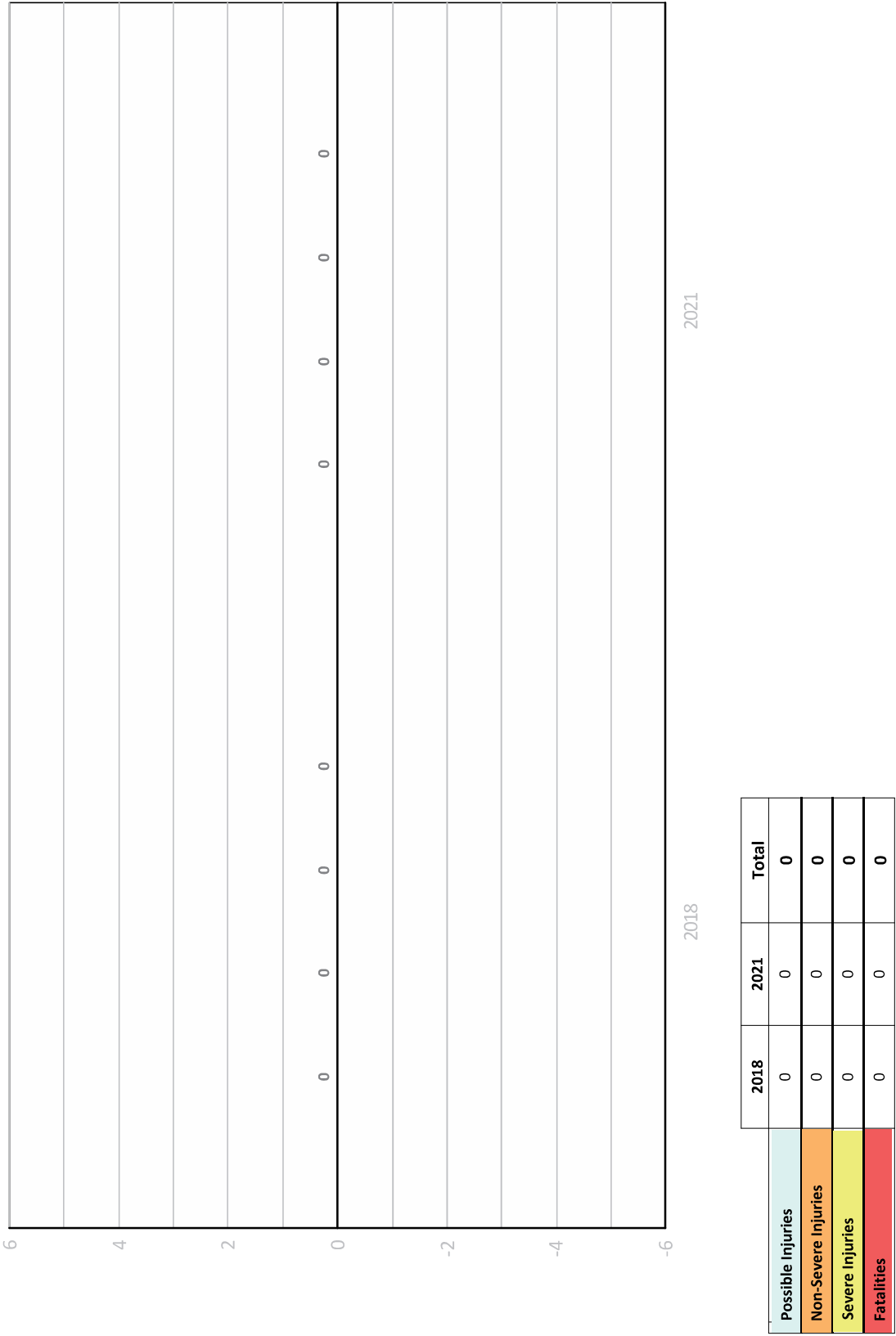
Page 12 of 22

ATTACHMENT "H"

CDMS - Crash Data Management System

5 Year Crash Report

Injuries per Year

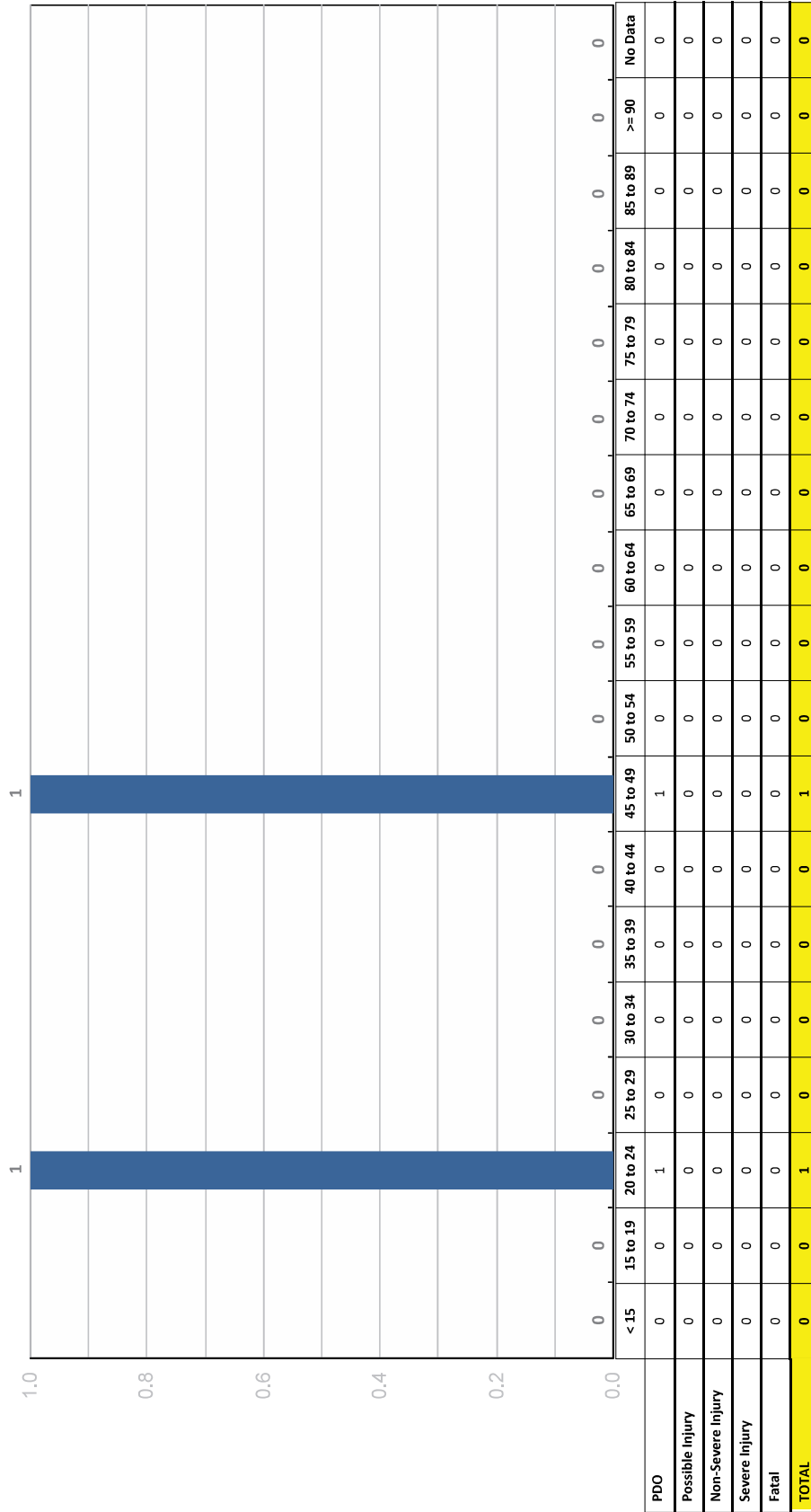


ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Driver 1 Age



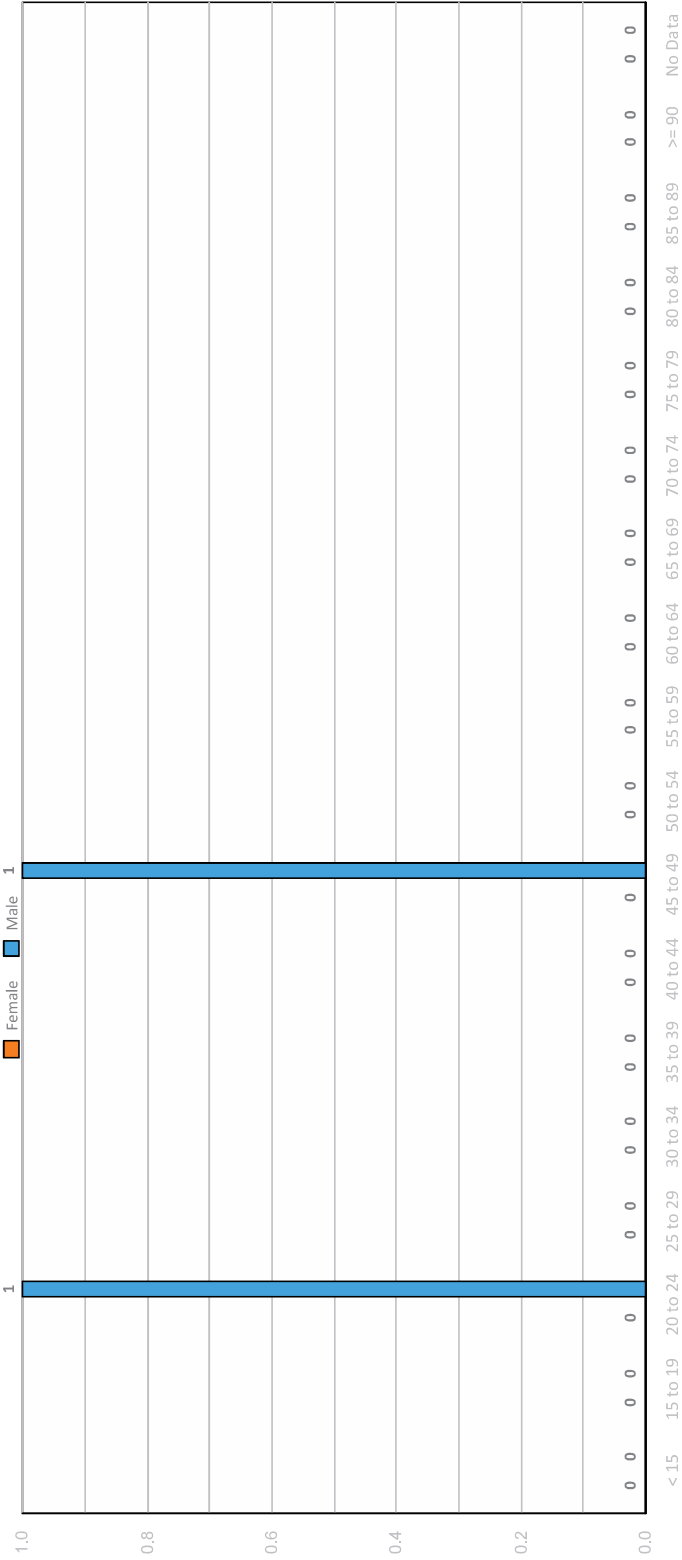
* PDO = Property Damage Only

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

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	0	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	0	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

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

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

Monday, January 23, 2023

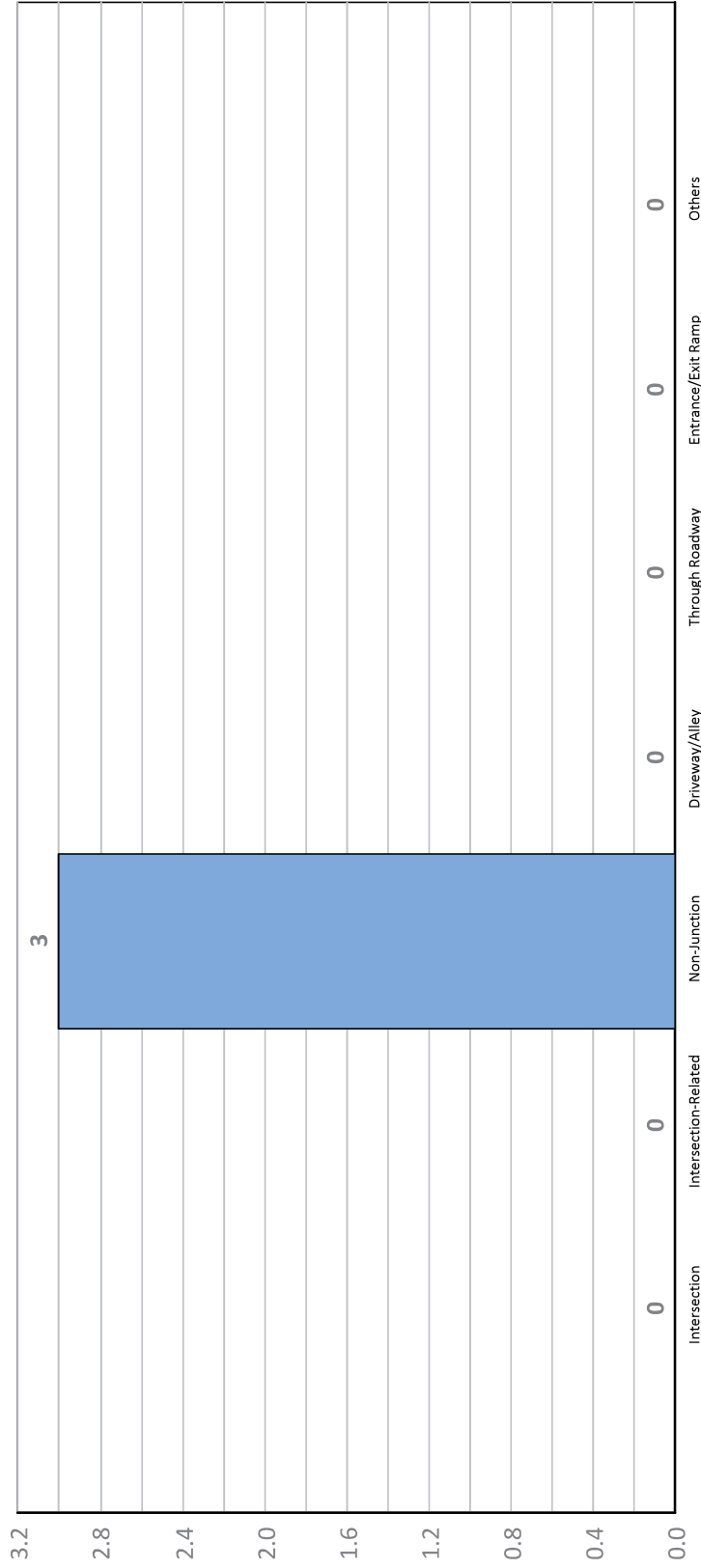
Page 16 of 22

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

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-Related	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

Monday, January 23, 2023

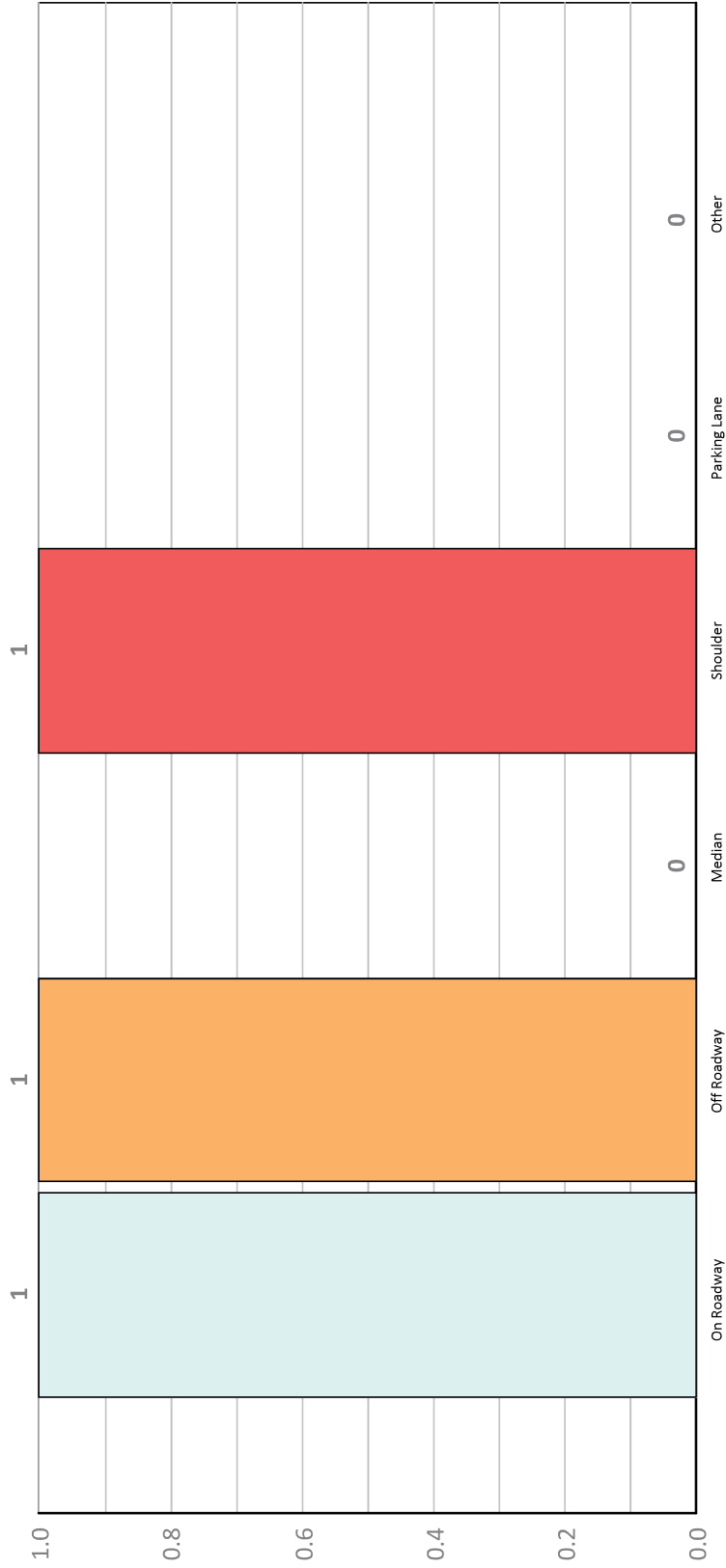
Page 17 of 22

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

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

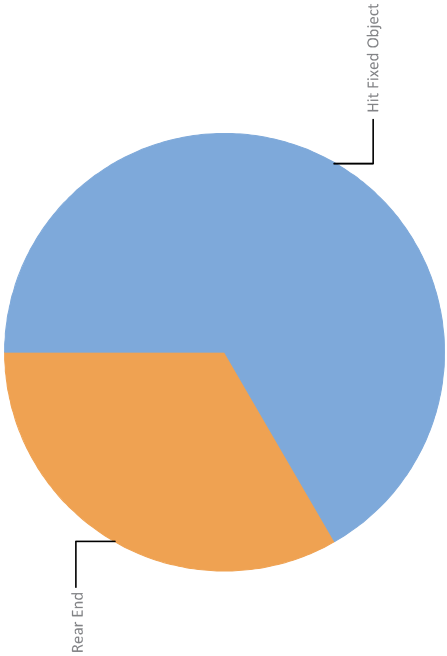
ATTACHMENT "H"

Wet Crashes by Crash Type

No wet crashes were found for this query.

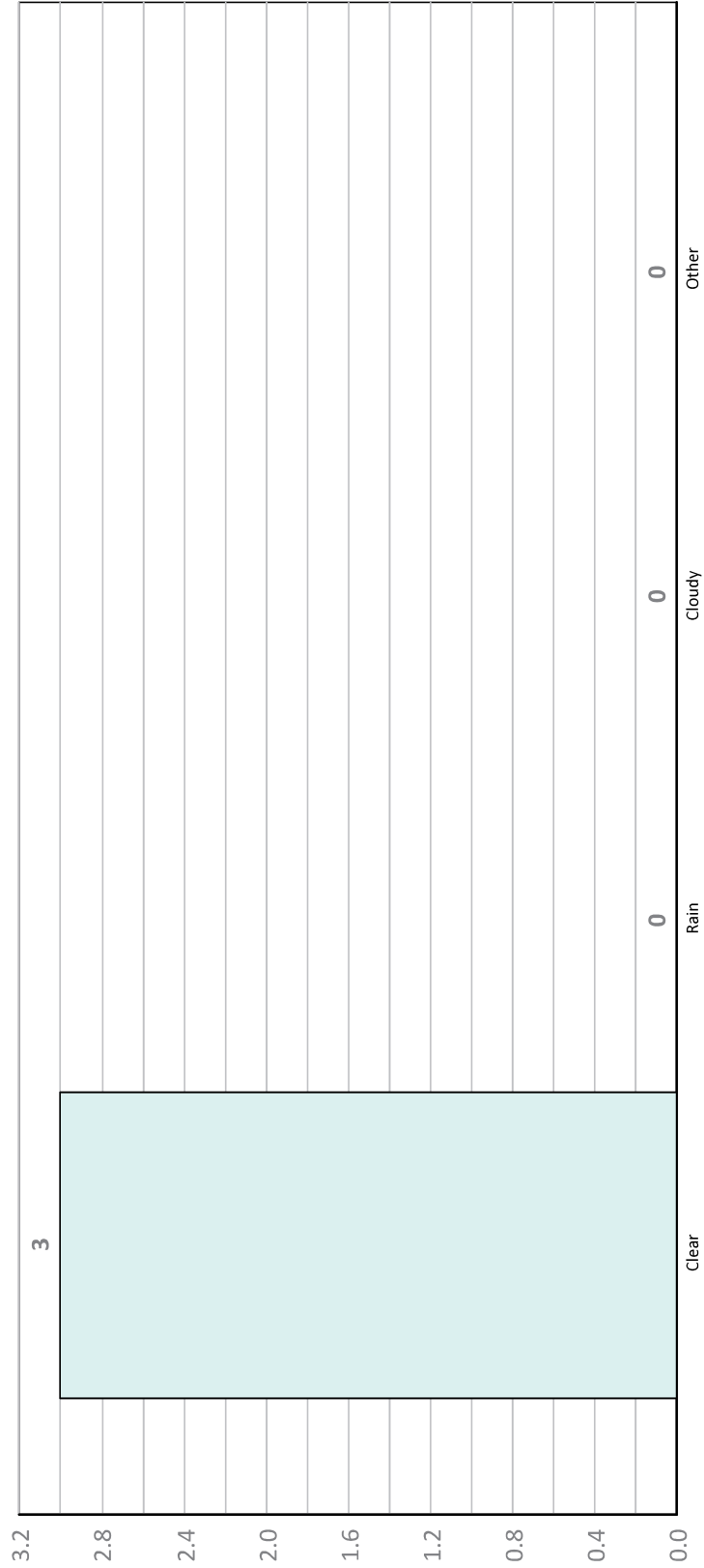
Dry Crashes by Crash Type

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



ATTACHMENT "H"

Weather Condition



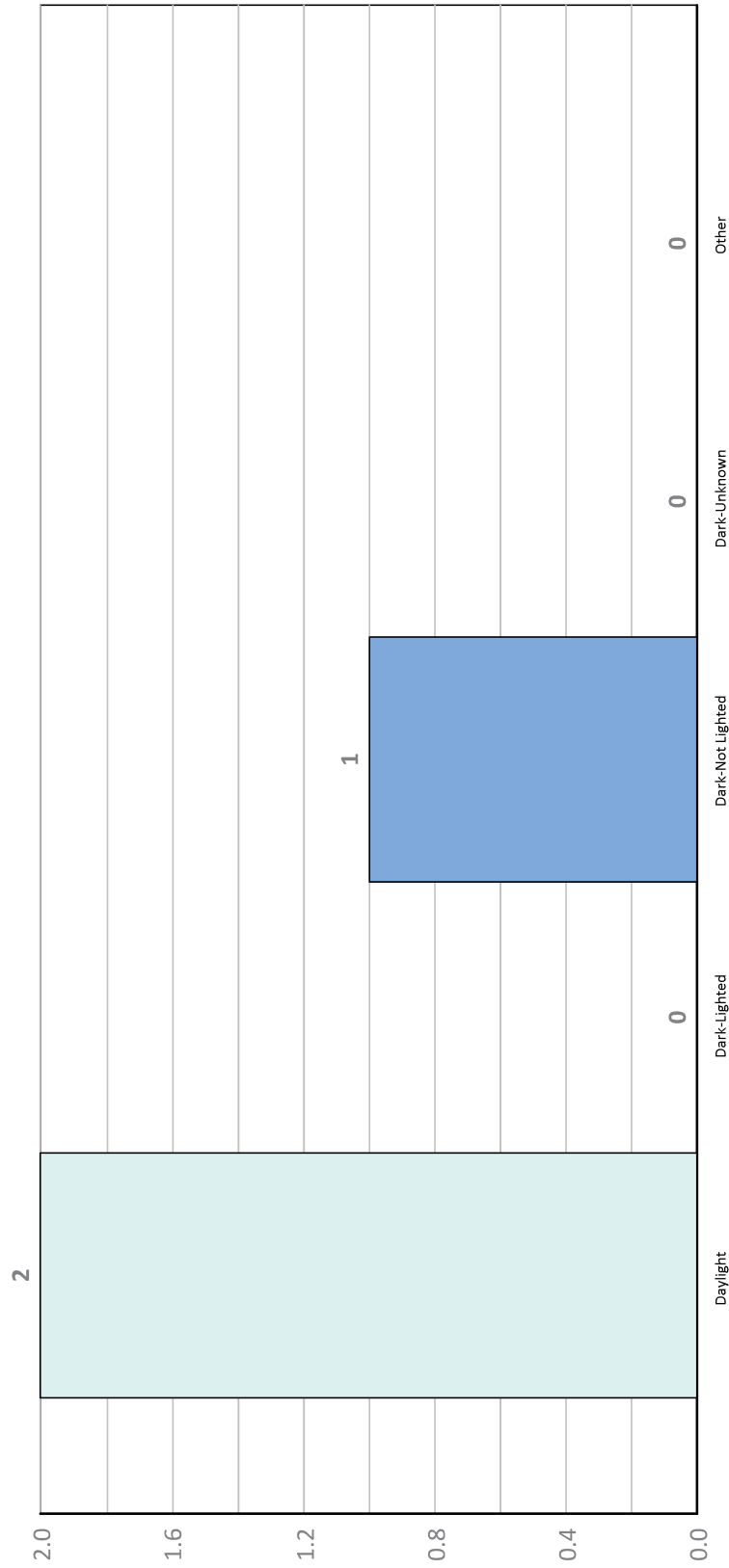
	2018			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Clear	2	0	0	1	0	0	3	0	0
Rain	0	0	0	0	0	0	0	0	0
Cloudy	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0

ATTACHMENT "H"

5 Year Crash Report

CDMS - Crash Data Management System

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

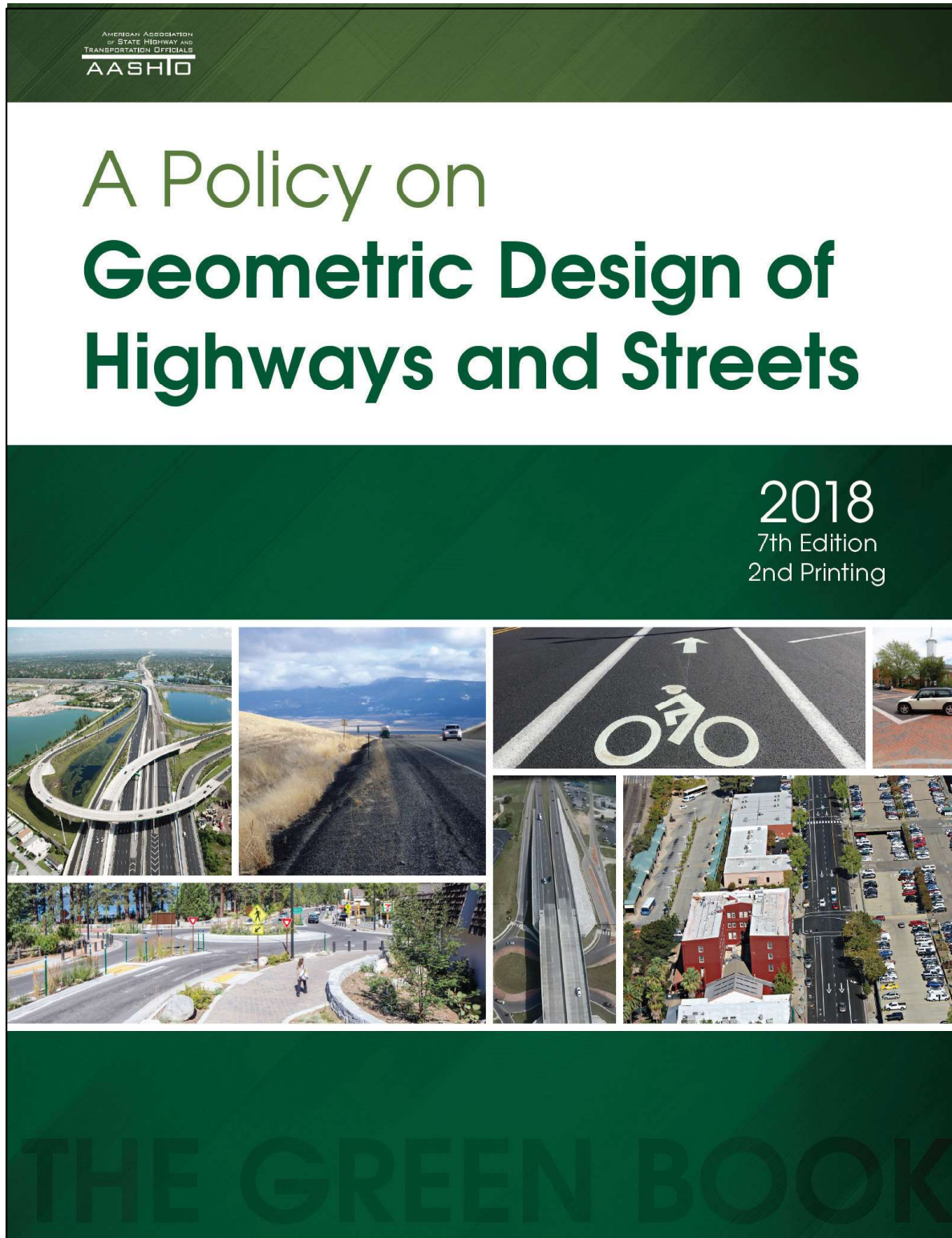
Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Severe Injuries
UNKNOWN			
Totals:			

ATTACHMENT I



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



ATTACHMENT I

LIVINGSTONE SCHOOL & BSAC
AASHTO Reference Materials (2 of 5)

4-12 | A Policy on Geometric Design of Highways and Streets

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

ATTACHMENT I

LIVINGSTONE SCHOOL & BSAC
AASHTO Reference Materials (3 of 5)

Cross-Section Elements | 4-13

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](#)

ATTACHMENT I

LIVINGSTONE SCHOOL & BSAC
AASHTO Reference Materials (4 of 5)

4-14 | A Policy on Geometric Design of Highways and Streets

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

ATTACHMENT I

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

Local Roads and Streets | 5-7

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

U.S. Customary				Metric			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		under 400	400 to 2000	over 2000
15	18	20 ^a	22	20	5.4	6.0 ^a	6.6
20	18	20 ^a	22	30	5.4	6.0 ^a	6.6
25	18	20 ^a	22	40	5.4	6.0 ^a	6.6
30	18	20 ^a	22	50	5.4	6.0 ^a	6.6
35	18	20 ^a	22	60	5.4	6.0 ^a	6.6
40	18	20 ^a	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22b	100	6.6	6.6	6.6 ^b
60	22	22	22b	All speeds Width of graded shoulder on each side of the road (m)			
65	22	22	22b				
All speeds	Width of graded shoulder on each side of the road (ft)						
	2	3	6				
				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."

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Beverly Blvd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Road)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,317	294	368
Proposed	372	159	129
Difference (+/-)	(-) 945	(-) 135	(-) 239

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

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

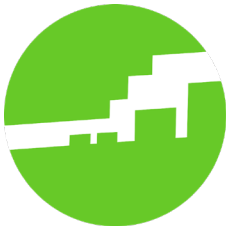
Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Beverly Blvd. – Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

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

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Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning	
Hearing Date: April 17, 2023 Report Prepared: April 5, 2023	Petition: PD 22-1116 405 Beverly Boulevard <i>West side of Beverly Boulevard and south of Greenwell Drive</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan:	Brandon
Requested Zoning:	Major Modification to a Planned Development (PD) to: A) keep the approved 33,000 sq. ft. indoor/outdoor recreation facility and child care center and B) permit a 29,967 sq. ft. of an indoor/outdoor recreation facility and a private school for 150 kids
Parcel Size (Approx.):	12.58 +/- acres (547,948.8 sq. ft.)
Street Functional Classification:	Beverly Boulevard – Local Road Greenwell Drive – Local Road
Locational Criteria	N/A
Evacuation Zone	None



Context

- The approximately 12.58 +/- acre subject property is located on the west side of Beverly Boulevard and south of Greenwell Drive.
- The subject property is located in the Urban Service Area (USA). It is within the limits of the Brandon Community Plan, specifically the Suburban district on the Brandon Character Districts Map.
- The subject site is designated as Residential-6 (RES-6) on the Future Land Use Map. Typical allowable uses in the RES-6 Future Land Use category include residential, suburban scale neighborhood commercial, office uses, multi-purpose projects, and mixed use development. Non-residential uses are required to meet established locational criteria for the specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element. RES-6 surrounds the subject site on all sides. Further north of the site is the Office Commercial-20 (OC-20) Future Land Use category. Further southwest of the site is the Residential-9 (RES-9) Future Land Use category.
- The surrounding area is currently developed with single-family residential dwellings to the north and west. There is vacant, multi-family, and two-family properties to the east. South of the site is single family residential and agricultural land.
- The subject property is zoned as Planned Development (PD). Residential Single Family Conventional-6 (RSC-6) zoning districts surround the subject site on the north, south, and west. To the east is the Residential Multi-Family Conventional-12 (RMC-12) zoning district.
- The applicant is requesting a Major Modification to a Planned Development (PD) to A) keep the approved 33,000 sq. ft. indoor/outdoor recreation facility and child care center and B) permit a 29,967 sq. ft. of an indoor/outdoor recreation facility and a private school for 150 kids.

Compliance with Comprehensive Plan:

The following Goals, Objectives, and Policies apply to this rezoning request and are used as a basis for a consistency finding.

FUTURE LAND USE ELEMENT

Urban Service Area (USA)

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

Policy 1.2: Minimum Density

All new residential or mixed-use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.

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

Land Use Categories

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

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

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

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

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

Policy 16.3: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) the creation of like uses; or*
- b) creation of complementary uses; or*
- c) mitigation of adverse impacts; and*
- d) transportation/pedestrian connections*

Policy 16.10: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

Objective 17: Neighborhood and Community Serving Uses

Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

Policy 17.1: *Residential support uses (child care centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:*

- a) The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning;*

Policy 17.7: *New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.*

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

GOAL 12: *Design neighborhoods which are related to the predominant character of the surroundings.*

OBJECTIVE 12-1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.*

LIVABLE COMMUNITIES ELEMENT: BRANDON COMMUNITY PLAN

Goal 1: *Establish a balanced transportation system by prioritizing options to serve local and regional needs and facilitating multi-modal choices.*

5. As roads are improved, require the addition of amenities for pedestrians and bicyclists. Provide intersection improvements, turn lanes, bicycle lanes, traffic signalization, roadway maintenance, crosswalks, and landscape improvements that maintain the adopted level of service and reflect the best practices of the Livable Roadways Guidelines.

a. New development and transportation infrastructure investments should place emphasis on proximity to community and social services, walkability and creating a healthy street life.

b. Accommodate all modes of transportation by providing safe and functional infrastructure and services for driving, walking, biking and transit compatible with the community character.

i. The community recognizes the need for a system of bike lanes and trails.

Goal 6: *Re-establish Brandon's historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.*

5. General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.

d. Suburban - Primarily residential area of single-family detached homes with side and perimeter yards on one-quarter acre or less. Mixed-use is usually confined to certain intersection locations. This district has a wide range of residential building types: single-family detached, single-family attached and townhouses. Setbacks and street canopy vary. Streets typically define medium-sized blocks. New development/redevelopment would be required to build internal sidewalks and connect to existing external sidewalks or trails.

Staff Analysis of Goals, Objectives and Policies:

The approximately 12.58 +/- acre subject property is located on the west side of Beverly Boulevard and south of Greenwell Drive. The subject property is located in the Urban Service Area (USA). It is within the limits of the Brandon Community Plan, specifically the Suburban Character District. The applicant is requesting a Major Modification to a Planned Development (PD) to A) keep the approved 33,000 sq. ft. indoor/outdoor recreation facility and child care center and B) permit a 29,967 sq. ft. of an indoor/outdoor recreation facility and a private school for 150 kids. The private school would replace the existing approved child care center use in option A. In addition, the applicant is requesting to remove the approved baseball field. A pool already exists on site and is being requested as part of both options.

The subject site's Future Land Use designation is Residential-6 (RES-6). Typical allowable uses in the RES-6 Future Land Use category include residential, suburban scale neighborhood commercial, office uses, multi-purpose projects, and mixed use development. Non-residential uses are required to meet established locational criteria for the specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.

RES-6 surrounds the subject site on all sides. Further north of the site is the Office Commercial-20 (OC-20) Future Land Use category. Further southwest of the site is the Residential-9 (RES-9) Future Land Use category.

The proposal meets the intent of Objective 1 and Policy 1.4 of the Future Land Use Element of the Comprehensive Plan (FLUE) by providing a residential support use within the Urban Service Area where 80 percent of future growth is to be directed. The proposal meets the compatibility requirements of Policy 1.4 as the predominant character of the area is residential dwellings. The subject site is surrounded by single-family, multi-family and two-family dwelling units in the immediate vicinity. Immediately south of the site is agricultural land.

Per FLUE Objective 8, the Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. A private school is a residential support use that can be considered in the RES-6 Future Land Use category, a category that anticipates primarily residential uses. RES-6 allows up to a 0.25 FAR, or a maximum 136,996 sq. ft. that could be considered on the subject site. The applicant has stated that option A to keep the indoor/outdoor recreation facility with a maximum of 33,000 sq. ft. and may include child care center. Option B is for a general indoor/outdoor recreation facility and school with a maximum of 29,967 sq. ft. The proposed school for option B would have a maximum of 3,276 feet and is proposed in lieu of the child care center in option A. The total sq. ft. for both options is below the maximum allowed on site and the proposed is consistent with Objective 8.

Objective 17 and Policy 17.1 permit the development of residential support uses in all residential Future Land Use categories, subject to compatibility. The subject site is located in the RES-6 Future Land Use category and the proposed uses may be considered. Residential support uses are not subject to Commercial-Locational Criteria in the Comprehensive Plan.

FLUE Objective 9 and Policy 9.2 require that all developments be consistent with the Plan and meet all Land Development Regulations in Hillsborough County. The applicant has submitted waivers to Sections 6.05.02.E, 6.11.88.A and B of the Land Development Code. In addition, at the time of filing this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3 and 16.10 that require new development, infill and redevelopment to be compatible to the surrounding area in character, lot size and density. Goal 12 and Objective 12-1 of the Community Design Component (CDC) in the FLUE requires new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is mostly low density single-family residential, public institutional and multi-family

and the proposed residential support uses will complement the surrounding area. The applicant will also be providing a 20 foot wide Type B buffer on the southern and western sides of the subject site.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.

The subject site is in the Suburban Character District of the Brandon Community Plan. The proposed use meets the intent of the Community Plan in which it is proposing a recreation and residential support use in an area designated primarily for residential/single-family detached homes. In addition, new development is required to build external and internal sidewalks. The site will also meet the intent of Goal 1 on establishing a balanced transportation system which provides safe infrastructure for all modes of transportation and designs intersections for pedestrian safety. The site plan shows existing sidewalk infrastructure on Beverly Drive. The development is proposing internal pedestrian connections from all buildings to the parking lot and new sidewalks on Greenwell Drive connecting the proposed school building to Greenwell Drive. In addition, the applicant is proposing a queuing and parking plan to mitigate school traffic.

Overall, the proposed Planned Development is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*, as it is compatible with the surrounding development pattern.

Recommendation

Based upon the above considerations, the Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to conditions by the Department of Development Services.

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ MM 22-1116

<all other values>

Rezonings

STATUS

APPROVED
CONTINUED
DENIED
WITHDRAWN
PENDING

Tampa Service Area

Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Major Roads

Parcels

WATER LULC Wet Poly

AGRICULTURAL/MINING-120 (.25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL RURAL-1/5 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

OC-20

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.50 FAR)

LIGHT INDUSTRIAL (.50 FAR)

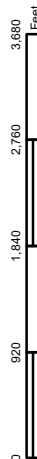
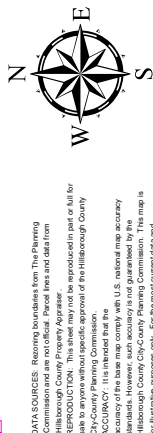
HEAVY INDUSTRIAL (.50 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



Map Printed from Rezoning System: 7/27/2022

Author: Beverly F. Daniels

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