

PD Modification Application: MM 25-0586
Zoning Hearing Master Date: December 15, 2025
BOCC Land Use Meeting Date: February 10, 2026

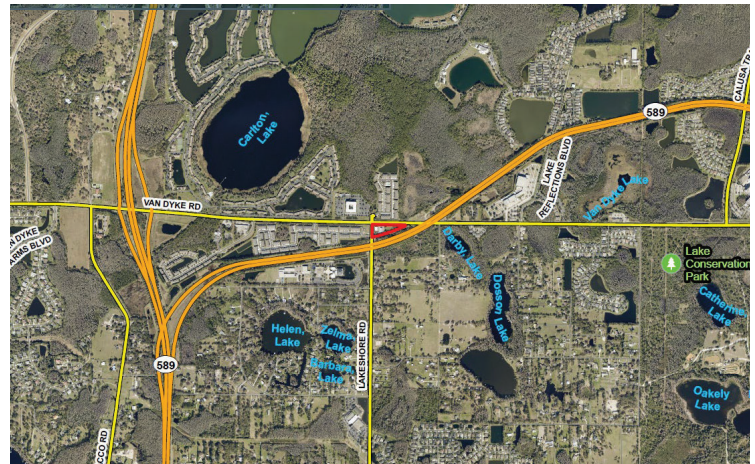


**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Raed Petrus
FLU Category: RES-4
Service Area: Urban
Site Acreage: 2.28 +/-
Community Plan Area: Lutz
Overlay: None



Introduction Summary:

The applicant requests a Major Modification to PD 92-0099, as most recently modified by PRS 00-0297. The PD is approved for a maximum of 4,500 sf of the following uses: convenience store with gas pumps, service station, eating establishments, food product stores, newsstand, tobacco shop, bicycle shop, business services, personal services, health services, dry cleaners (pick up only), food catering, mail order office, and photography studio. The convenience store use is not permitted to exceed 3,200 sf.

Existing Approval(s):	Proposed Modification(s):
Maximum of 4,500 sf permitted / 0.04 FAR	Increase to a maximum of 24,829 sf permitted / 0.25 FAR
Limited retail uses permitted	Permit a car wash use and additional retail uses (those permitted in the CN zoning district)
Reverse frontage site design required	No reverse frontage site design required
Maximum building height of 25 feet	Increase maximum building height to 50 feet
Eastern 400 feet of project to be left in natural state and prohibit signage	Expand building envelope within eastern 400 feet of project to allow for buildings and signage
30 foot front yard with natural vegetation and tree plantings along Van Dyke and Lakeshore Roads	Reduce front yard to 15 feet along Van Dyke Road and 10 feet along Lakeshore Road with no natural vegetation or tree plantings along Van Dyke and Lakeshore Roads
20 foot setback from Veteran's Expressway	Reduce to 5 foot setback from Veteran's Expressway

Additional Information:

PD Variation(s):	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code:	None Requested as part of this 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



VICINITY MAP

MM 25-0586

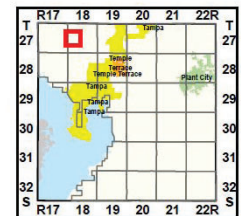
Folio: 14804.0000

- APPLICATION SITE
- + RAILROADS
- S SCHOOLS
- P PARKS



0 0.25 0.5 Miles

STR: 19-27-18, 20-27-18



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. Hillsborough County makes no warranty, representation or guarantee as to the content, accuracy, timeliness, or completeness of any of the information provided herein. The reader should not rely on the data presented herein. The map is provided for informational purposes only and does not constitute a legal document. Hillsborough County disclaims any responsibility for any errors, omissions, or inaccuracies in the information provided regardless of how caused, or any damages made, or action taken or not taken by any person in reliance upon any information or data contained herein.

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CAUTION: This map has been prepared for the benefit of real property found within Hillsborough County and is intended for informational purposes only. It has been based on BEST AVAILABLE DATA.

Date: 03/13/2025 Path: G:\ZONING\GIS\Data\Vicinity_Map.aprx

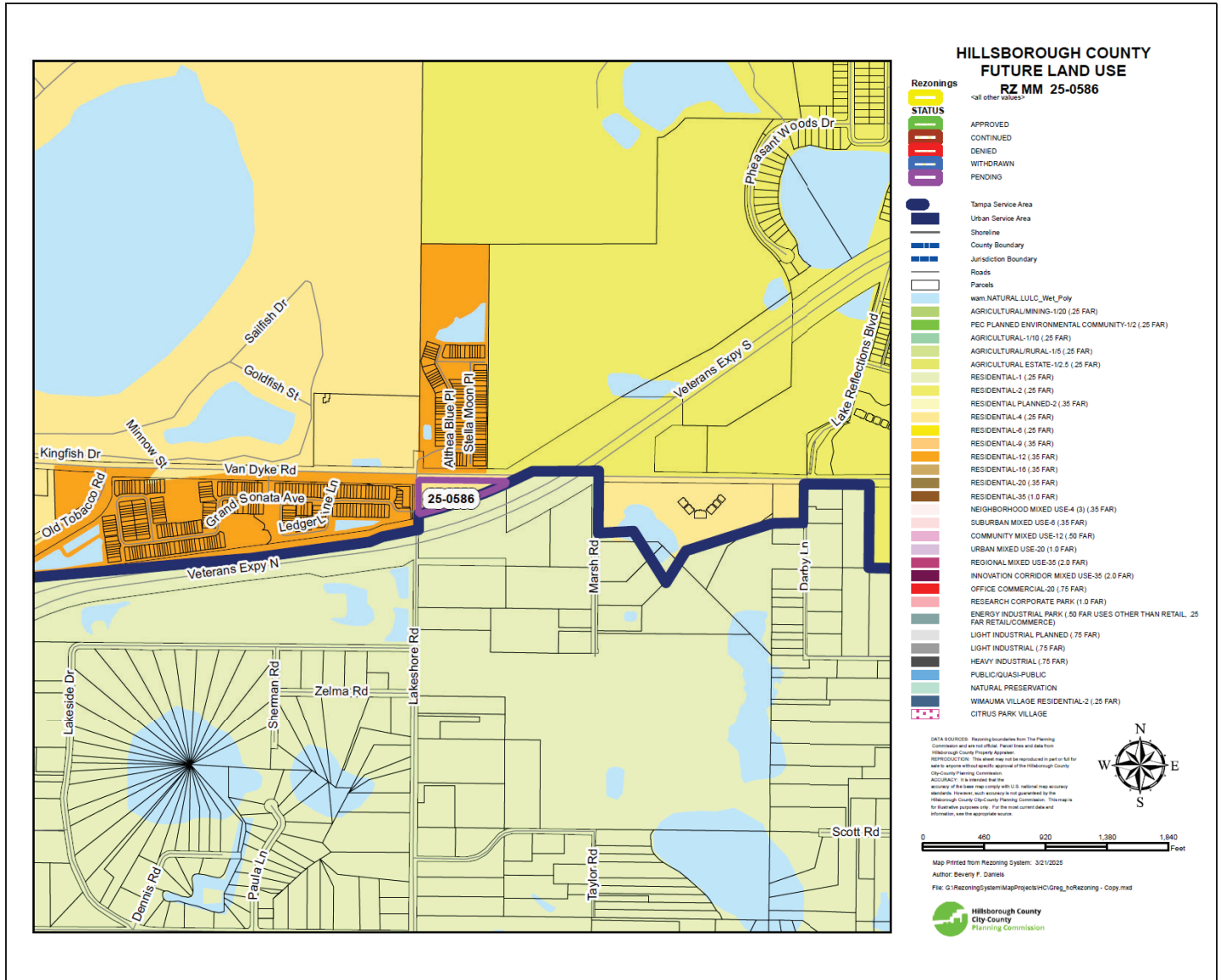
Produced By: Development Services Department

Context of Surrounding Area:

The site is located at the southeast corner of the Van Dyke and Lakeshore Roads intersection. The Veteran's Expressway is located to the south/southeast. The area consists of single-family residential multi-family, and residential support uses. Commercial/Office uses are found to the east between the subject site and N. Dale Mabry Hwy.

2.0 LAND USE MAP SET AND SUMMARY DATA

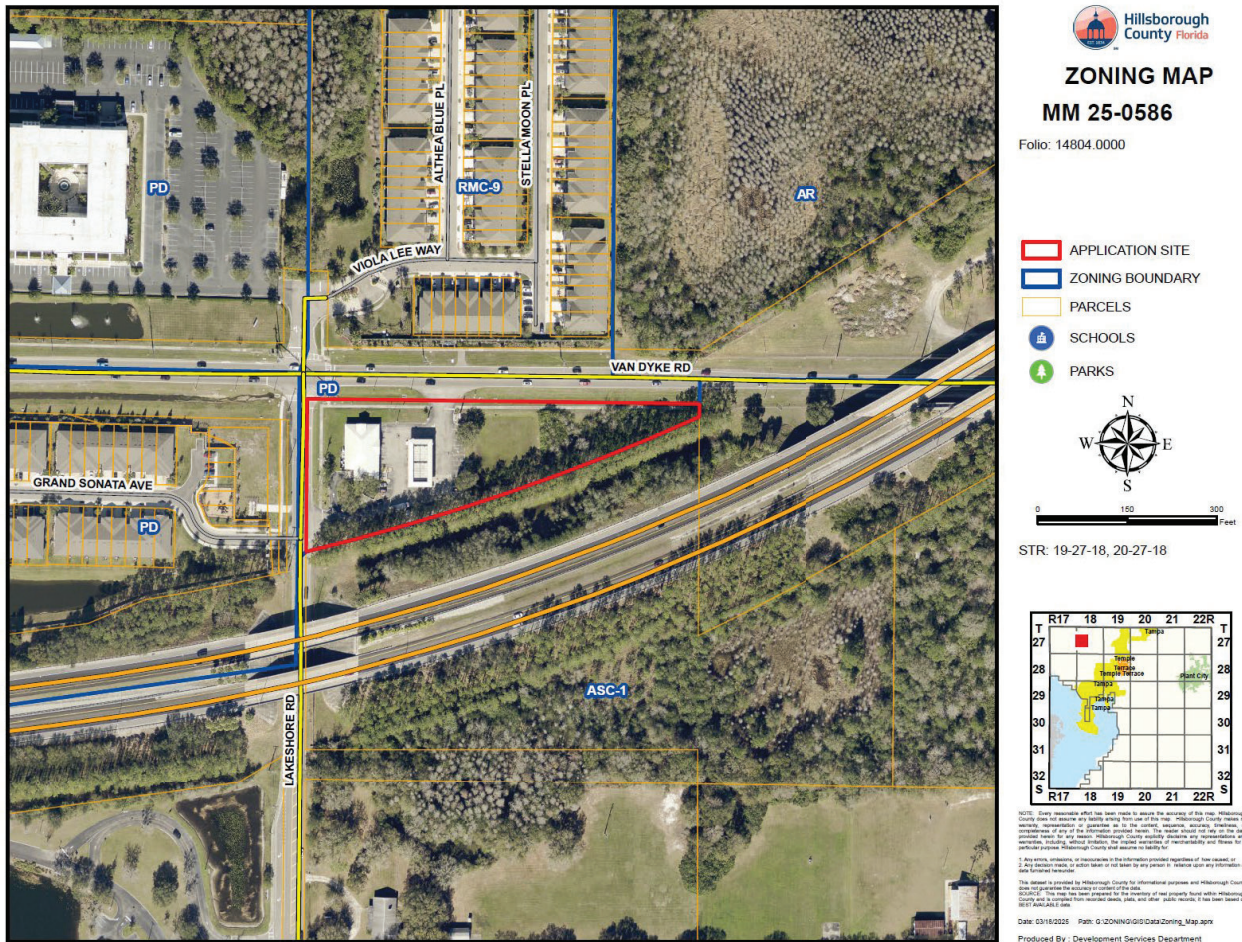
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4
Maximum Density/F.A.R.:	4 units per acre / 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

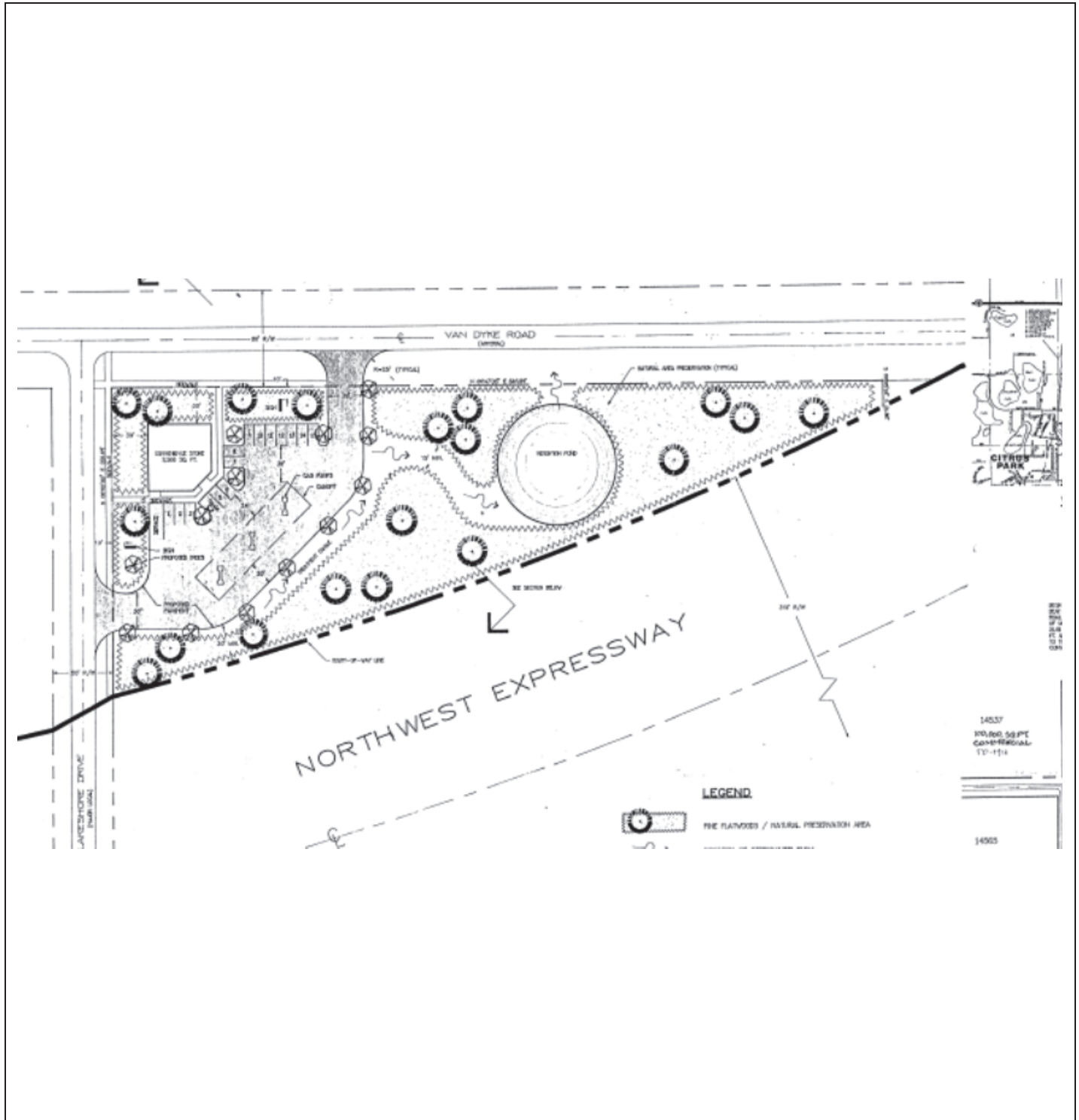


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RMC-9	9 units per acre	Single-Family Attached	Single-Family Attached
South	ASC-1	1 unit per acre	n/a	Right-of-Way
West	PD 17-0795	16 units per acre/0.25 FAR	Multi-Family/Commercial	Single-Family Attached
East	ASC-1	1 unit per acre	n/a	Right-of-Way

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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
Van Dyke Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Lakeshore Rd.	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 checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,116	207	231
Proposed	6,171	599	557
Difference (+/-)	+3,055	+599	+557

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Choose an item.	Choose an item.	Meets LDC
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West	X	Choose an item.	Choose an item.	Meets LDC
Notes:				

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input 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 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Roadway <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees (Various use types allowed. Estimates are a sample of potential development) Retail - Shopping Center (Per 1,000 s.f.) Warehouse (Per 1,000 s.f.) Mobility: \$15,939.00 Mobility: \$1,992.00 Fire: \$313.00 Fire: \$34.00 Bank w/Drive Thru (Per 1,000 s.f.) Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) Mini-Warehouse (Per 1,000 s.f.) Mobility: \$24,321.00 Mobility: \$122,822.00 Mobility: \$1,084.00 Fire: \$313.00 Fire: \$313.00 Fire: \$32.00				
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 checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located on Van Dyke Road, which is classified as an arterial roadway, and adjacent to the Veteran's Expressway. At the time of the original rezoning, the immediate area was undeveloped and the Veteran's Expressway had not been constructed. The subject parcel is now the southeast corner of a signalized intersection with multi-family residential uses found to the north and west. The Salvation Army of Florida Divisional Headquarters facility is located to the northwest, which contains office and warehouse uses. East of the site, Van Dyke Road has been developed with the Grace Family Church, St. Joseph's Hospital-North, the Northgate Square shopping center and various residential developments since the 1990s.

Staff's review of the prior zoning history found that it was the intent to orient the activity away from Van Dyke and Lakeshore Roads, which was viewed as rural. Development was to be oriented more towards the planned expressway. The "reverse frontage" placed parking to behind the building (not along Van Dyke or Lakeshore Roads) and retained open space within the east. At that time, the "Northwest Corridor Task Force" was providing recommendations to the County about development that would occur adjacent to the expressway and Rural Development Standards were being discussed for the Keystone-Odesa and Lutz communities. The Lutz Rural Development Standards are not applicable on this parcel; Yet, the Lutz Rural Development Standards currently permit gas pumps and one row of angled parking between the primary structure and a roadway, which is more permissive than the current conditions. Because the area is within the Urban Service Area, no development within the area since the original rezoning has been required to develop under the Lutz Rural Development Standards. It should be noted that previously required enhanced building design is proposed to remain.

Staff has been unable to locate any records or discussion regarding the use or square footage limitation reasons; however, it appears based upon the certified site plan that a convenience store with gas pumps was the primary request and expected development of the site. The site was within the Urban Service Area and within the RES-1 Future Land Use category at the time of the original rezoning. The modification will allow additional types of retail uses, which are already partially permitted. The increase in square footage does not exceed the maximum permitted under the RES-4 Future Land Use Category (0.25).

The applicant requests an increase in the maximum building height to 50 feet, which is comparable to CG zoning district standards. Due to the size of the parcel, the height increase allows for an opportunity to utilize the maximum intensity. No single or multi-family residential uses are immediately adjacent to the site. An elevated expressway and vegetation is present along the southern boundary. Commercial/Office development to the northwest is 3-stories in height.

Reductions in setbacks and scenic corridor requirements are proposed. A 30 foot front yard setback is currently applicable along Van Dyke and Lakeshore Roads. The applicant proposes to reduce the Van Dyke Road setback to 15 feet and the Lakeshore Road setback to 10 feet. It should be noted that right-of-way preservation along Van Dyke Road is required, which minimizes the existing frontage. See Section 7.0 regarding the PD Variation to remove the Suburban Scenic Corridor requirement along Van Dyke Road.

Staff finds the proposal to be compatible with the surrounding development.

5.2 Recommendation

Approvable, subject to proposed conditions.

Requirements for Certification:

1. The site plan shall be revised to label the area between the existing right of way line and the future right of way as "Right of Way Preservation".

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted November 24, 2025.

1. The project shall be limited to the following uses: Convenience store with gas pumps, service station, eating establishments, food product stores, newsstand, tobacco shop, bicycle shop, business services, personal services, health services, dry cleaners (pick-up service only), food catering, mail order office and photography studio. Additionally, a car wash and retail uses permitted in the CN zoning district use shall be permitted. If the site is developed with a convenience store, the total building square footage for the site shall not exceed 3,200 square feet. Any other use or combination of uses shall be limited to a maximum square footage of 24,829 sf permitted a building square footage of 4,500 square feet. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 6,171 gross average daily trips, 599 gross a.m. peak hour trips, or 557 gross p.m. peak hour trips. Additionally:
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
2. The orientation of the building shall be as shown on the site plan received December 19, 1991, that being a reverse frontage site design. With any increment of (re)development or change of use, the developer shall construct the following Site Access Improvements:
 - a. a westbound to southbound left turn lane and an eastbound to southbound right turn lane at the project's Van Dyke Rd. Access.
 - b. a northbound to eastbound right turn lane at the project's Lakeshore Rd. Access. If a right turn lane cannot be constructed due to limited frontage and right of way constraints, the developer will be required to convert the access into a right-out only.
3. No parking shall be permitted between the proposed building and Lakeshore Drive and Van Dyke road.
43. The maximum height of the building shall not exceed 25 50 feet.
54. All buildings shall be constructed of materials commonly utilized for residential construction, with the specific exclusion of metallic or prefabricated wall panels of any type; all building elevations facing adjacent roadways shall include design elements to eliminate a stark two-dimensional appearance of any said elevations; exterior colors shall be of neutral hues capable of blending into the adjacent landscaped and wooded areas; all roofs, including gas pump canopies, shall be pitched or a pitched parapet, utilizing a minimum slope of 4 in 12 (4 inches of rise in 12 inches of run).

- ~~65.~~ Identification signs shall be limited to two in number, one adjacent to Van Dyke Road and one adjacent to Lake Shore Road, ~~and no signage shall be permitted in the eastern 400 feet of the project site. No identification sign, excepting the gas pump canopy, shall be affixed to or displayed upon any building surface or wall facing Van Dyke Road or Lakeshore Road.~~
- ~~7.~~ ~~The eastern 400 feet of the project site shall remain in its natural state except that drainage areas and swales may be provided for within this area.~~
- ~~86.~~ A minimum front yard setback of 15 feet shall be provided along the northern (Van Dyke Road) PD boundary. A minimum front yard setback of 10 feet shall be provided along the western (Lakeshore Road) PD boundary. Within the 30 foot front yard, excluding visibility triangles, the developer shall retain all trees and, to the maximum extent possible, the remaining natural vegetation shall be retained. In addition, the developer shall provide 15 evergreen trees, a minimum of six feet in height at time of planting, within this front yard. The additional evergreen trees may be spaced evenly along the road frontages of Lakeshore Road and Van Dyke Road or may be clustered up to five trees per cluster. The additional evergreen trees shall not be planted in the eastern 400 feet of the project site.
- ~~97.~~ A minimum setback of ~~20~~ 5 feet shall be maintained from the Northwest (Veterans) Expressway right-of-way for all pavement and buildings.
- ~~108.~~ A minimum of four water quality monitor wells shall be installed into the water table along the edge of the outparcel. The wells shall conform to all applicable regulations for monitoring in the vicinity of underground fuel storage tank sites. The wells shall be sampled, at minimum, semi-annually and an analysis of the samples performed by a state certified laboratory for the "gasoline analytical group" as described in Chapter 17-770 F.A.C. Any contamination in excess of the maximum contaminant levels established in Chapter 17-550 F.A.C. shall be immediately reported to the FDER, Hillsborough County EPC, West Coast Regional Water Supply Authority (813-996-2835) and the Cosme Odessa Water Treatment Plant (813-920-5252).
- ~~119.~~ Any primary or secondary tank leakage, fuel spills, overfills, or other discharges at this site which are required to be reported to the FDER and EPC must also be immediately reported to the West Coast Regional Water Supply Authority (813-996-2835) and the Cosme Odessa Water Treatment Plant (813-920-5252).
- ~~1210.~~ The general location and number of the access points shall be as shown on the General Site Development Plan dated received December 28, 1999. The project is permitted one access on Van Dyke Rd. and one right-in/right-out access on Lakeshore Rd. The existing accesses may remain in their current locations until any increment of new development or redevelopment occurs, including change of use. At such time, access points must comply with the County Land Development Code, Transportation Technical Manual, and all other requirements here in.
- ~~1311.~~ The radii of all project access drives, unless otherwise approved by Hillsborough County Planning and Growth Management Department, shall be in accordance with access management standards in the Land Development Code. As Van Dyke Rd. is a substandard arterial roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.
- ~~1412.~~ The radii of all project access drives, unless otherwise approved by Hillsborough County Planning and Growth Management Department, shall be in accordance with access management standards in the Land Development Code. As Lakeshore Rd. is a substandard collector roadway, the developer shall be required to improve the

roadway to current County standards (between the project driveway and nearest roadway meeting County standards) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

- ~~1513.~~ The applicant shall dedicate and donate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, up to 48 feet of right-of-way from the existing center line of right-of-way on Van Dyke Road, to accommodate for the future right-of-way as needed for a four lane divided roadway. This shall be up to eight feet from existing right-of-way. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the area along the project frontage within the future right of way (ROW) line, shown on the PD site plan, consistent with the Hillsborough County planned future 4-lane improvement of Van Dyke Rd and the intersection of Van Dyke Rd with Lakeshore Rd, identified in the County Capital Improvement Plan as Project Number 69646000.

Only the existing structure within the right-of-way preservation area, as well those interim uses allowed by Section 5.11.09 of Land Development Code, shall be permitted within the preserved right-of-way. In the event the property is redeveloped or must otherwise be reconstructed due to fire, storm or other calamity, the structure shall be relocated outside of the right-of-way preservation area. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of way line.

- ~~16.~~ All internal access to the driveways must be of 50 feet from the edge of pavement of the public roadway, unless otherwise approved by Hillsborough County Planning and Growth Management Department.
- ~~1714.~~ Exterior lighting within the project shall be of a low-projection non-glare type, designed to produce a minimum of illumination and glare beyond project boundaries.
- ~~1815.~~ Dumpsters shall be completely enclosed and the dumpster shelter shall be finished in like materials to the principal structures they serve.
- ~~16.~~ The site is located within the Wellhead Resource Protection Area and subject to compliance with applicable regulations. However, should the site be removed from the Wellhead Resource Protection Area, this condition will no longer be applicable.
- ~~17.~~ Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. The site plan may be modified from the Certified Site Plan to avoid tree removal.
- ~~18.~~ Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- ~~19.~~ The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.

- ~~1920.~~ 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.
- ~~20.~~ ~~Within ninety days of approval of PRS 00-0297-KE by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outlined above.~~
21. Effective February 1, 1990, development orders issued by Hillsborough County are subject to the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
22. 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.
23. 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.

Zoning Administrator Sign Off:

J. Brian Grady

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**PD Variation Request:**

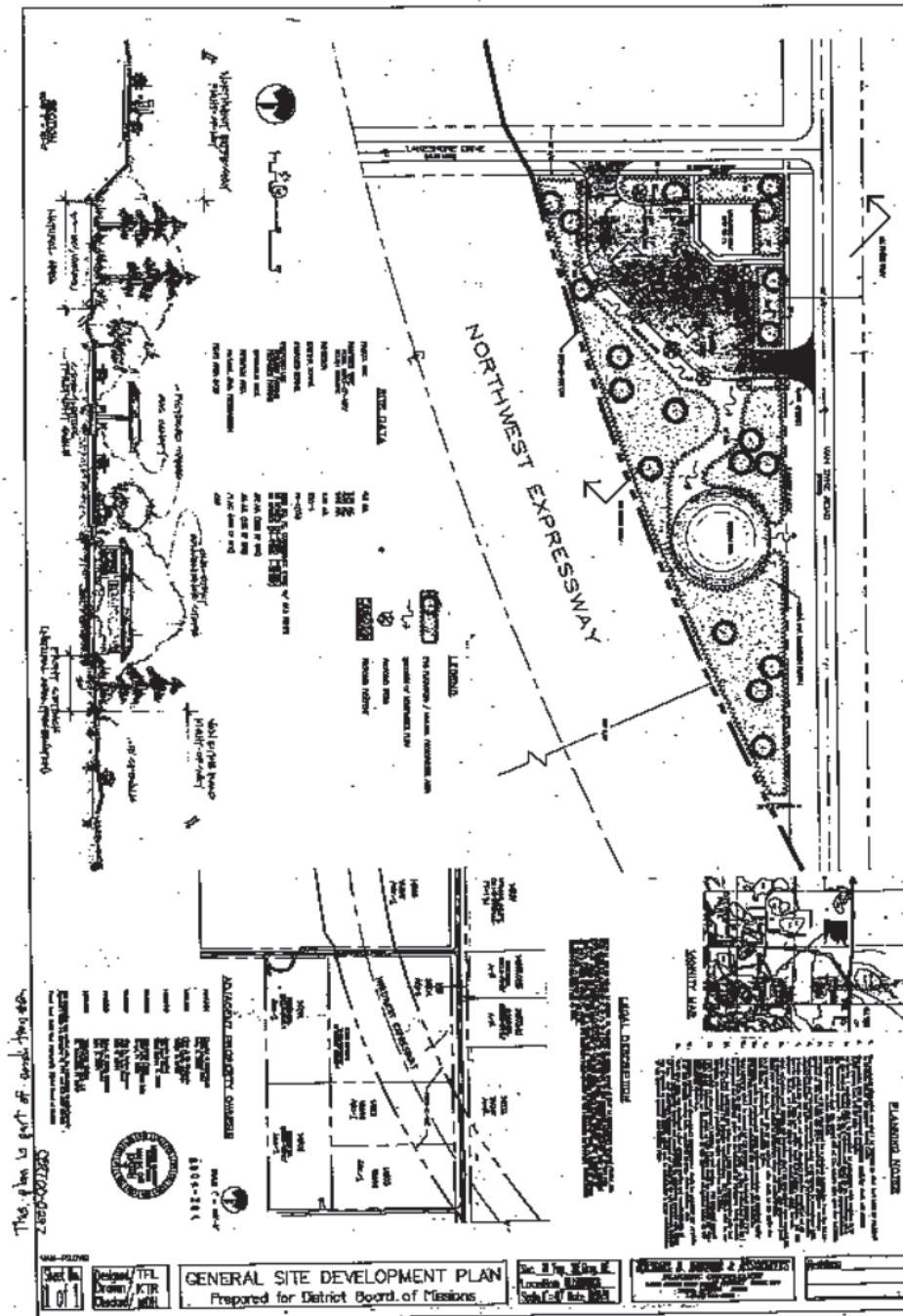
Van Dyke Road is classified as a Suburban Scenic Roadway requiring a buffer width of 15 feet with four canopy trees and four understory trees per 100 linear feet. Additionally, if street trees do not exist, one street tree per every 50 feet shall be provided. Van Dyke Road frontage is approximately 630 feet in length, which would require 25 canopy trees, 25 understory trees, and 12 street trees.

Per the applicant's responses, the site is a unique shape with three front yards – Van Dyke Road, Lakeshore Road and the Veteran's Expressway. The Hillsborough County Corridor Preservation Plan identifies this segment of Van Dyke Road as a future 4-lane roadway to include a round-about at the intersection with Lakeshore Drive and a 10-foot wide multi-use path on both sides. This reduces the area available to meet scenic corridor requirements. The proposed setback is equal to the scenic corridor buffer width of 15 feet.

Scenic Roadway regulations were adopted in 1994, subsequent to the original rezoning in 1992 and were originally based upon the zoning of the parcel, rather than the current practice of the future land use category of the parcel. The zonings of "Planned Development" were not contemplated.

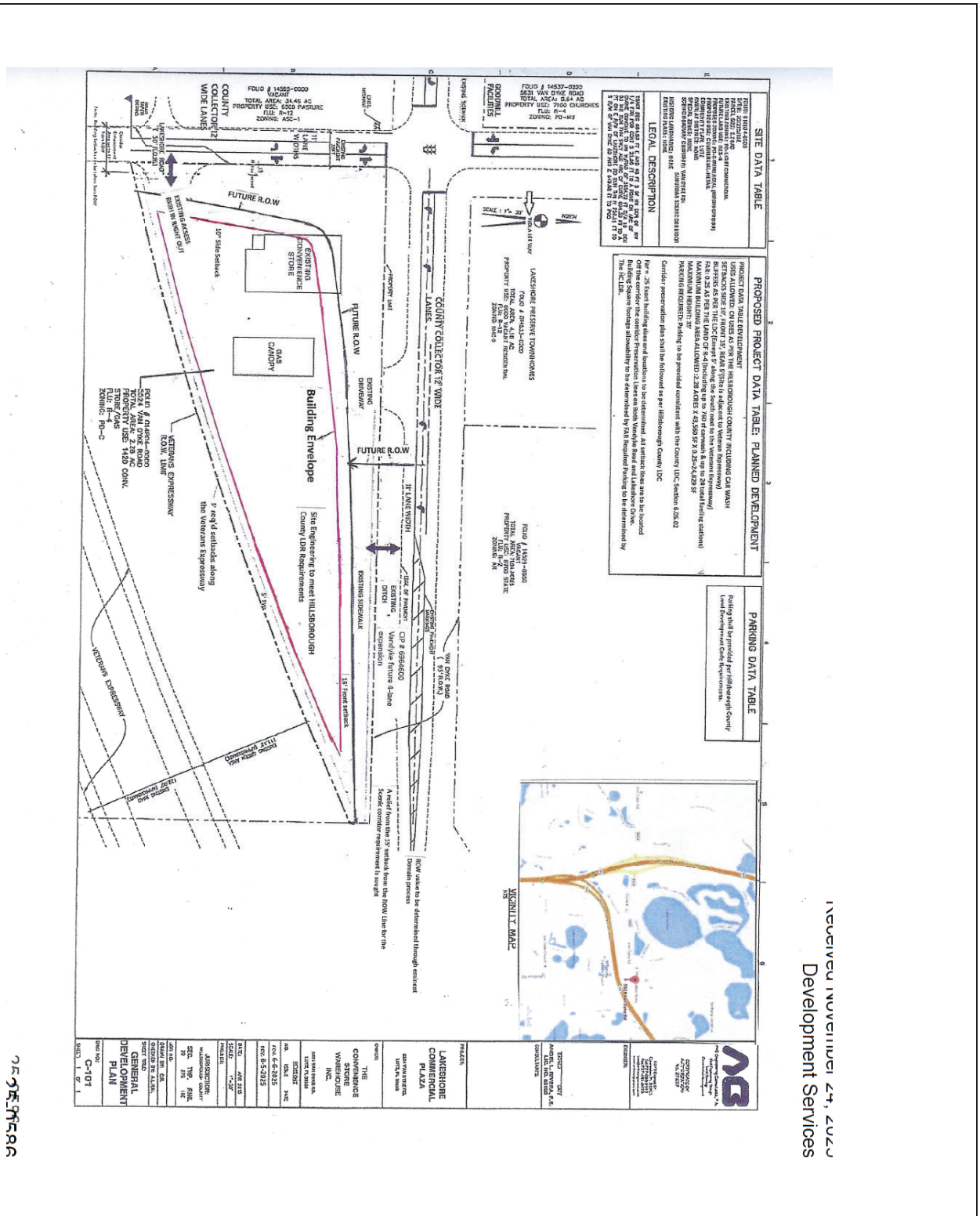
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/04/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: LUTZ

PETITION NO: MM 25-0586

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

CONDITIONS OF APPROVAL

Revised Conditions

1. The project shall be limited to the following uses: Convenience store with gas pumps, service station, eating establishments, food product stores, newsstand, tobacco shop, bicycle shop, business services, personal services, health services, dry cleaners (pick-up service only), food catering, mail order office, and photography studio, and all other uses included within the CN use category. ~~If the site is developed with a convenience store, the total building square footage for the site shall not exceed 3,200 square feet. Any other use or combination of uses Maximum square footage shall not be permitted a building square footage of 4,500 square feet to exceed 24, 829 square feet. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 6,171 gross average daily trips, 599 gross a.m. peak hour trips, or 557 gross p.m. peak hour trips. Additionally:~~
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
2. ~~The orientation of the building shall be as shown on the site plan received December 19, 1991, that being a reverse frontage site design. With any increment of (re)development or change of use, the developer shall construct the following Site Access Improvements:~~
 - a. a westbound to southbound left turn lane and an eastbound to southbound right turn lane at the project's Van Dyke Rd. Access.
 - b. a northbound to eastbound right turn lane at the project's Lakeshore Rd. Access. If a right turn lane cannot be constructed due to limited frontage and right of way constraints, the developer will be required to convert the access into a right-out only.
12. ~~The general location and number of the access points shall be as shown on the General Site Development Plan dated received December 28, 1999. The project is permitted one access on Van Dyke Rd. and one right-in/right-out access on Lakeshore Rd. The existing accesses may remain in their current locations until any increment of new development or redevelopment occurs, including change~~

of use. At such time, access points must comply with the County Land Development Code, Transportation Technical Manual, and all other requirements here in.

13. ~~The radii of all project access drives, unless otherwise approved by Hillsborough County Planning and Growth Management Department, shall be in accordance with access management standards in the Land Development Code.~~

[The project access driveway design (e.g. radii) will be determined at the time of site construction plan review consistent with the County Transportation Technical Manual and other applicable design standards. This condition is proposed to be replaced with the following language addressing substandard roadway conditions.]

As Van Dyke Rd. is a substandard arterial roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

14. ~~The radii of all project access drives, unless otherwise approved by Hillsborough County Planning and Growth Management Department, shall be in accordance with access management standards in the Land Development Code.~~

[This condition of approval is duplicative of the condition of approval # 13 and is proposed to be replaced with the following language addressing substandard roadway conditions.]

As Lakeshore Rd. is a substandard collector roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

15. ~~The applicant shall dedicate and donate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, up to 48 feet of right of way from the existing center line of right of way on Van Dyke Road, to accommodate for the future right of way as needed for a four lane divided highway. This shall be up to eight feet from existing right of way.~~

In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the area along the project frontage within the future right of way (ROW) line, shown on the PD site plan, consistent with the Hillsborough County planned future 4-lane improvement of Van Dyke Rd and the intersection of Van Dyke Rd with Lakeshore Rd, identified in the County Capital Improvement Plan as Project Number 69646000.

Only the existing structure within the right-of-way preservation area, as well those interim uses allowed by Section 5.11.09 of Land Development Code, shall be permitted within the preserved right-of-way. In the event the property is redeveloped or must otherwise be reconstructed due to fire, storm or other calamity, the structure shall be relocated outside of the right-of-way preservation area. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of way line.

16. ~~All internal access to the driveways must be 50 feet from the edge of pavement of the public roadway, unless otherwise approved by Hillsborough County Planning and Growth Management Department.~~

[The project access driveway design will be determined at the time of site construction plan review consistent with the County Transportation Technical Manual and other applicable design standards.]

Other:

- Prior to certification, the site plan shall be revised to label the area between the existing right of way line and the future right of way as “Right of Way Preservation”.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification (MM) to Planned Development, (PD) zoning 92-0099, and as most recently amended by PRS 00-0297. The PD consists of a +/- 2.28-acre parcel approved for the following uses: Convenience store with gas pumps, service station, eating establishments, food product stores, newsstand, tobacco shop, bicycle shop, business services, personal services, health services, dry cleaners (pick-up service only), food catering, mail order office and photography studio. The approved convenience store is restricted to a maximum of 3,200 square feet and any other use or combination of uses are restricted to a maximum of 4,500 square feet. The applicant is proposing to modify the PD zoning to allow for a maximum of 24,829 square feet of Commercial Neighborhood (CN) uses.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis based maximum number of trips for the proposed project to establish a trip generation cap. Staff notes that the analysis does not reflect a worst-case analysis for the range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways and intersections, a condition of approval is proposed restricting development to the number of trips studied in the applicant’s transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 24,829 s.f. buildout of convenience store with gas pumps, eating establishments, food products stores/grocery stores, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

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

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

Staff prepared a comparison of the trips potentially generated under the existing PD and the proposed PD modification, utilizing a generalized worst-case scenario for existing approved uses and the applicant’s

proposed trip cap. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved PD Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 3,200 sf, Convenience Store w/12 Pump Stations (ITE LUC 945)	2,533	164	190
PD: 1,300 sf, FastFood Restaurant w/DT (ITE LUC 934)	583	43	41
Subtotal:	3,116	207	231

Proposed PD Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: Proposed Trip Cap Per Applicant's Traffic Study	6,171	599	557

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 3,055	(+)392	(+)326

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Van Dyke Rd. is a 2-lane, undivided, publicly maintained, substandard, arterial roadway characterized by +/- 11-foot-wide travel lanes in average condition. Along the project's frontage, the roadway lies within a +/- 95-foot-wide right-of-way. There are sidewalks and open swales along both sides of the roadway. There are no bicycle facilities present in the vicinity of the proposed project.

According to the County 2021 TS-7 typical section for a 2-lane, rural roadway a minimum of 12-ft wide lanes with 5-ft paved shoulders, open drainage and sidewalks are required within 96 feet of right of way. The applicant has elected to defer addressing the substandard roadway conditions until the time of site development review.

The Hillsborough County Corridor Preservation Plan identifies this segment of Van Dyke Rd. as a future 4-lane roadway. According to the Hillsborough County Capital Improvements Plan, the widening of Van Dyke Rd. (CIP Project# 69646000) is currently in the 60% design phase and proceeding to final approval. See the CIP project sheet and excerpts of the roadway design attached plan hereinbelow. The design includes a roundabout at the intersection of Van Dyke Rd. and Lakeshore Rd. and 10-foot-wide multi-use paths on both sides showing the need for additional right of way to accommodate the improvements. As such the PD site plan shows an approximate future right of way line generally consistent with the Van Dyke Rd. future improvement. At the time of site construction plan review, the developer shall show the exact right of way preservation area consistent with the 4-lane roadway design. Additionally, a prior to certification condition of approval is proposed to label the area on the PD site plan between the existing right of way line and the future right of way as "Right of Way Preservation".

Lakeshore Rd. is a 2-lane, undivided, substandard collector roadway characterized by +/- 11-foot-wide travel lanes in average condition. Along the project's frontage, the roadway lies within a +/- 50-foot-wide right-of-way. There are sidewalks along both sides of the roadway. There are no curbs or bicycle facilities present in the vicinity of the proposed project.

According to the County 2021 TS-7 typical section for a 2-lane, rural roadway a minimum of 12-ft wide lanes with 5-ft paved shoulders, open drainage and sidewalks are required within 96 feet of right of way. The applicant has elected to defer addressing the substandard roadway conditions until the time of site development review.

SITE ACCESS

The subject property has existing access on Van Dyke Rd. and Lakeshore Rd.

The modification proposes to relocate the Van Dyke Rd. driveway access to the east and to restrict the Lakeshore Rd. access to right-in/right-out only.

The applicant's site access analysis finds that the project's site accesses warrant turn lanes as follows:

- Van Dyke Rd. Access warrants a westbound to southbound left turn lane and an eastbound to southbound right turn lane.
- Lakeshore Rd. Access warrants and a northbound to eastbound right turn lane. Staff notes that a southbound to eastbound left turn lane is not required due to the right-in/right-out restriction. Furthermore, due to limited frontage and right of way constraints the warranted northbound right turn lane may not be able to be accommodated. If the northbound right turn lane cannot be constructed, the developer will be required to convert the access into a right out only.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Van Dyke Rd.	Suncoast Pkwy	Whirley Rd	D	F
Lake Shore Rd.	Van Dyke Rd	Winhawk Way	D	C

Source: Hillsborough County 2024 Level of Service Report.



Quick Facts

- Community Area: Lutz
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Design
- Commissioner District: District 2

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Mid 2020
- Design/Land Acquisition Completion - Mid 2025
- Procurement Completion - TBD
- Construction Completion - TBD

Project Cost Estimate

- Total: \$123,974,741
- Planning: \$2,772,532
- Design and Land: \$36,251,130
- Construction: \$84,951,079

Funding Source

Planning Phase funded by Impact Fees, Mobility Fee; Design Phase funded by Mobility Fee, Developer Contrib; Land Phase funded by Mobility Fee, Impact Fees, Unfunded; Construction Phase funded is Unfunded

Project Description

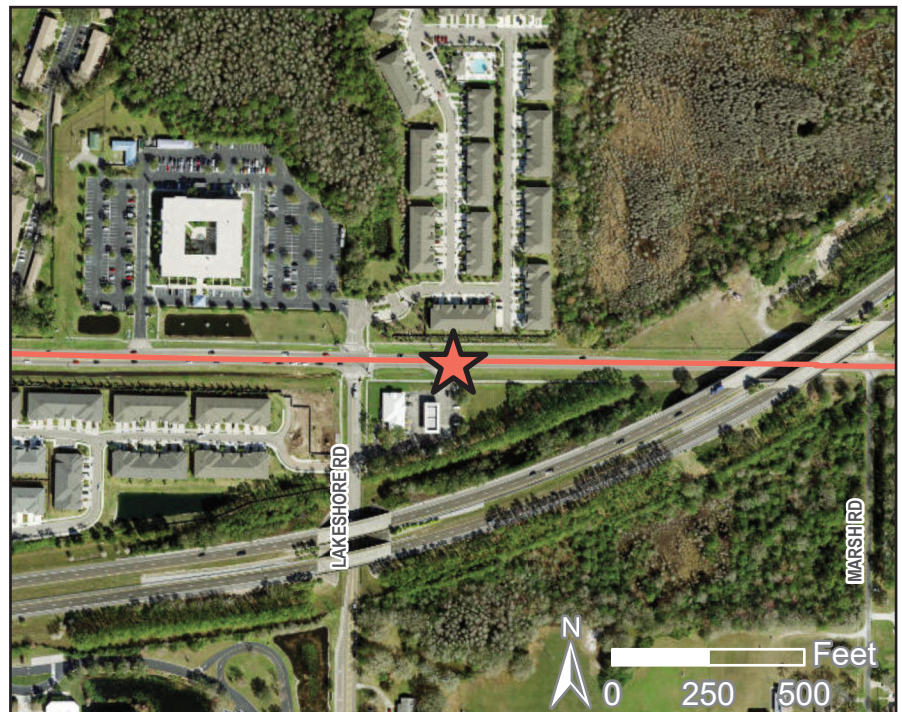
- Corridor improvements for Van Dyke Rd, from Whirley Rd to Suncoast Pkwy (approximately 2 miles) from a 2-lane undivided road, to a 4-lane divided facility. Includes enhanced pedestrian, bicycle facilities and improvements to the associated stormwater drainage.
- Additional items are: intersection improvements, enhanced pedestrian safety features such as sidewalks, enhanced crosswalks and signals. A shared-use trail connection from the Upper Tampa Bay Trail to the Northdale Lake Park Trail will also be provided.

Project Objectives

- Reduce traffic congestion and improve safety for drivers, pedestrians and bicyclists.
- Increase the overall mobility along Van Dyke Rd while maximizing safety along the corridor.

Questions?

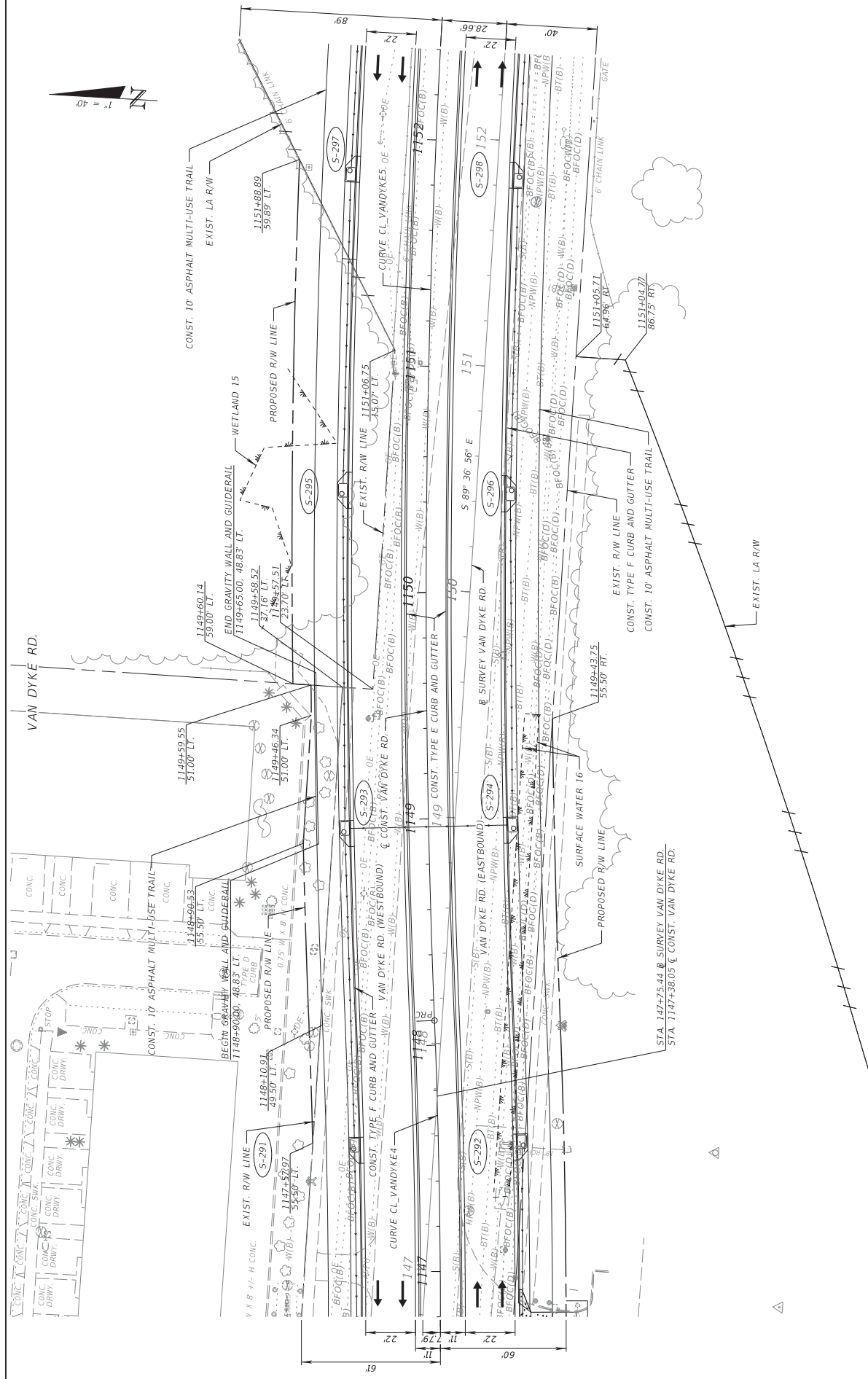
Amanda Elia Sotomayor
Project Manager
(813) 635-5400



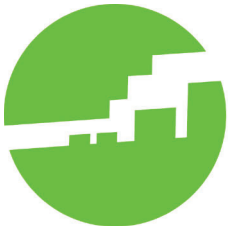
NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCES: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records; it is based on BEST AVAILABLE data.

Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.



REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA		ROADWAY PLAN (25)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	DEPARTMENT OF TRANSPORTATION			
				ROAD NO.	COUNTY		
				KENNETH R. NUZYK, JR., P.E. LICENSE NUMBER: 44076 FALLERDANS & ASSOCIATES, INC. 1730 ASSEMBLY DRIVE, SUITE 400 TAMPA, FL 33607-4874		HILLSBOROUGH	450401+52-01
76							



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: December 15, 2025 Report Prepared: December 4, 2025	Case Number: MM 25-0586 Folio(s): 14804.0000 General Location: South of Van Dyke Road, east of Lakeshore Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga;0.25 FAR)
Service Area	Urban
Community Plan(s)	Lutz
Rezoning Request	Major Modification (MM) to Planned Development (PD) 92-0099 to allow for an additional 6,195 square feet of retail space
Parcel Size	+/- 2.28 acres
Street Functional Classification	Van Dyke Road – County Arterial Lakeshore Road – County Collector
Commercial Locational Criteria	Meets
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD 92-0099	Light Commercial
North	Residential-12	RMC-9	Single-Family Residential + HOA/Common Property
South	Residential-1	ASC-1	Public/Quasi/Public
East	Residential-1 + Residential-2	ASC-1	Public/Quasi/Public
West	Residential-12	PD	Single-Family Residential + HOA/Common Property

Staff Analysis of Goals, Objectives and Policies:

The ± 2.28-acre subject site is located south of Van Dyke Road, east of Lakeshore Road. The site is in the Urban Service Area (USA) and is within the limits of the Lutz Community Plan. The subject site has a Future Land Use designation of Residential-4 (RES-4), which allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The applicant is requesting a Major Modification (MM) to Planned Development (PD) 92-0099 to allow for an additional 6,195 square feet of retail space.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The site currently has light commercial uses. There are public/quasi-public uses directly adjacent to the site and single family uses across both Lakeshore Road and Van Dyke Road. The proposal for an additional 6,195 square feet of retail uses meets the intent of FLUS Objective 1.1.

Per Objective 2.2, the Future Land Use categories establish the maximum level of intensity or density, as well as the range of permitted land uses within each category. Table 2.2 provides additional guidance by describing the character and intent of each FLU category to ensure compatibility and appropriate development scale. The subject site is located within the Residential-4 (RES-4) Future Land Use category, which is intended for low-density residential development. However, commercial uses that meet the Commercial Locational Criteria (CLC), as outlined in Objective 4.7, are permitted within residential or agricultural land use categories without requiring a Future Land Use Map Amendment. Objective 4.7

establishes that neighborhood-serving commercial uses—those designed to meet the daily shopping and service needs of nearby residents—are appropriate within primarily residential areas when they satisfy the locational standards of the Comprehensive Plan. Intensive commercial uses, such as those allowed within the Commercial Intensive (CI) zoning district, are specifically excluded from being considered neighborhood-serving commercial.

The subject site meets the Commercial Locational Criteria (CLC) due to its location at the intersection of Van Dyke Road, a County Arterial roadway, and Lakeshore Road, a County Collector roadway. This intersection satisfies the Comprehensive Plan's intent that neighborhood-serving commercial uses be situated along arterial and collector roadways, where they can safely and efficiently serve surrounding residential areas without creating traffic or compatibility issues within neighborhoods. Under the RES-4 designation, non-residential development may be permitted at a maximum Floor Area Ratio (FAR) of 0.25. Based on the total site area of 2.28 acres, up to 24,829 square feet of non-residential floor area may be considered ($2.28 \text{ acres} \times 43,560 \text{ square feet per acre} = 99,316 \text{ square feet}$; $99,316 \times 0.25 = 24,829 \text{ square feet}$). The proposed development of approximately 24,829 square feet of retail use is within this allowable intensity and supports the intent of the RES-4 category to accommodate limited, neighborhood-scale commercial activity. Because the proposal involves retail uses that are neighborhood-serving in nature, located at the intersection of an arterial and a collector roadway, and consistent with the permitted intensity standards, it complies with Objective 2.2 and Objective 4.7 of the Comprehensive Plan, as well as their associated policies.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). Transportation did not object to the proposed request; therefore, the subject site meets the intent of FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2.

The proposal is consistent with the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require that new development be compatible with the surrounding neighborhood. The surrounding land use pattern consists primarily of single-family residential and public/quasi-public uses. Notably, the existing residential areas are located at a substantial distance from the subject site and are separated by major roadways—Lakeshore Road and Van Dyke Road—which serve as effective physical and visual buffers. In addition, the subject site meets the Commercial Locational Criteria (CLC), confirming that its proposed commercial use is appropriately situated in accordance with the Comprehensive Plan. The proposed development is expected to complement the existing land use pattern and provide compatible, neighborhood-serving commercial opportunities, enhancing the overall functionality of the surrounding area. By adhering to the locational, intensity, and compatibility standards of the Comprehensive Plan, the request demonstrates consistency with the aforementioned policies.

The subject site is located within the boundaries of the Lutz Community Plan. The desired commercial character within the community emphasizes developments that are compatible in both scale and character with the rural aesthetic of the area and its surrounding environment. While the site is not located within the designated commercial nodes of the community, it meets the commercial locational criteria outlined in the Plan, providing appropriate accessibility and adjacency to existing development patterns. The proposed development aligns with the intent of the community plan, as the proposed Floor Area Ratio (FAR) remains consistent with the scale permitted under the RES-4 Future Land Use (FLU) category.

Overall, staff finds that the proposed use is an allowable use in the RES-4 category, it meets the intent of the Lutz Community Plan and is compatible with the existing development pattern found within the surrounding area. The proposed Major Modification (MM) would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:

FUTURE LAND USE SECTION

Urban Service Area

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

Relationship to the Future Land Use Map

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

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

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

Future Land Use Categories

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

Policy 2.2.1: The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Compatibility

Policy 3.1.1: Restrict incompatible land uses to protect established and planned neighborhoods and communities by utilizing planning principles that limit commercial development in residential Future Land Use categories. Commercial and mixed-use in residential Future Land Use categories shall be limited to neighborhood serving guided by the commercial locational criteria in Objective 4.7.

Policy 3.1.2: Gradual transitions of intensities and densities 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. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.

Policy 3.1.3: 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

Development

Policy 4.1.1: Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

Policy 4.1.2: Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

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

Neighborhood/Community Development

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

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

- a) the creation of like uses; and
- b) creation of complementary uses; and

- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections; and
- e) Gradual transitions of intensity

Commercial-Locational Criteria

Objective 4.7: *To meet the daily shopping and service needs of residents, only neighborhood-serving commercial uses will be permitted within land use categories that are primarily residential or agricultural in nature. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving commercial. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established by the following policies and all other Goals, Objectives and Policies in the Comprehensive Plan. The frequency and allowance of neighborhood-serving commercial uses will be different in the Urban Service Area than in the Rural Area due to the population density, scale and character of the areas.*

Policy 4.7.2: *In the above land use categories, neighborhood-serving commercial uses, including office uses, can be considered to the maximum FAR permitted in each Future Land Use category in the following locations:*

- *50% of the site must front along a roadway with a context classification of suburban commercial, suburban town or urban general context classification in the Hillsborough County Context Classification Map or the Florida Department of Transportation Context Classification Map; or*
- *Within 1,000 feet of the intersection of roadways both functionally classified as a collector or arterial per the Hillsborough County Functional Classification Map. At least 75% of the subject property must fall within the specified distance (1,000 feet) from the intersection. All measurements should begin at the edge of the road right-of-way. The land area within this distance, as measured along both roadways, makes a quadrant (see graphic).*

LIVABLE COMMUNITIES ELEMNET: LUTZ

Commercial Character

The Lutz community desires to retain existing and encourage new commercial uses geared to serving the daily needs of area residents in a scale and design that complements the character of the community. Currently there is approximately 301,559 square feet of commercial approved but not built within the community planning area.

The Lutz community seeks to ensure that commercial development and special uses in the community are properly placed to enhance the utility and historic character of the downtown. The community does not want new commercial and special use development to force the creation of development that does not complement the character of the area. To ensure that new commercial development is consistent with the character of the Lutz community, design guideline standards have been created and adopted into the County's land development regulations.

These regulations ensure that:

- *commercial uses are developed in character and/or scale with the rural look of the community and the environment;*

- *the Lutz downtown, generally located at the intersection of Lutz Lake Fern Road and US Highway 41, is recognized as community activity center, and defined as an overlay district within the County's Land development regulations;*
- *the Lutz Downtown Center Zoning District incorporates design guidelines which reflect the historic development pattern already in place and promote desirable complements to that pattern.*

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ MM 25-0586

<all other values>

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- wam NATURAL 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)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the rezoning boundaries be approved by the Hillsborough County Planning Commission. ACCURACY: It is intended that the rezoning boundaries be approved by the Hillsborough County Planning Commission. This map is for informational purposes only. It is not intended to be used as a legal document. It is intended that the rezoning boundaries be approved by the Hillsborough County Planning Commission. This map is for informational purposes only. It is not intended to be used as a legal document. It is intended that the rezoning boundaries be approved by the Hillsborough County Planning Commission.



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