

Rezoning Application: PD 22-0866
Zoning Hearing Master Date: January 17, 2023
BOCC Land Use Meeting Date: March 7, 2023

1.0 APPLICATION SUMMARY

Applicant: Circle K / Schaffer Construction
FLU Category: RP-2 (Residential Planned-2)
Service Area: Rural
Site Acreage: Approximately 3.82 acres
Community Plan Area: Riverview and Southshore Areawide Systems
Overlay: None



Introduction Summary:

The applicant seeks to develop an approximately 3.82-acre unified development consisting of one folio. The request is for a rezoning from Agricultural Single-family-1 (AS-1) to Planned Development (PD) to allow for the development of 5,200-square-foot convenience store with fueling pumps and canopy and a 5,000-square foot car wash.

Zoning:	Existing	Proposed
District(s)	AS-1	Proposed
Typical General Use(s)	Single-Family Residential/Agricultural	Commercial (Gas Station with car wash)
Acreage	3.82 acres	3.82 acres
Density/Intensity	Minimum 1 acre per SF home	0.08 FAR

Development Standards:	Existing	Proposed
District(s)	AS-1	PD
Setbacks/Buffering and Screening	Front: 50 ft. Side: 15 ft. Rear: 50 ft.	East and South (Sides): 20 ft. landscape with Type" B" buffer North and West (Front): 20 ft. landscape with landscaping equivalent to Section 6.06.03.I.2.B for Suburban Scenic Roadways
Height	50 ft. Max. Ht.	35 ft. Max. Ht.

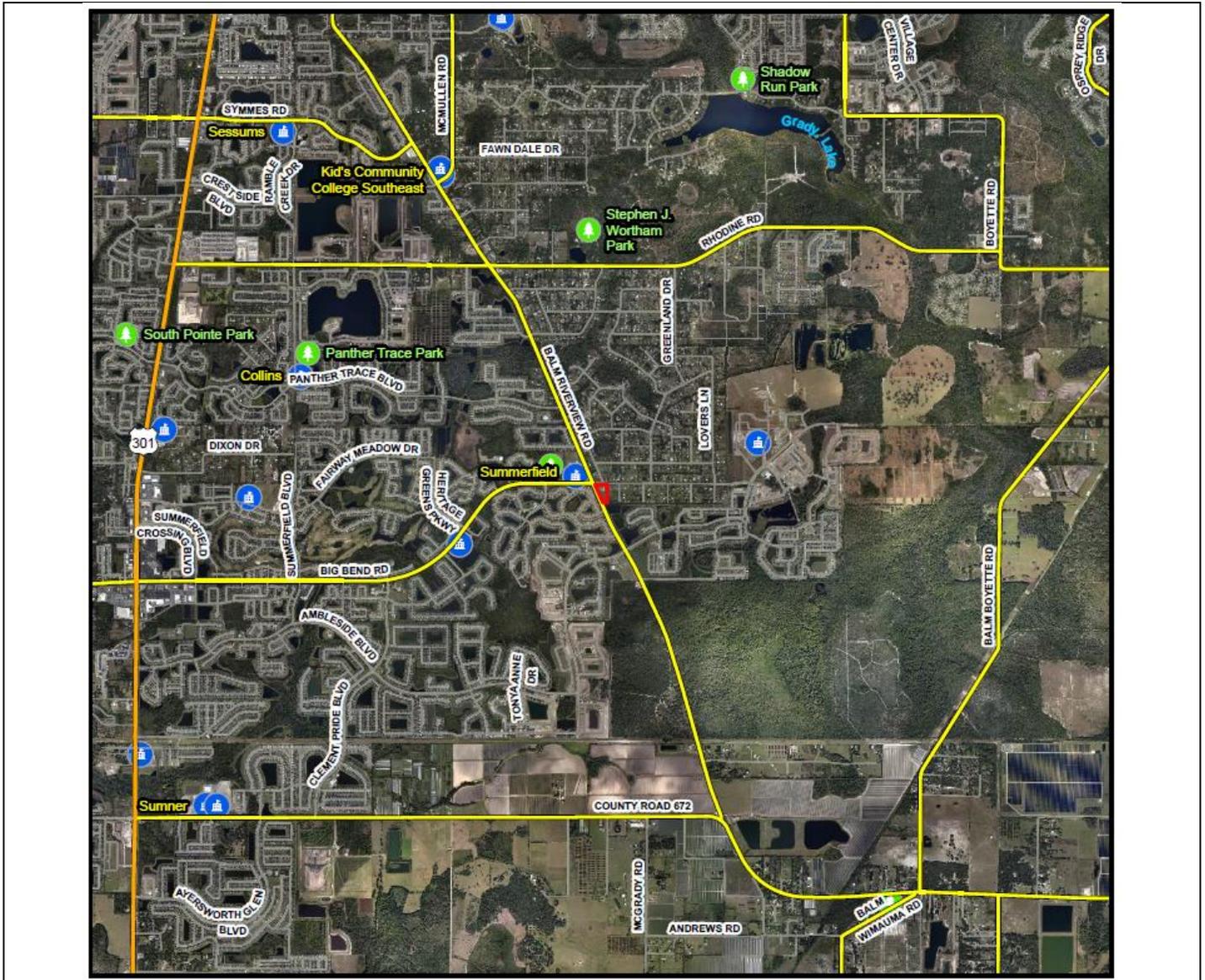
Additional Information:

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

Planning Commission Recommendation: CONSISTENT	Development Services Recommendation: APPROVABLE, Subject to Conditions.
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



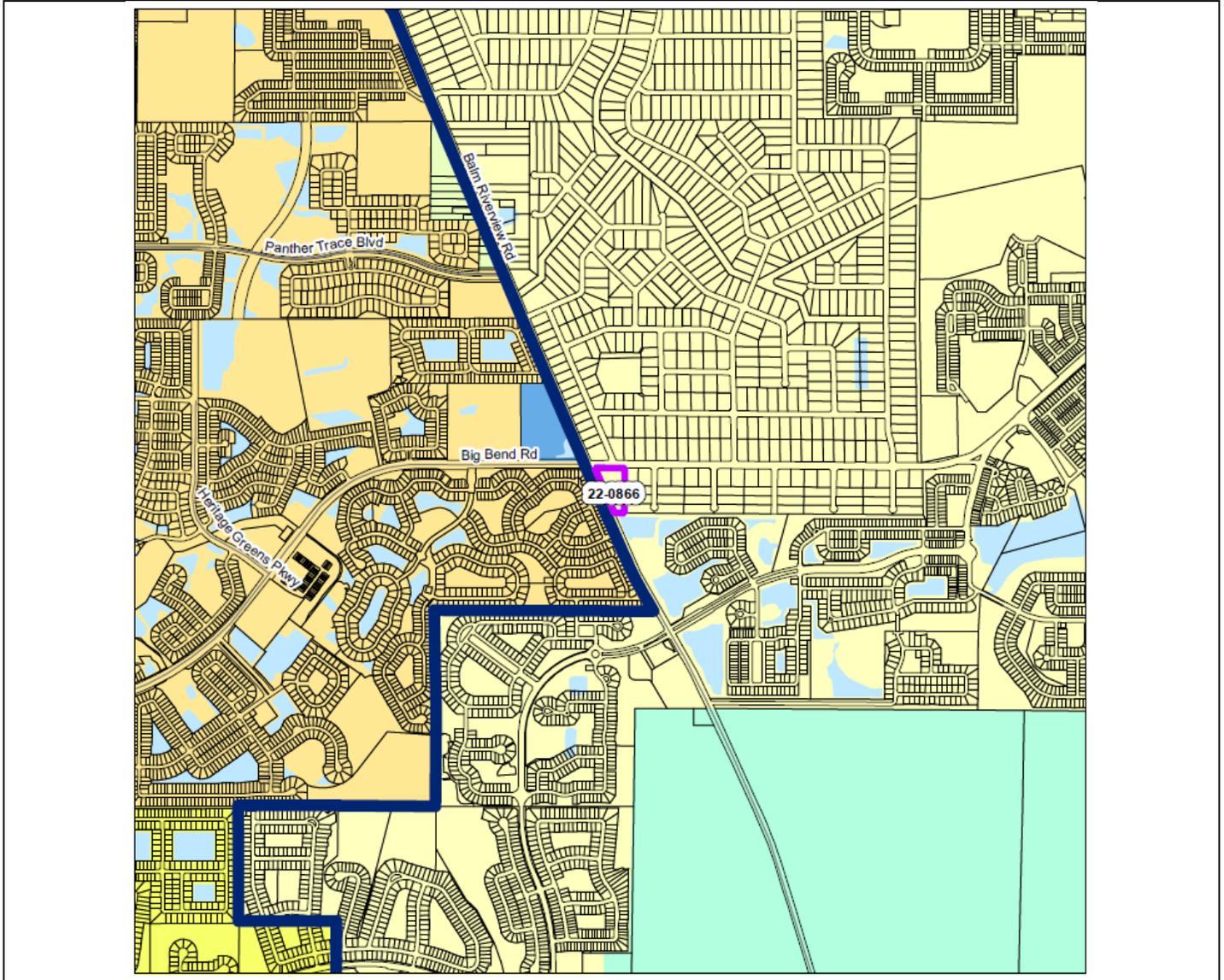
Context of Surrounding Area:

The subject property is located on the east side of Balm Riverview Rd and SE of Big Bend Rd. The subject site is located in the Rural Service Area within the limits of the Riverview Community Plan and the Southshore Areawide Systems Plan. Due west across Balm Riverview Road is designated Urban Service Area.

The immediate area surrounding the property is predominantly developed with residential. The surrounding area contains mostly single-family homes agricultural uses and institutional uses. To the north, southeast and west is single-family development. The Summerfield Elementary School is located at the northwest quadrant of the intersection.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	RP-2
Maximum Density/F.A.R.:	2 dwelling per acre / 0.25 Maximum FAR
Typical Uses:	Typical uses in the RP-2 includes agriculture, residential, suburban and community commercial, offices, multi-purpose, clustered mixed-use.

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	AS-1 and PD 22-0561	AS-1: Min. 1 ac.	Single-family (SF)	SF / Vacant
South	PD 98-0812	Village proper: 4-6 du/ac. (Total: 1200 du)	Immediate south: Single-family	SF / Vacant
East	AS-1	AS-1: Min. 1 ac.	Single-family (SF)	SF
West	PD 81-0339A / MM 12-0839	Area 5/6: SF per MM 12-0839	Single-family	SF / Vacant

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Case Reviewer: Tim Lampkin, AICP

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Big Bend Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Balm Riverview Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	28	2	3
Proposed	3,678	281	227
Difference (+/-)	+3,650	+279	+224

*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		Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Big Bend Road/ Substandard Road	Design Exception Requested	Approvable
Balm Riverview Road / Substandard Road	Design Exception Requested	Approvable
Notes:		

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	See Staff Report.

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input checked="" 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Transportation Report.
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" 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	See Water Resource Services Comment Sheet Water & Wastewater
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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees (Various use types allowed. Estimates are a sample of potential development.) Automated Car Wash (Per 1,000 sf) Mobility: \$45,395*5.17 = \$234,692.15 Fire: \$313.00*5.17 = \$1,618.21 Retail - Conv Mkt. w/Gas (Per fueling position for Mobility, Per 1,000 sf. for Fire)				

Mobility: \$18,422*14 = \$257,908

Fire: \$313.00*5.2 = \$1,627.60

Rural Mobility, South Fire - Convenience Market 5,200 sf, with Gas (14 positions), Automated Car Wash 5,170 sf.

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input 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 checked="" type="checkbox"/> No	See Planning Commission Report

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant seeks to develop an approximately 3.82-acre unified development consisting of one folio. The request is for a rezoning from Agricultural Single-family-1 (AS-1) to Planned Development (PD) to allow for the development of 5,200-square-foot convenience store with fueling pumps and canopy and a 5,000-square foot car wash. The subject site is located in the Rural Service Area at the southeast quadrant of the Big Bend Road and Balm Riverview Road intersection. The immediate area surrounding the property is predominantly developed with residential. The surrounding area contains mostly single-family homes, agricultural uses and institutional uses. To the north, southeast and west is single-family development. The Summerfield Elementary School is located at the northwest quadrant of the intersection.

The site plan illustrates mitigation measures to create greater compatibility with the adjacent residential development. These protective measures between the proposed commercial uses adjacent to an established single family residential neighborhood, include retention areas between the residential to the immediate east and the proposed convenience store and car wash. Additionally, the applicant is in compliance with Land Development Code, Section 6.06.06 providing a 20-foot buffer with Type "B" screening to the south and east of the proposed development. Although, not required by the Land Development Code, the applicant proposes a 20-foot landscaped area along Big Bend Road and Balm Riverview Road. The applicant proposes that this 20-foot landscaped area be required to have landscaping equivalent to Land Development Code Section 6.06.03.I.2.B for Suburban Scenic Roadways and be a condition of approval. The site plan also shows sidewalks along Balm Riverview Road and Big Bend Road. The application does not request any variations to Land Development Code Parts 6.06.00 (Landscaping/Buffering).

A 12-inch water main exists adjacent to the site and is located in the east right-of-way of Balm Riverview Road. A 16-inch wastewater force main exists approximately ninety-five feet from the site and is located within the west right-of-way of Balm Riverview Road. Water Resources notes that as a result of demand challenges, the Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In-Line Booster Pump will increase the delivery pressure to customers. These projects are scheduled to be completed and operational prior to the 2022 dry season and must demonstrate improved water delivery through the highest demand periods before additional connections to the system can be recommended.

Transportation Design Exceptions:

1. Balm Riverview Road is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted an Administrative Variance request (dated November 22, 2022) which was found approvable by the County Engineer.
2. Big Bend Road is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted an Administrative Variance request (dated November 22, 2022) which was found approvable by the County Engineer.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning and has determined a resubmittal is not necessary for the site plan's current configuration. The site will comply with and conform to all other applicable policies and regulations, including but not limited to, the Hillsborough County Land Development Code. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based on the above considerations, staff finds the request **APPROVABLE**.

Prior to site plan certification, the applicant shall complete the following:

- The labeling of the “20 ft. landscape buffer” along Balm Riverview Road and Big Bend Road shall be re-labelled “20 ft. landscape area”.
 - Update the related asterisk in the site data table relating to the 20 ft. landscape area.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 15, 2022.

1. The development shall be limited to a 5,200-square-foot convenience store with fueling pumps and canopy and a 5,000-square foot car wash.
2. The development shall comply with the following development standards.
 - a. Minimum Front Yard Setback: 30 feet
 - b. Minimum Side Yard Setback: 25 feet
 - c. Maximum Height: 25 feet
3. The subject property shall be subject to buffering and screening requirements of Section 6.06.06 of the Hillsborough County Land Development Code. In addition, the following buffering and screening standards shall apply:
 - a. A 20-foot landscaped area shall be provided along Big Bend Road and Balm Riverview Road and Myrtle Road. The 20-foot landscaped area will require landscaping equivalent to Land Development Code Section 6.06.03.1.2.B for Suburban Scenic Roadways.
 - b. A 20-foot buffer with Type “B” screening shall be provided along the eastern and southern property boundary.
4. The project shall be served by, and limited to, the following access connections:
 - a. One (1) right-in/right-out connection to Balm Riverview Rd.
 - b. One (1) full access to Big Bend Rd.
5. The developer shall construct an eastbound right lane on Big Bend Road prior to or concurrent with the initial increment of development.
6. Prior to or concurrent with the initial increment of development, the developer shall construct a minimum 2-foot-wide concrete separator on Balm Riverview Rd. as generally shown on the PD site plan. The location and extent of the separator shall be subject to the review and approval of Hillsborough County.
7. If RZ 22-0866 is approved, the County Engineer will approve a Design Exception (dated November 22, 2022) which was found approvable by the County Engineer (on November 29, 2022) for the Balm Riverview Rd. substandard road improvements. As Balm Riverview Rd. is a substandard collector roadway, the developer shall make certain improvements to Balm Riverview Rd. consistent with the Design Exception or as otherwise specified herein these conditions. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct the following improvements along the project’s Balm Riverview Rd. frontage or as otherwise specified herein these conditions:

- a. The developer shall construct 8-foot multi-use path along the Western boundary of the project site that will connect to the current terminus of the existing sidewalk located on the property directly south of the subject property. Approximately 80 feet of sidewalk will be constructed off site to connect to the existing sidewalk to the south.
 - b. The developer shall be permitted to install a 2-foot wide concrete separator to prohibit left turns in and out of the site on Balm Riverview Road.
8. If RZ 22-0866 is approved, the County Engineer will approve a Design Exception (dated November 22, 2022) which was found approvable by the County Engineer (on November 29, 2022) for the Big Bend Rd. substandard road improvements. As Big Bend Rd. is a substandard collector roadway, the developer shall make certain improvements to Big Bend Rd. consistent with the Design Exception or as otherwise specified herein these conditions. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct the following improvements along the project's Big Bend Rd. frontage or as otherwise specified herein these conditions:
 - a. The developer shall be permitted to install a 12-foot wide multi-purpose path on the south side of Big Bend along the entire northern frontage of the property on Big Bend Road.
 - b. The developer shall construct an eastbound right turn lane with additional 50 feet of deceleration distance along Big Bend Road (195 feet in total length).
9. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
10. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
11. 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.
12. 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).
13. 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
14. 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, unless otherwise stated herein.

- 15. 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.

- 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 Jan 6 2023 15:34:25

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.

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Alex Steady, Senior Planner
PLANNING AREA/SECTOR: Riverview/ South

DATE: 01/05/2023
AGENCY/DEPT: Transportation
PETITION NO: PD 22-0866

	This agency has no comments.
	This agency has no objection.
X	This agency has no objection, subject to the listed or attached conditions.
	This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. The project shall be served by, and limited to, the following access connections:
 - o One (1) right-in/right-out connection to Balm Riverview Rd.;
 - o One (1) full access to Big Bend Rd.
2. The developer shall construct an eastbound right lane on Big Bend Road prior to or concurrent with the initial increment of development.
3. Prior to or concurrent with the initial increment of development, the developer shall construct a minimum 2-foot-wide concrete separator on Balm Riverview Rd. as generally shown on the PD site plan. The location and extent of the separator shall be subject to the review and approval of Hillsborough County.
4. If RZ 22-0866 is approved, the County Engineer will approve a Design Exception (dated November 22, 2022) which was found approvable by the County Engineer (on November 29, 2022) for the Balm Riverview Rd. substandard road improvements. As Balm Riverview Rd. is a substandard collector roadway, the developer shall make certain improvements to Balm Riverview Rd. consistent with the Design Exception or as otherwise specified herein these conditions. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct the following improvements along the project’s Balm Riverview Rd. frontage or as otherwise specified herein these conditions:
 - The developer shall construct 8-foot multi-use path along the Western boundary of the project site that will connect to the current terminus of the existing sidewalk located on the property directly south of the subject property. Approximately 80 feet of sidewalk will be constructed off site to connect to the existing sidewalk to the south.
 - The developer shall be permitted to install a 2-foot wide concrete separator to prohibit left turns in and out of the site on Balm Riverview Road.
5. If RZ 22-0866 is approved, the County Engineer will approve a Design Exception (dated November 22, 2022) which was found approvable by the County Engineer (on November 29, 2022) for the Big Bend Rd. substandard road improvements. As Big Bend Rd. is a substandard collector roadway, the developer shall make certain improvements to Big Bend Rd. consistent with the Design Exception or as otherwise specified herein these conditions. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct the following improvements along the project’s Big Bend Rd. frontage or as otherwise specified herein these conditions:
 - The developer shall be permitted to install a 12-foot wide multi-purpose path on the south side of Big Bend along the entire northern frontage of the property on Big Bend Road.;
 - The developer shall construct an eastbound right turn lane with additional 50 feet of deceleration distance along Big Bend Road (195 feet in total length).

6. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone one parcel totaling +/- 3.82 acres from Agricultural Single Family -1 (AS-1) to Planned Development (PD). The proposed Planned Development is seeking entitlements for a 14 vehicle fuel pump gas station and a 1 tunnel automated Car Wash. The site is generally located on the southeast corner of the intersection of Big Bend Road and Balm Riverview Road. The Future Land Use designation of the site is Residential Planned - 2 (RP-2).

Trip Generation Analysis

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Approved Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1, 3 Single Family Dwelling Units (ITE code 210)	28	2	3

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 14 Fuel Pump Gas Station (ITE code 945)	3,600	379	319
PD, 1 Tunnel Automated Car Wash (ITE code 948)	78*	78*	78
<i>Subtotal</i>	3,678	457	397
<i>Internal Capture</i>	N/A	46	40
<i>Pass By Trips</i>	N/A	130	130
	3,678	281	227

**Daily Trip and AM Trip information for ITE Code 948 is not included in the ITE 11th Edition. The PM peak hour trips were used instead to demonstrate trip impacts using the best available data.*

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+3,650	+279	+224

The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 3,650 average daily trips, an increase of 279 trips in the a.m. peak hour, and an increase of 224 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Balm Riverview Rd. is a 2-lane, undivided, publicly maintained, substandard collector roadway characterized by +/- 11-foot travel lanes in above average condition (in the vicinity of the proposed project). Along the project's frontage, the roadway lies within a +/- 100-foot wide right-of-way. There is a +/- 5-foot wide sidewalk along the Western side and no sidewalks along the Eastern side of the roadway in the vicinity of the proposed project. There are paved shoulder bike facilities on both sides of the roadway the vicinity of the project.

Balm Riverview Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway. Although there is no typical section for 2-lane enhanced roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 2-lane rural collector undivided roadway (TS-7 within the Hillsborough County Transportation Technical Manual). The TS-7 typical section requires a total of 96 feet, which adding the 12 feet for the enhancement totals 108 feet. Since there is existing +/- 100 feet of ROW, a total of 8 feet of ROW is required. The additional 8 feet would be divided on both sides of the roadway leaving a total of up to +/- 4 additional feet of ROW is required to be preserved as shown on the site plan.

Big Bend Rd. is a 2-lane, undivided, publicly maintained, substandard collector roadway characterized by +/- 12-foot wide travel lanes in above average condition (in the vicinity of the proposed project). The roadway lies within a +/- 100-foot wide right-of-way in the vicinity of the proposed project. There are no sidewalks on the southern side of the roadway in the vicinity of the proposed project. There are no bicycle facilities present along Big Bend Rd. in the vicinity of the proposed project.

DESIGN EXCEPTION #1, SUBSTANDARD ROAD – BALM RIVERVIEW RD.

Given that Balm Riverview Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception (DE) request (on November 22, 2022) for Balm Riverview Rd. to determine the specific improvements that would be required by the County Engineer. Based on factors presented within the Design Exception request, the County Engineer found the DE approvable (on November 29, 2022). The deviations from the TS-7 Typical Section (2-Lane Undivided, Local and Collector Rural Roadways), include:

- The developer shall be permitted to utilize the existing 11.5-foot to travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;
- The developer shall be permitted to utilize the existing 4 foot bikes lanes in lieu of the 5-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;
- The developer shall construct 8-foot multi-use path along the Western boundary of the project site that will connect to the current terminus of the existing sidewalk located on the property directly south of the subject property. Approximately 80 feet of sidewalk will be constructed off site to connect to the existing sidewalk to the south, closing the existing sidewalk gap.
- The developer shall be permitted to install a 2-foot wide raised concrete separator to prohibit left turns in and out of the site on Balm River Road.

DESIGN EXCEPTION #2, SUBSTANDARD ROAD – BIG BEND RD.

Given that Big Bend Rd. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception (DE) request (on November 22, 2022) for Big Bend Road to determine the specific improvements that would be required by the County Engineer. Based on factors presented within the Design Exception request, the County Engineer found the DE approvable (on November 29, 2022). The deviations from the TS-7 Typical Section (2-Lane Undivided, Local and Collector Rural Roadways), include:

- The developer shall be permitted to utilize the existing 11.5-foot to travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;
- The developer shall be permitted to install a 12-foot wide multi-purpose path in lieu of the 5-foot wide paved shoulders (which serve as a bicycle facility in rural typical sections) on the South side of Big Bend.;
- The developer shall construct an eastbound right turn lane with additional 50 feet of deceleration distance along Big Bend Road (195 feet in total length).

SITE ACCESS

The project is proposing a right in right out access on Balm Riverview Road and one full access to Big Bend Road. Vehicular and Pedestrian cross access is not required per section 6.04.03.Q of the Hillsborough County Land Development Code.

ROADWAY LEVEL OF SERVICE (LOS)

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Balm Riverview Rd.	Balm Rd.	Big Bend Rd.	C	C
Big Bend Rd.	Summerfield Blvd.	Balm Riverview Rd.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Big Bend Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Balm Riverview Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	28	2	3
Proposed	3,678	281	227
Difference (+/-)	+3,650	+279	+224

*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		Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Big Bend Road/ Substandard Road	Design Exception Requested	Approvable
Balm Riverview Road / Substandard Road	Design Exception Requested	Approvable
Notes:		

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	See Staff Report.



November 22, 2022

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
Hillsborough County Development Services
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

Via Email: zoningintake-dsd@hillsboroughcounty.org

**RE: *Modified TS-7 Typical Section – Balm Riverview Road
Circle K - Big Bend Road & Balm Riverview Road
PRS 22-0866 and Folio 77690.5320
Design Exception Letter***

Dear Mr. Williams,

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual (TTM) section 1.7.2 to meet requirements of the Land Development Code (LDC) section 6.04.03L – Existing Facilities, along the segment of Balm Riverview Road adjacent to the project site. The site is located at 12001 E. Big Bend Road, on the southeast corner of the Big Bend Road & Balm Riverview Road intersection in Hillsborough County, Florida. A Design Exception is requested for the following design elements along Balm Riverview Road:

- Lane Width – TS-7 has 12 foot travel lanes and the existing roadway has a left turn lane that is approximately 11.5 foot wide.
- Bike Lane – TS-7 has a 5 foot bike lane on both sides of the roadway. The existing roadway has approximately 4 foot bike lanes.
- Sidewalk – TS-7 has sidewalk on both sides of the roadway. There is currently sidewalk along the west side of the roadway.

PROJECT DESCRIPTION

The subject parcel (folio # 77690.5320) is located on the southeast corner of the Big Bend Road & Balm Riverview Road intersection in Hillsborough County, Florida, and is currently zoned AS-1, Agricultural Single-Family, and was most recently modified and approved as 20-0002. The current project site plan anticipates improvements along the segment of Balm Riverview Road, adjacent to the project site, as detailed above.

As indicated in the site plan (**Appendix A**), the proposed project is a 5,200-sf convenience store with 14 vehicle fueling positions and a 5,170-sf car wash with one (1) car tunnel. Access to the site is anticipated through two driveways: one full-access driveway onto Big Bend Road and one right-in/right-out only driveway onto Balm Riverview Road.

Balm Riverview Road is currently substandard according to the TS-7 Local & Collector Rural Road (2-Lane Undivided). The request for the design elements, as previously indicated above, and the supporting justifications for each item, is documented in this letter.

DESIGN CRITERIA VERSUS PROPOSED CRITERIA

Based upon the Hillsborough County TTM, the segment of Balm Riverview Road, adjacent to the project site, is a TS-7 Local & Collector Rural Road (2-Lane Undivided).

Modified Typical Section (TS-7)

Based upon the TS-7 exhibit attached in **Appendix B**, the typical section for this roadway involves 12-foot travel lanes, 5-foot bicycle lanes, and 5-foot sidewalks (on both sides of the roadway). Currently, Balm Riverview Road, within approximately 100 feet of right-of-way, has 12-foot travel lanes, a 4-foot paved area for bicyclists on both sides of the roadway, and a 5-foot sidewalk along the west side of Balm Riverview Road.

In lieu of reconstructing the roadway to TS-7 standards, the Applicant is proposing to construct their code required 8-foot multi-use path/sidewalk that will run along the western boundary of the site and connect to current terminus of the existing sidewalk located on the property directly south of the project site. To connect with the current terminus of the existing sidewalk, the construction of the multi-use path/sidewalk will span an additional 80 feet into the property located directly south of the project site. The site plan, included in **Appendix A**, identifies the proposed limits of the multi-use path/sidewalk.

Median Separator for Right-In/Right-Out Only Driveway

The project is proposed to have one (1) right-in/right-out only (RIRO) connection along Balm Riverview Road. Typical site design for a RIRO driveway does not include the construction of a raised median. However, based upon discussions with Hillsborough County, a 2-foot raised median is proposed for construction along Balm Riverview Road between the northbound left-turn lane and the southbound travel lane at the proposed RIRO driveway to prohibit left-turns in/out of the site. The proposed 2-foot median is illustrated in the site plan in **Appendix A**.

REASONS THE DESIGN EXCEPTION IS REQUESTED

For the substandard typical section of Balm Riverview Road, the design criteria are not appropriate for the following reasons:

- The improvements associated with reconstructing Balm Riverview Road to current standards is an unreasonable burden to attribute to the Applicant; and
- The typical section of Balm Riverview Road is currently substandard adjacent to and south of the project site.

To fully address the substandard typical section for Balm Riverview Road, the roadway will need to be widened to include a 5-foot bike lane along the east side of the roadway. The subsequent cost of this improvement would not be cost feasible for the proposed development and, thus, provide an unreasonable burden for the Applicant. Additional benefits and justifications for this Design Exception are discussed in further sections of this letter.

For the proposed 2-foot median, the improvement is proposed to prohibit left-turns in/out of the site. Typically, a raised median separator isn't required for a RIRO driveway; however, the 2-foot median is proposed for operational and safety purposes, as detailed in further sections of this letter.

OPERATIONAL AND SAFETY IMPACTS

For the proposed 8-foot multi-use path/sidewalk, it will provide a safe refuge for the most vulnerable road users: pedestrians and bicyclists. These users will be able to travel along the multi-use path/sidewalk from the intersection of Big Bend Road & Balm Riverview Road to areas south of the project site. If a typical bike lane was constructed, in lieu of the multi-use path/sidewalk, bicyclists would not be physically separated from vehicles and the potential for conflicts between vehicles and bicyclists would increase.

For the proposed 2-foot median, the median is anticipated to improve safety for vehicles by prohibiting southbound left-turning vehicles into the site and westbound left-turning vehicles out of the site. The prohibition of these movements will allow for more efficient traffic flow for through vehicles along Balm Riverview Road and minimize potential rear-end and left-turn/angle crashes at this location. Without the proposed 2-foot median along Balm Riverview Road, southbound vehicles, including delivery and fuel tanker trucks, will have the ability to make a southbound left turn, across northbound traffic, or a westbound left turn, across both travel lanes, which will increase the above types of crashes and associated severe injuries and fatalities.

JUSTIFICATION FOR PROPOSED CRITERIA

The multi-use path/sidewalk is proposed due to the reasons previously discussed and to be consistent with the proposed multi-use path/sidewalk to be located on the northern boundary of the project site along Big Bend Road.

The justification for the proposed 2-foot median was discussed previously in the operational and safety impacts section of this letter.

CONCLUSION AND RECOMMENDATION

A Design Exception is recommended for the following improvements along Balm Riverview Road for the proposed development located on the southeast quadrant of the Big Bend Road & Balm Riverview Road intersection:

- Construction of an 8-foot-wide multi-use path/sidewalk connection to the existing path of an additional 80 feet into the property to the south; and
- Construction of a 2-foot median at the project's proposed right-in/right-out only connection along Balm Riverview Road.

The proposed multi-use path/sidewalk connection of an additional 80 feet into the property located directly south of the project site. The proposed multi-use path/sidewalk will provide a safe refuge for pedestrians and bicyclists by physically separating them from vehicles along the roadway. The proposed 2-foot median will prohibit left-turns in/out of the site, allow for more efficient traffic flow for through vehicles along Balm Riverview Road, and minimize potential rear-end and left-turn/angle crashes at this location.

Kimley-Horn recommends approval of this Design Exception for the substandard roadway.



Please contact me at (407) 409-7002 or jarod.stubbs@kimley-horn.com should you have any questions or require additional information.

Sincerely,

Digitally signed
by Jarod Stubbs
Date:
2022.11.22
05:50:09-05'00'

Jarod C. Stubbs, P.E., State of Florida
Professional Engineer, License No. 89387
This document has been electronically signed and
sealed by Jarod C. Stubbs, P.E. using a Digital Signature.
Printed copies of this document are not considered
signed and sealed and the signature must be verified
on any electronic copies.

Jarod C. Stubbs, P.E.
Kimley-Horn and Associates, Inc.

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

- _____ Disapproved
- _____ Approved with Conditions
- _____ Approved

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



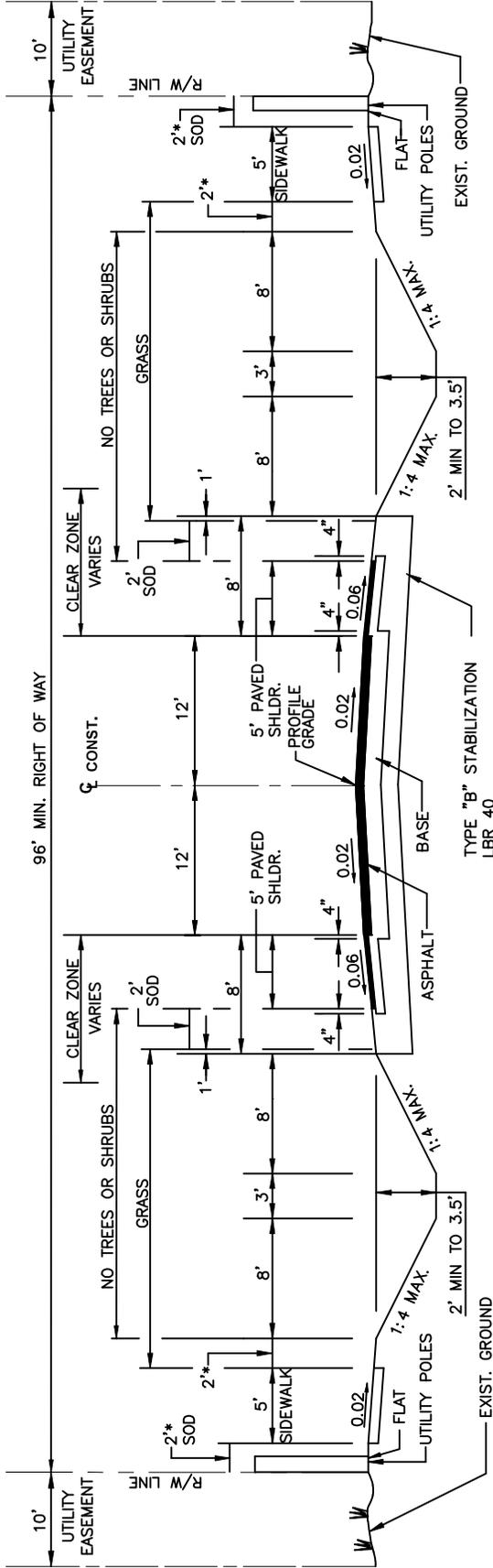
APPENDIX A

PD GENERAL SITE PLAN



APPENDIX B

TTM TS-7



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

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

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1



November 22, 2022

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
Hillsborough County Development Services
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

Via Email: zoningintake-dsd@hillsboroughcounty.org

**RE: *Modified TS-7 Typical Section – Big Bend Road
Circle K - Big Bend Road & Balm Riverview Road
PRS 22-0866 and Folio 77690.5320
Design Exception Letter***

Dear Mr. Williams,

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual (TTM) section 1.7.2 to meet requirements of the Land Development Code (LDC) section 6.04.03L – Existing Facilities, along the segment of Balm Riverview Road adjacent to the project site. The site is located at 12001 E. Big Bend Road, on the southeast corner of the Big Bend Road & Balm Riverview Road intersection in Hillsborough County, Florida. A Design Exception is requested for the following design elements along Balm Riverview Road:

- Lane Width – TS-7 has 12 foot travel lanes and the existing roadway has approximately 11.5 foot wide travel lanes.
- Bike Lane – TS-7 has a 5 foot bike lane on both sides of the roadway. The existing roadway has approximately 1 foot bike lanes.
- Sidewalk – TS-7 has sidewalk on both sides of the roadway. There is currently sidewalk along the north side of the roadway.

PROJECT DESCRIPTION

The subject parcel (folio # 77690.5320) is located on the southeast corner of the Big Bend Road & Balm Riverview Road intersection in Hillsborough County, Florida, is currently zoned AS-1, Agricultural Single-Family, and was most recently modified and approved as 20-0002. The current project site plan anticipates improvements along the segment of Big Bend Road, adjacent to the project site, as detailed above.

As indicated in the site plan (**Appendix A**), the proposed project is a 5,200-sf convenience store with 14 vehicle fueling positions and a 5,170-sf car wash with one (1) car tunnel. Access to the site is anticipated through two driveways: one full-access driveway onto Big Bend Road and one right-in/right-out only driveway onto Balm Riverview Road.

An access analysis was completed for the proposed development and recommended an eastbound right-turn lane at the proposed full-access point along Big Bend Road. Big Bend Road is currently substandard according to the TS-7 Local & Collector Rural Road (2-Lane Undivided). The request for the design elements, as previously indicated above, and the supporting justifications for each item, is documented in this letter.



DESIGN CRITERIA VERSUS PROPOSED CRITERIA

Hillsborough County Capital Programs has established the 2022 FDOT Design Manual (FDM) as the governing criteria for turn lane length. Based upon the Hillsborough County TTM, the segment of Big Bend Road, adjacent to the project site, is a TS-7 Local & Collector Rural Road (2-Lane Undivided).

FDOT Criteria Deceleration Length

At an unsignalized intersection, the length of a right-turn lane is the sum of the deceleration and taper length. According to the 2022 FDM Exhibit 212-1, the total deceleration and taper distance for a roadway with a posted speed limit of 35 miles per hour (mph) is 145 feet. As indicated in the site plan (**Appendix A**), the Applicant is proposing to construct an eastbound right-turn lane of 195 feet. The proposed eastbound right-turn lane provides an additional 50 feet of deceleration distance.

Table 1: Right-Turn Lane Lengths

Roadway	Direction	Posted Speed ¹ (mph)	Total Minimum Required Turn Lane Length (Including Taper)	Total Proposed Turn Lane Length (Including Taper)
Big Bend Road	Eastbound	35	145'	195'

1. Hillsborough County has advised to design turn lane lengths based upon the posted speed limit

Modified Typical Section (TS-7)

Based upon the TS-7 exhibit attached in **Appendix B**, the typical section for this roadway involves 12-foot travel lanes, 5-foot bicycle lanes, and 5-foot sidewalks (on both sides of the roadway). Currently, Big Bend Road, within approximately 100 feet of right-of-way, has 11.5-foot travel lanes, a 1-foot paved area for bicyclists on both sides of the roadway, and a 5-foot sidewalk along the north side of Big Bend Road.

In lieu of reconstructing the roadway to TS-7 standards, the Applicant is proposing to construct a 12-foot multi-use path/sidewalk that will run along the northern boundary of the site and connect to the existing sidewalk at the Big Bend Road & Balm Riverview Road intersection.

REASONS THE DESIGN EXCEPTION IS REQUESTED

For the proposed eastbound right-turn lane, the Applicant is proposing to construct a turn lane that exceeds the required turn lane length. As discussed later in this letter, this positive deviation from Hillsborough County’s standards is intended to provide additional safety and operational benefits at the project’s proposed access point along Big Bend Road.

For the substandard typical section of Big Bend Road, the design criteria are not appropriate for the following reasons:

- The improvements associated with reconstructing Big Bend Road to current standards is an unreasonable burden to attribute to the Applicant; and
- The typical section of Big Bend Road is currently substandard adjacent to and east of the project site.

To fully address the substandard typical section for Big Bend Road, the roadway will need to be widened to include 12-foot travel lanes and a 5-foot bike lane along the south side of the roadway. The subsequent cost of

these improvements would not be cost feasible for the proposed development and, thus, provide an unreasonable burden for the Applicant. Additionally, any potential widening adjacent to the site would affect the recently constructed improvements to the intersection of Big Bend Road & Balm Riverview Road. Additional benefits and justifications for this Design Exception are discussed in further sections of this letter.

OPERATIONAL AND SAFETY IMPACTS

For the proposed eastbound right-turn lane, the additional 50 feet of deceleration distance will provide a greater distance for vehicles to decelerate before making the right-turning movement. Additionally, vehicles can enter the eastbound right-turn lane earlier due to the additional 50 feet of deceleration distance and, therefore, eastbound through traffic can continue safely along Big Bend Road, minimizing potential rear-end crashes. Larger vehicles, such as fuel tanker trucks, will find the additional deceleration distance useful as it will limit abrupt stops and backups at the intersection of Big Bend Road & Balm Riverview Road. This situation is anticipated to result in a more efficient and safe operational condition at the proposed access point along Big Bend Road.

For the proposed 12-foot multi-use path/sidewalk, it will provide a safe refuge for the most vulnerable road users: pedestrians and bicyclists. These users will be able to travel along the multi-use path/sidewalk from the intersection of Big Bend Road & Balm Riverview Road to areas east of the project site. If a typical bike lane was constructed, in lieu of the multi-use path/sidewalk, bicyclists would not be physically separated from vehicles and the potential for conflicts between vehicles and bicyclists would increase.

JUSTIFICATION FOR PROPOSED CRITERIA

In addition to the positive operational and safety impacts, the FDM recommends providing additional deceleration distance for auxiliary turn lanes whenever possible, such as for this proposed right-turn lane. Furthermore, the deceleration distances documented in FDM Exhibit 212-1 are typically considered minimum distances.

The multi-use path/sidewalk is proposed due to the reasons previously discussed and to be consistent with the proposed development located on the northeast quadrant of the Big Bend Road & Balm Riverview Road intersection which is also proposing a 12-foot multi-use path/sidewalk along the north side of Big Bend Road.

CONCLUSION AND RECOMMENDATION

A Design Exception is recommended for the following improvements along Big Bend Road for the proposed development located on the southeast quadrant of the Big Bend Road & Balm Riverview Road intersection:

- Construction of an eastbound right-turn lane with an additional 50 feet of deceleration distance along Big Bend Road (195 feet in total length); and
- Construction of a 12-foot-wide multi-use path/sidewalk along the south side of Big Bend Road.

The proposed eastbound right-turn lane, with an additional 50 feet of deceleration distance, is anticipated to increase safety and improve operational conditions for drivers entering the site and those traveling eastbound on Big Bend Road. The proposed multi-use path/sidewalk will provide a safe refuge for pedestrians and bicyclists by physically separating them from vehicles along the roadway.

Kimley-Horn recommends approval of this Design Exception for the substandard roadway and turn lane length.



Please contact me at (407) 409-7002 or jarod.stubbs@kimley-horn.com should you have any questions or require additional information.

Sincerely,

Digitally signed
by Jarod Stubbs
Date:
2022.11.22
05:48:46-05'00'

Jarod C. Stubbs, P.E., State of Florida
Professional Engineer, License No. 89387
This document has been electronically signed and
sealed by Jarod C. Stubbs, P.E. using a Digital Signature.
Printed copies of this document are not considered
signed and sealed and the signature must be verified
on any electronic copies.

Jarod C. Stubbs, P.E.
Kimley-Horn and Associates, Inc.

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

- Disapproved
- Approved with Conditions
- Approved

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



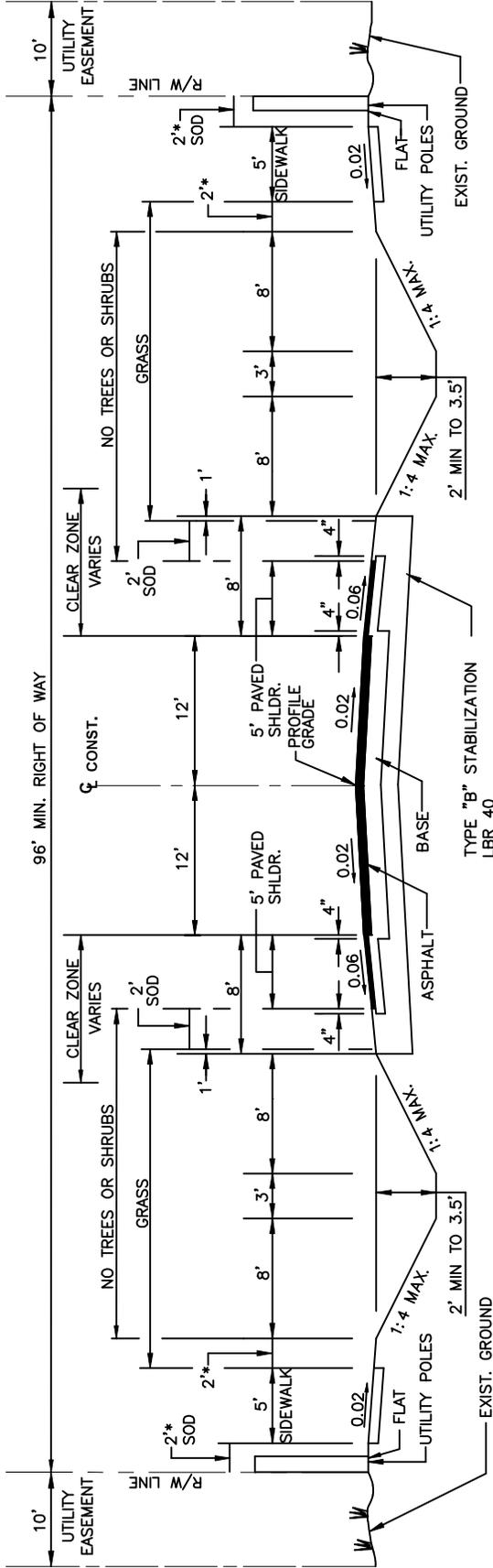
APPENDIX A

PD GENERAL SITE PLAN



APPENDIX B

TTM TS-7



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

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

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

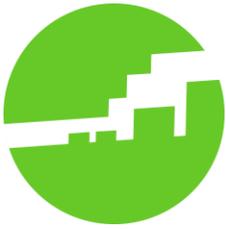
**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: January 17, 2023 Report Prepared: January 5, 2023	Petition: PD 22-0866 12001 East Big Bend Road <i>Southeast quadrant of the Big Bend Road and Balm Riverview Road intersection</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential Planned-2 (1/5 du/ga; 0.25 FAR; 2 du/ga if all requirements are met)
Service Area:	Rural
Community Plan:	Riverview, Southshore Areawide Systems
Requested Rezoning:	Agricultural Single-Family-1 (AS-1) to Planned Development (PD) to allow for a convenience store and car wash, with fueling pumps and canopy
Parcel Size (Approx.):	3.82 +/- acres (166,399 square feet)
Street Functional Classification:	Big Bend Road – Collector Balm Riverview Road – Collector
Locational Criteria:	Meets Locational Criteria
Evacuation Area:	None



Context

- The subject property is located on approximately 3.82 acres at the southeast quadrant of the Big Bend Road and Balm Riverview Road intersection. The subject property is in the Rural Area and falls within the limits of the Riverview Community Plan and the Southshore Areawide Systems Plan.
- The site has a Future Land Use designation of Residential Planned-2 (RP-2). Typical uses within the RP-2 category are agriculture, residential, suburban scale neighborhood, and community commercial, office uses, multi-purpose, and clustered mixed-use projects. Non-residential uses shall meet locational criteria for specific land use. RP-2 is located to the north, south and east of the subject property. The Residential-4 (RES-4) and Public/Quasi Public (P/QP) Land Use categories are located to the west across Balm Riverview Road.
- The subject property is developed with a church and is zoned Agricultural Single-Family-1 (AS-1). AS-1 zoning is located to the north and east of the subject property. Properties located south and west of the subject property across Balm Riverview Road have Planned Development (PD) zoning. The subject property is predominately surrounded by single-family residential lots. The Summerfield Elementary School is located at the northwest quadrant of the intersection.
- The application requests a rezoning from Agricultural Single-Family-1 (AS-1) to Planned Development (PD) to allow for a 5,200 SF convenience store and 5,000 SF car wash, with fueling pumps and canopy, and associated parking and vehicular circulation areas.

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

Rural Area

Rural areas will typically carry land use densities of 1 du/5 ga or lesser intense designations. There will be no new extension of public water or sewer service into the Rural Area unless there is a public health concern identified or the development is classified as a planned village as described in this Plan. New development will utilize private potable water wells and septic systems. In some cases, existing water and/or sewer lines may already be in place either by development approvals granted prior to the adoption of these policies or due to public health/safety issues. Expansion of those systems should be prohibited and limited to cases where public health is at risk.

Within the rural area there are existing developments that are characterized as suburban enclaves or rural communities. These are residential developments which have a more dense development pattern and character, usually 1 or 2 du/ga. These enclaves are recognized through the placement of land use categories that permit densities higher than 1 du/5 acres. New development of a character similar to the established community will be permitted to infill in a limited manner, but not be permitted to expand into areas designated with lower land use densities.

Rural communities, such as Lutz, Keystone and Thonotosassa will specifically be addressed through community-based planning efforts. These communities, and others like them, have historically served as centers for community activities within the rural environment.

Objective 4: The Rural Area will provide areas for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment, with the goal that no more than 20% of all population growth within the County will occur in the Rural Area.

Policy 4.1: Within rural areas, densities shown on the Future Land Use Map will be no higher than 1 du/5 ga unless located within an area identified with a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the PEC ½ category, or rural community which will carry higher densities.

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 16.1: Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:

- a) locational criteria for the placement of non-residential uses as identified in this Plan,
- b) limiting commercial development in residential land use categories to neighborhood scale;
- c) requiring buffer areas and screening devices between unlike land uses;

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 16.5: Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

Commercial-Locational Criteria

Objective 22: To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.

Policy 22.1: *The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:*

- *provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Land Use Map;*
- *establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and*
- *establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided.*

Policy 22.5: *When planning the location of new non-residential developments at intersections meeting the locational criteria, a transition in land use shall be established that recognizes the existing surrounding community character and supports the creation of a walkable environment. This transition will cluster the most intense land uses toward the intersection, while providing less intense uses, such as offices, professional services, or specialty retail (i.e. antiques, boutiques) toward the edges of the activity center.*

Policy 22.7: *Neighborhood commercial activities that serve the daily needs of residents in areas designated for residential development in the Future Land Use Element shall be considered provided that these activities are compatible with surrounding existing and planned residential development and are developed in accordance with applicable development regulations, including phasing to coincide with long range transportation improvements.*

The locational criteria outlined in Policy 22.2 are not the only factors to be considered for approval of a neighborhood commercial or office use in a proposed activity center. Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential neighborhood commercial use in an activity center. The locational criteria would only designate locations that could be considered, and they in no way guarantee the approval of a particular neighborhood commercial or office use in a possible activity center.

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.*

4.3 COMMERCIAL CHARACTER

GOAL 9: *Evaluate the creation of commercial design standards in a scale and design that complements the character of the community.*

Policy 9-1.2: Avoid "strip" development patterns for commercial uses.

6.12 ACCESS MANAGEMENT

GOAL 15: *Provide a transportation system throughout Hillsborough County that is safe and functional for all modes of transportation, is aesthetically-pleasing, and is designed to meet the overall needs of the communities it serves.*

OBJECTIVE 15-12: *Encourage clear and efficient patterns of movement for access and circulation by designing roadway improvements and new roadways with patterns of access which enhance the livability of the transportation system.*

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: *Develop commercial areas in a manner which enhances the County's character and ambiance.*

OBJECTIVE 17-1: *Facilitate patterns of site development that appear purposeful and organized.*

Policy 17-1.4: *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

Livable Communities Element

Riverview Community Plan

Goal 4 *Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.*

- *Protect the capacity of low-volume neighborhood and uncongested roads.*
- *Prioritize and improve major connector roadways and intersections to improve safety and efficiency concurrently as the community grows.*
- *Continue to implement the Livable Roadways strategies and "Guidelines for Landscaping Hillsborough County Roadways" (or updated replacement documents) for enhancing the appearance of major roadways (such as Boyette Road, US 301, Riverview Drive and Balm-Riverview Road).*

Goal 7 *Encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses.*

Staff Analysis of Goals, Objectives, and Policies:

The subject property is located on approximately 3.82 acres at the southeast quadrant of the Big Bend Road and Balm Riverview Road intersection. The subject property is in the Rural Area and falls within the limits of the Riverview Community Plan and the Southshore Areawide Systems Plan. The application requests to rezone from Agricultural Single-Family-1 (AS-1) to Planned Development (PD) to allow for a 5,200 SF convenience store and 5,000 SF car wash, with fueling pumps and canopy, and associated parking and vehicular circulation areas. This site can be considered for up to 41,599 square feet of non-

residential uses. (3.82 X 43,560 X 0.25 FAR). The applicant is requesting well below what can be considered on the site.

The site is located in the Residential Planned-2 (RP-2) Future Land Use category. The intent of the RP-2 category is to designate areas that are suited for agricultural development in the immediate horizon of the Plan but may be suitable for planned villages as described in this plan, in order to avoid a pattern of single dimensional developments that could create urban sprawl. Non-residential uses can be considered in the RP-2 Future Land Use category and are subject to Commercial Locational Criteria, as outlined in Objective 22 and Policy 22.1 (FLUE) of the *Unincorporated Hillsborough County Comprehensive Plan*. The subject site meets locational criteria as the site is located within 660 feet of Big Bend Road and Balm Riverview Road, a qualifying intersection.

The proposal is consistent with Policy 16.5 in the Future Land Use Element (FLUE), which requires that higher intensity non-residential land uses adjacent to established neighborhoods be restricted to collectors and arterials and to locations external to established and developing neighborhoods. Access to and from the site is proposed on Big Bend Road and Balm Riverview Road, both collector roadways. At the time of drafting this report, Planning Commission staff had not received transportation comments based on the December 15th site plan submittal, therefore Planning Commission staff finding did not take transportation comments into consideration for the analysis of the request.

The subject site meets the intent of FLUE Objective 16 and FLUE Policies 16.2, 16.3, regarding the protection of adjacent land uses through various buffering and mitigation measures. The rezoning application has proposed several mitigative efforts to help protect and seek compatibility with the surrounding residential neighborhood. The proposal meets the setback and landscape buffer requirements and includes large retention areas on the northern and eastern boundaries of the site. According to Policy 1.4 "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The mitigative measures proposed make the proposal consistent with Policy 1.4.

The Community Design Component (CDC) in the FLUE contains policy direction about evaluating the creation of commercial design standards in a scale and design that complements the character of the community. It further states that developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood. The site plan proposes mitigative measures that would appropriately allow a nonresidential use adjacent to an established single family residential neighborhood. In addition, the site plan shows sidewalks along both site frontages and pedestrian connections throughout the site.

The proposal is consistent with Goal 4 of the Riverview Community Plan, which calls for an efficient multi-modal transportation system. As per the site plan, there will be a pedestrian connection to the public sidewalk, bike racks, and vehicular access to and from the site at both Big Bend Road and Balm Riverview Road. In addition, the proposal is consistent with Goal 7 of the Riverview Community Plan as the use contributes to the local economic development and provides a service to the community.

Overall, the proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough*

County Comprehensive Plan, and that is compatible with the existing and planned development pattern found in the surrounding area.

Recommendation

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

