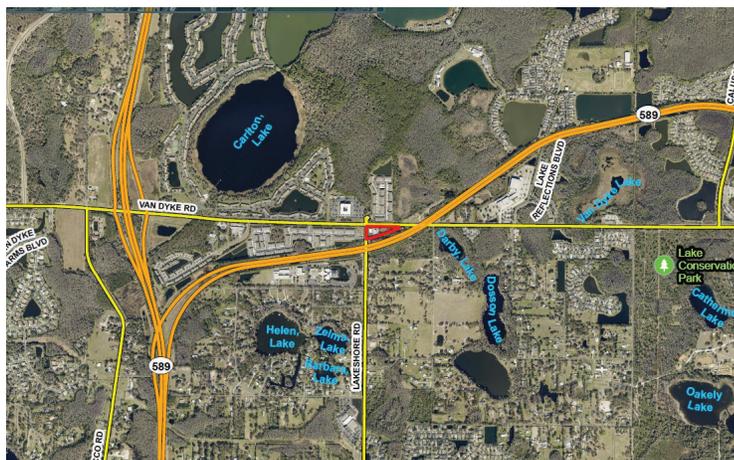




**PD Modification Application: MM 25-0586**  
**Zoning Hearing Master Date: December 15, 2025**  
**BOCC Land Use Meeting Date: February 10, 2026**

**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

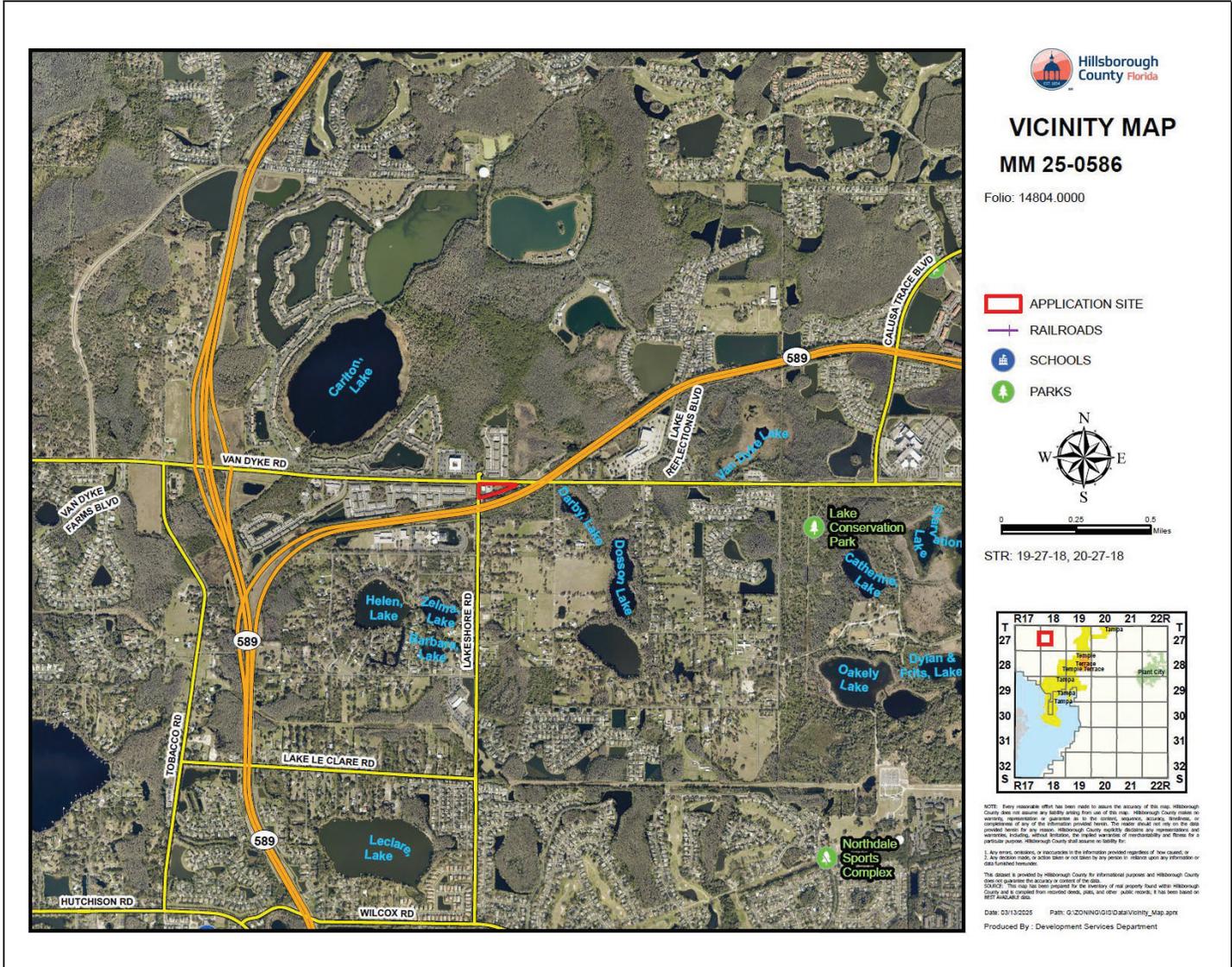
**Additional Information:**

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

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.1 Vicinity Map

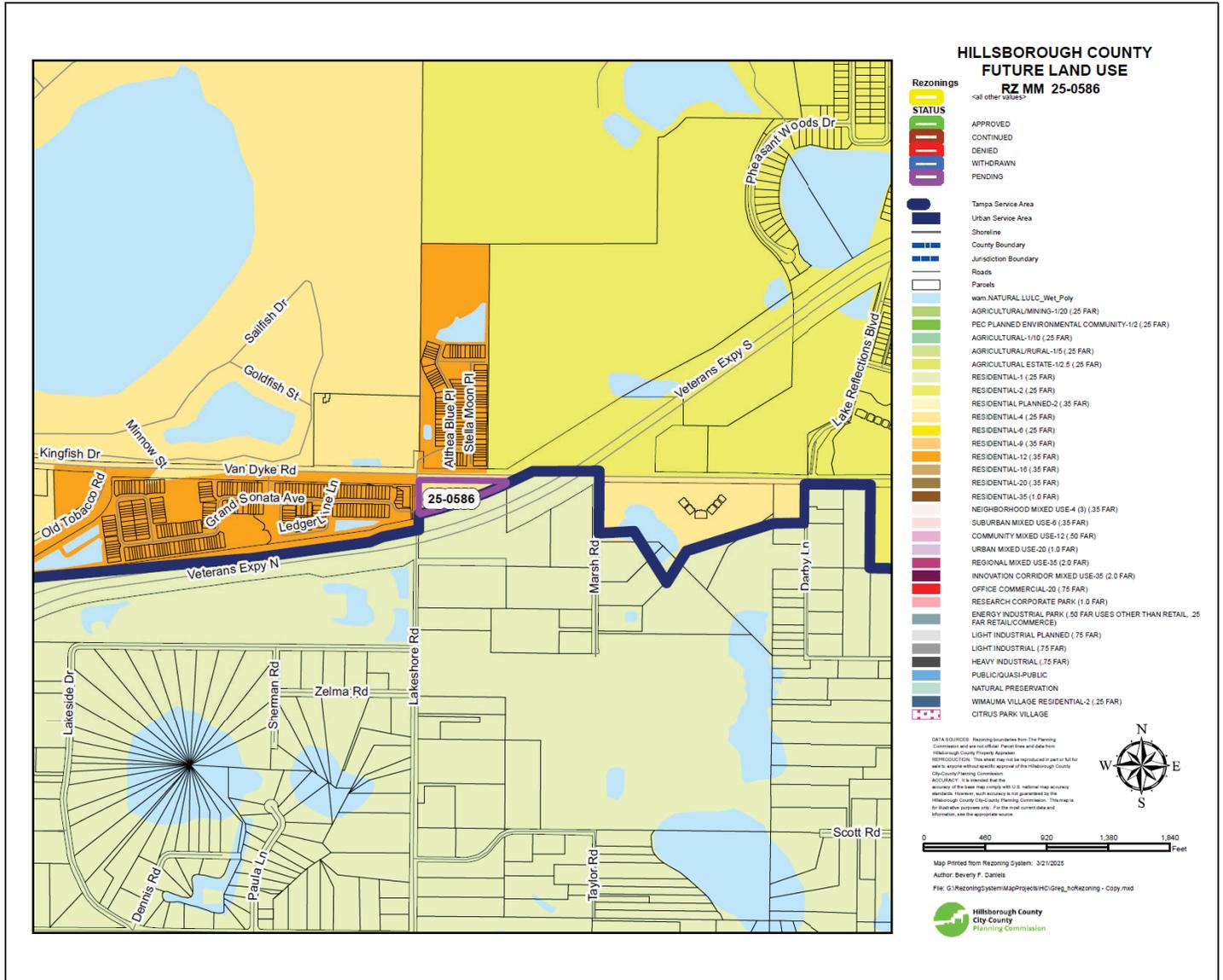


#### Context of Surrounding Area:

The 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

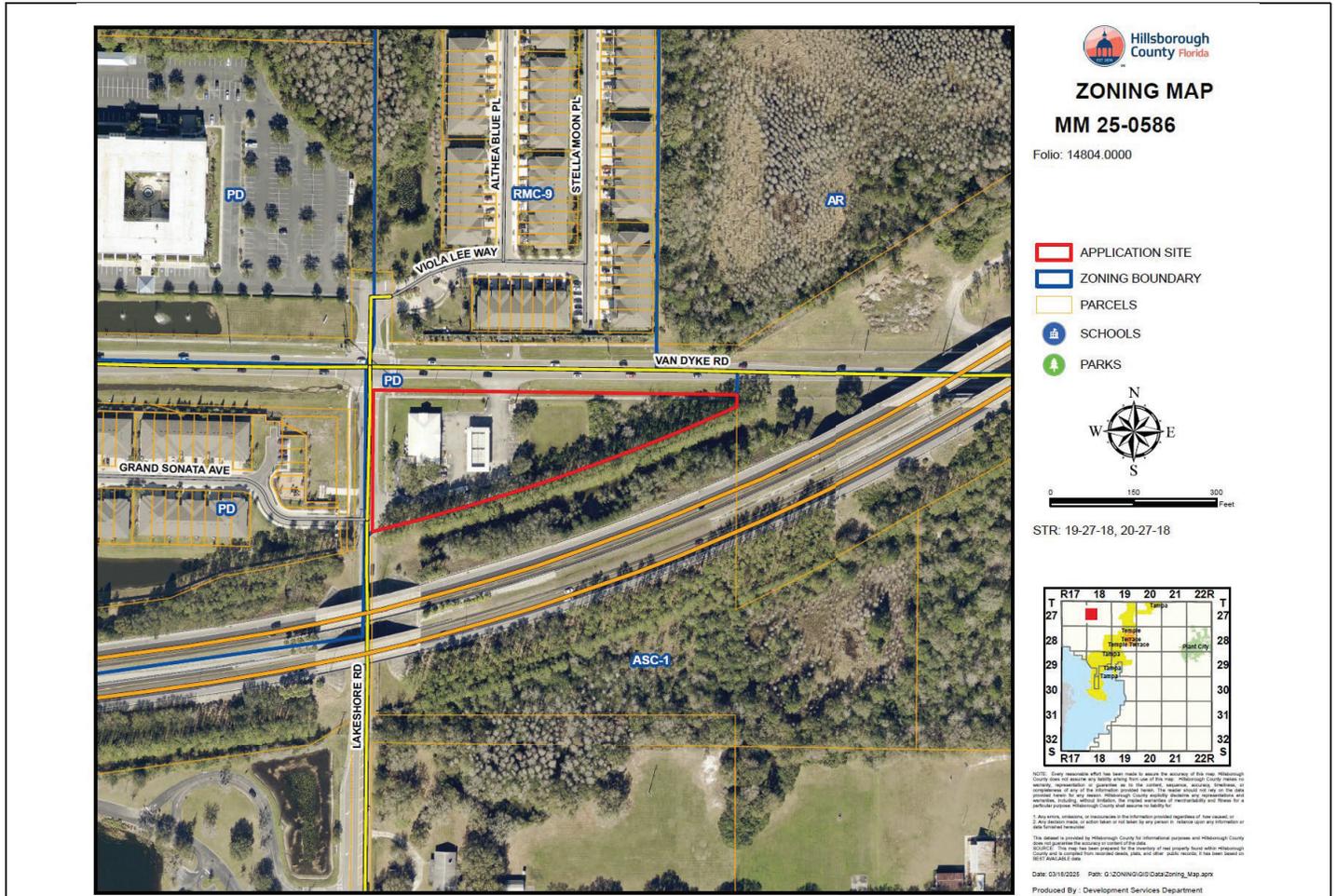
2.2 Future Land Use Map



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

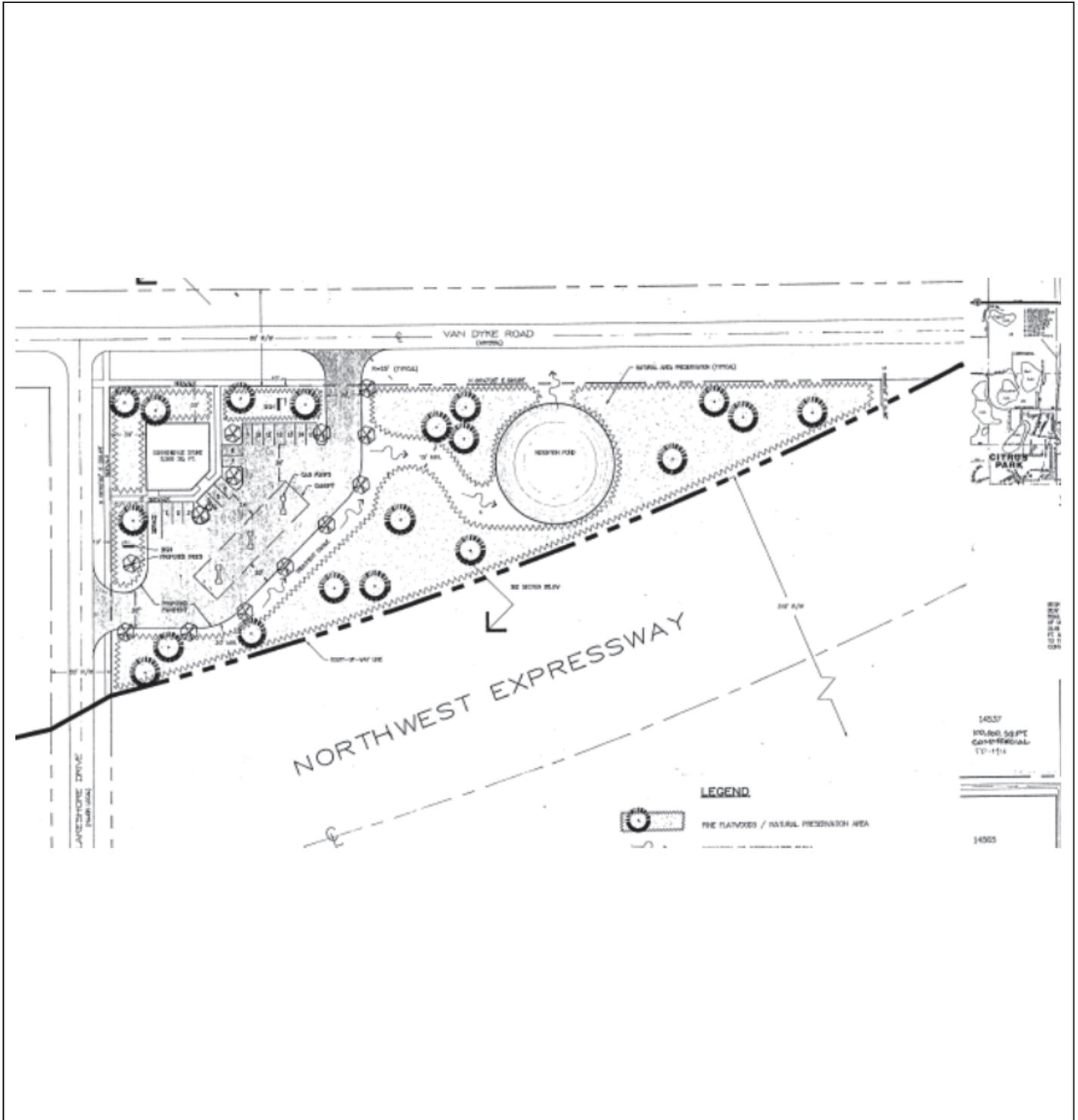


Adjacent Zonings and Uses

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

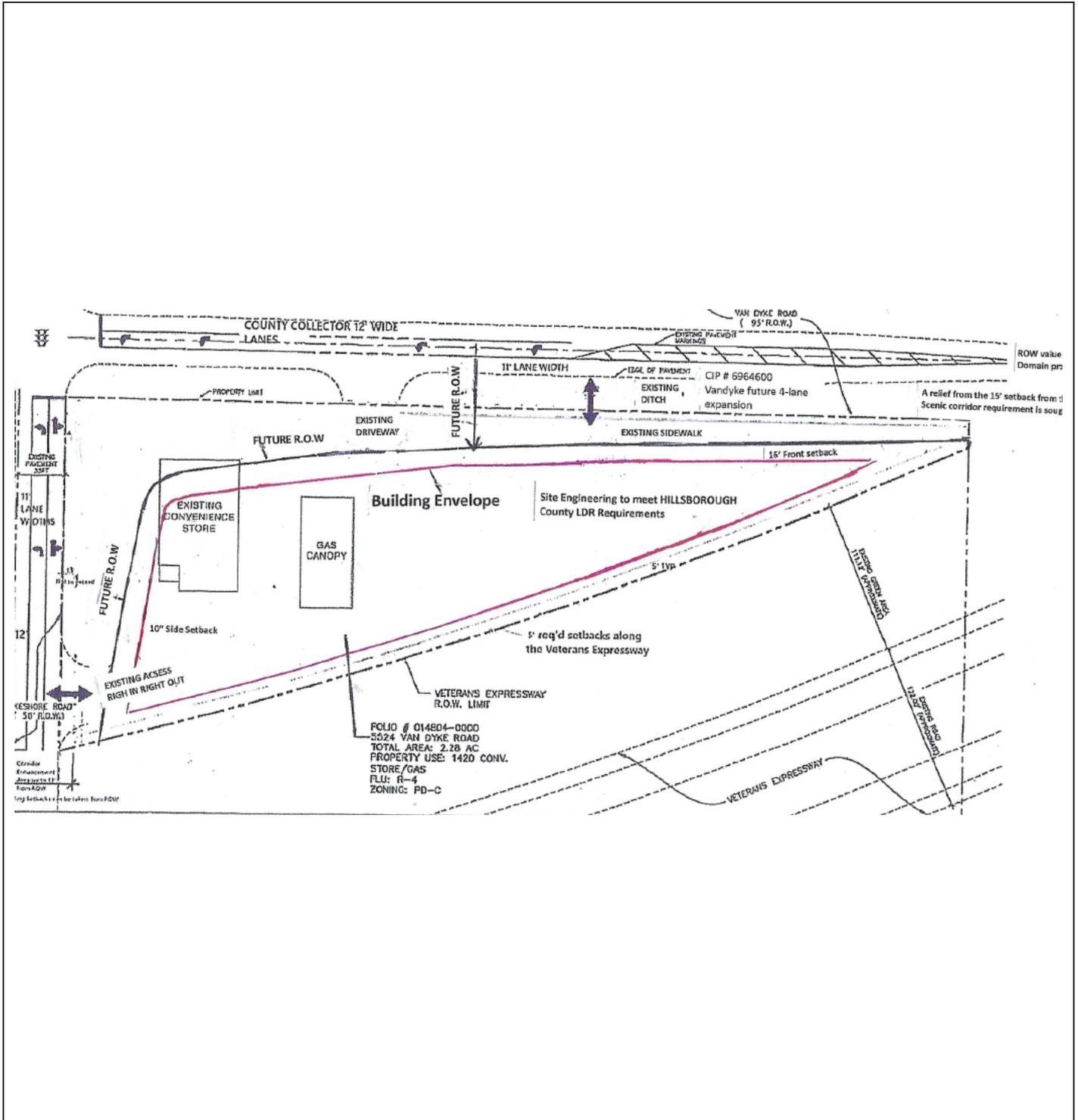
## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 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 <input type="checkbox"/> 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 <input type="checkbox"/> 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 <input checked="" type="checkbox"/> 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**

<b>INFORMATION/REVIEWING AGENCY</b>				
<b>Environmental:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
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 _____				
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Transportation</b> <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	
<b>Service Area/ Water &amp; Wastewater</b> <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	
<b>Hillsborough County School Board</b> 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	
<b>Impact/Mobility Fees</b> (Various use types allowed. Estimates are a sample of potential development) Retail - Shopping Center    Warehouse (Per 1,000 s.f.)    (Per 1,000 s.f.) Mobility: \$15,939.00    Mobility: \$1,992.00 Fire: \$313.00    Fire: \$34.00 Bank w/Drive Thru    Retail - Fast Food w/Drive Thru    Mini-Warehouse (Per 1,000 s.f.)    (Per 1,000 s.f.)    (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				
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Planning Commission</b> <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 square feet. Additionally, 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:



**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.

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## **7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

### PD Variation Request:

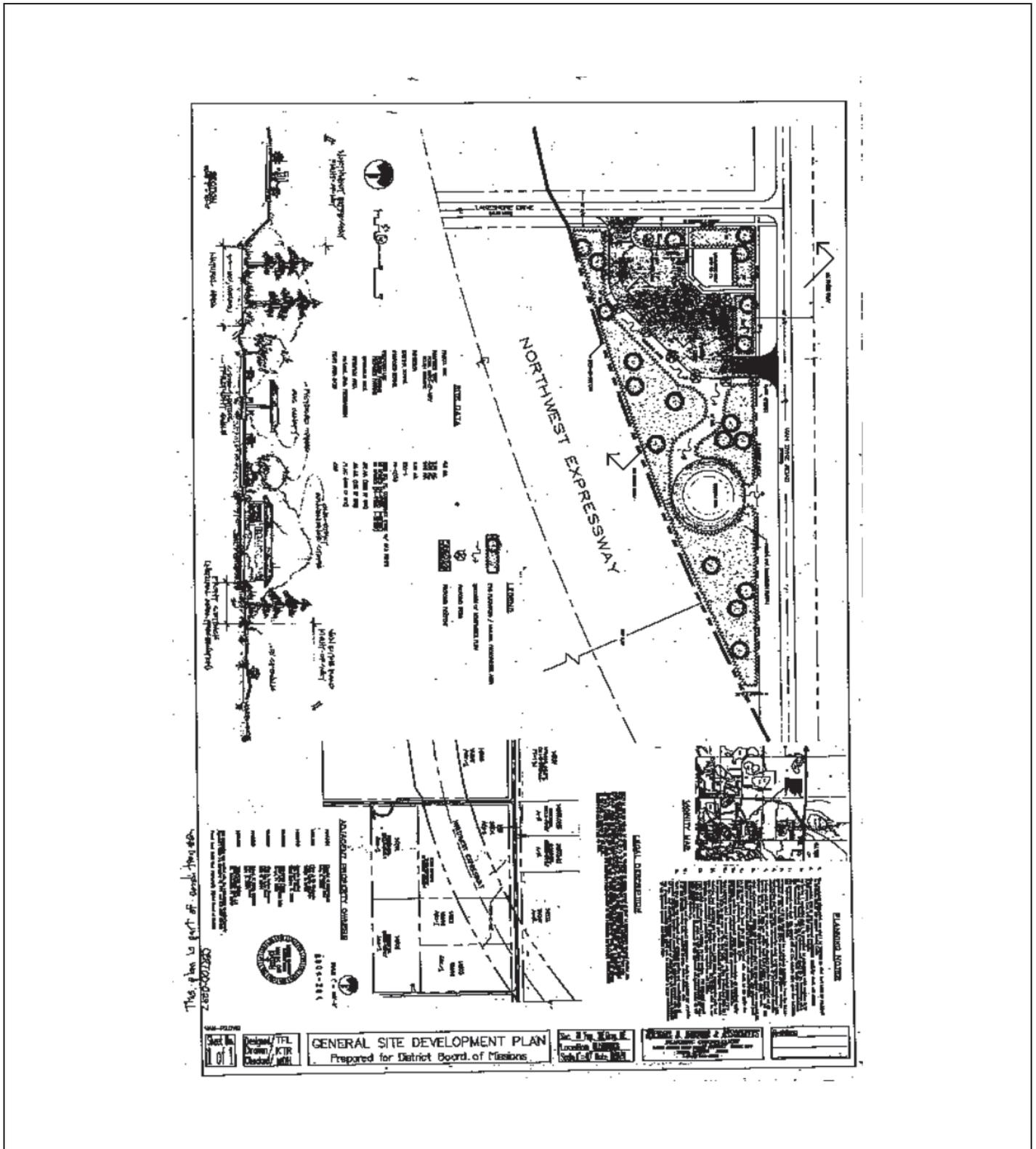
Van Dyke Road is classified as a Suburban Scenic Roadway requiring a buffer width of 15 feet with four canopy trees and four understory trees per 100 linear feet. Additionally, if street trees do not exist, one street tree per every 50 feet shall be provided. Van Dyke Road frontage is approximately 630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





**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, 11<sup>th</sup> 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
<b>Difference</b>	<b>(+) 3,055</b>	<b>(+)392</b>	<b>(+)326</b>

**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. Fruthermore, 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



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

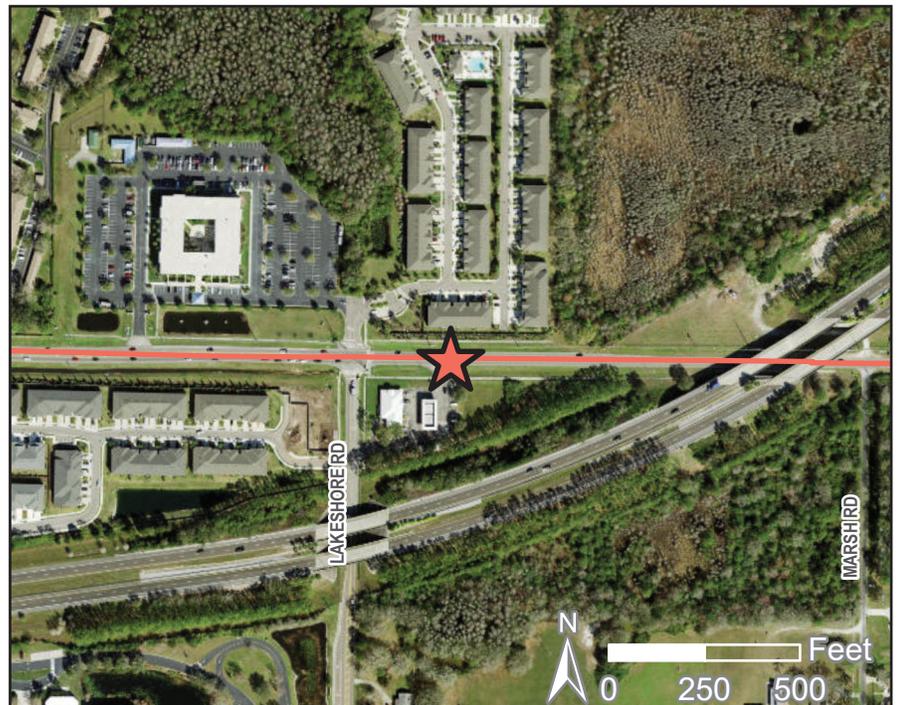
- Corridor improvements for Van Dyke Rd, from Whirley Rd to Suncoast Pkwy (approximately 2 miles) from a 2-lane undivided road, to a 4-lane divided facility. Includes enhanced pedestrian, bicycle facilities and improvements to the associated stormwater drainage.
Additional items are: intersection improvements, 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?

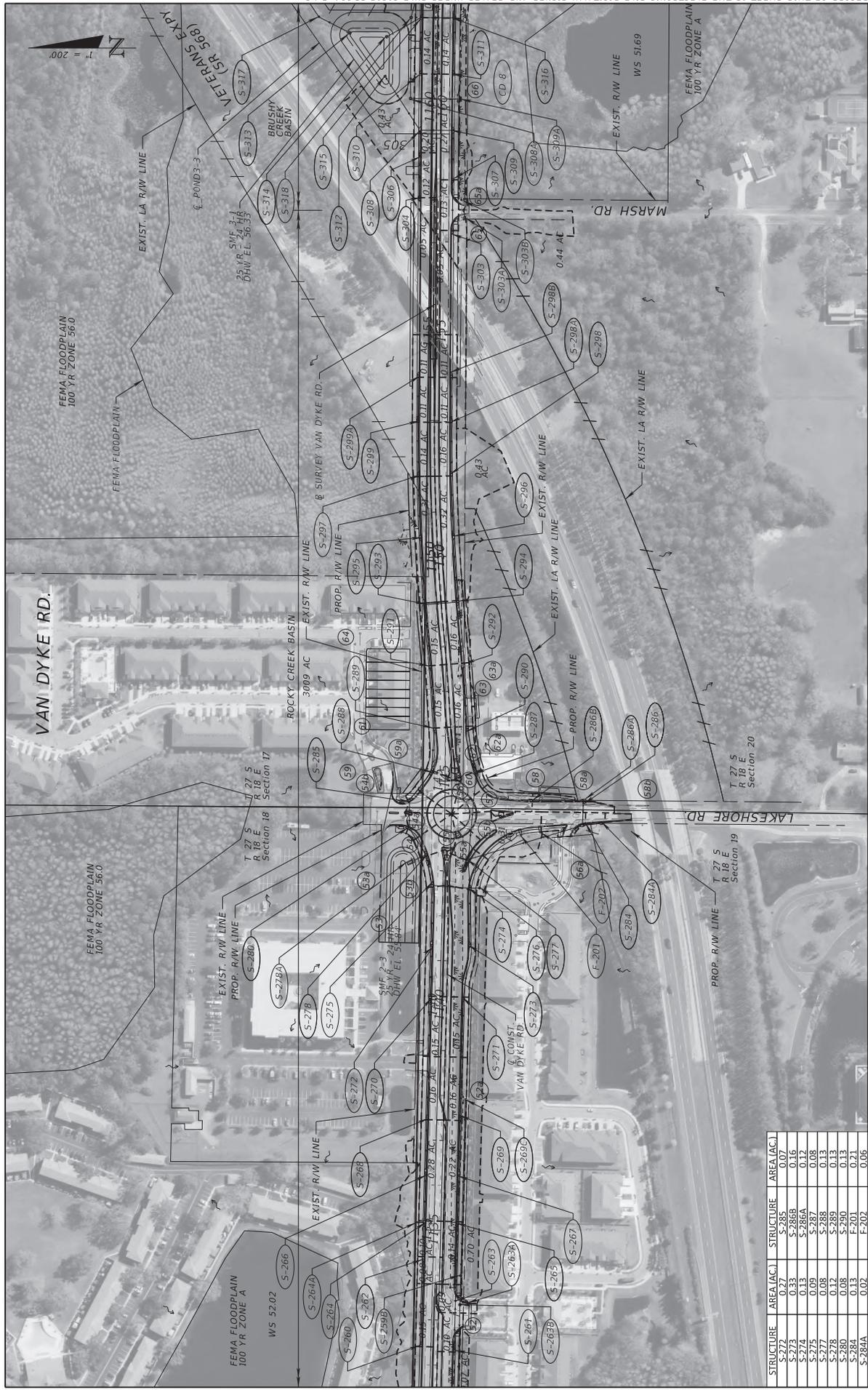
Amanda Elia Sotomayor
Project Manager
(813) 635-5400



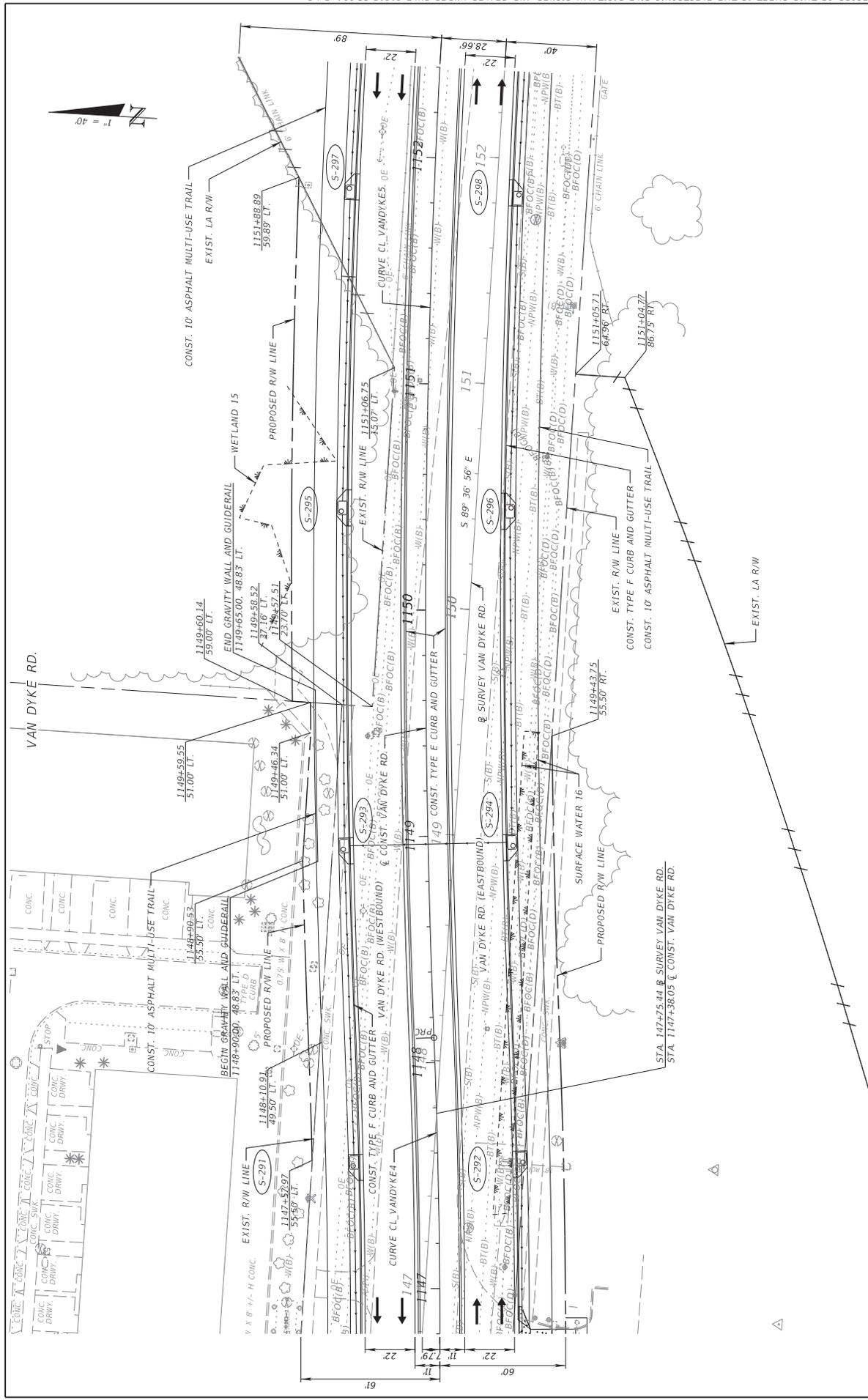
NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability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



STRUCTURE	AREA (AC)	STRUCTURE	AREA (AC)
S-272	0.27	S-285	0.07
S-273	0.33	S-286	0.16
S-274	0.13	S-287	0.12
S-275	0.09	S-288	0.08
S-276	0.08	S-289	0.13
S-277	0.12	S-290	0.13
S-278	0.12	S-291	0.13
S-279	0.13	S-292	0.13
S-280	0.13	S-293	0.31
S-281	0.13	S-294	0.31
S-282	0.02	S-295	0.06
S-283	0.02	S-296	0.06
S-284	0.02	S-297	0.06
S-285	0.02	S-298	0.06
S-286	0.16	S-299	0.06
S-287	0.12	S-300	0.06
S-288	0.08	S-301	0.06
S-289	0.13	S-302	0.06
S-290	0.13	S-303	0.06
S-291	0.13	S-304	0.06
S-292	0.13	S-305	0.06
S-293	0.31	S-306	0.06
S-294	0.31	S-307	0.06
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DATE	DESCRIPTION	REVISIONS	ENGINEER OF RECORD	DEPARTMENT OF RECORD	STATE OF FLORIDA	SHEET NO.
			KENNETH R. RUTZKY, JR., P.E. FALLER DAVIS & ASSOCIATES, INC 1150 ASSEMBLY DRIVE, SUITE 400 TAMPA, FL 33607-4874	ROAD NO. 450401-52-01	DEPARTMENT OF TRANSPORTATION	76
				COUNTY HILLSBOROUGH	FINANCIAL PROJECT ID	
					450401-52-01	

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

4/14/2025 10:16:53 AM  
gmeeders



**HILLSBOROUGH COUNTY**

**RECOMMENDATION OF THE LAND USE HEARING OFFICER**

APPLICATION NUMBER:	RZ MM 25-0586
DATE OF HEARING:	December 15, 2025
APPLICANT:	Raed Petrus
PETITION REQUEST:	MM
LOCATION:	5524 Van Dyke Road
SIZE OF PROPERTY:	2.28 acres
EXISTING ZONING:	PD (92-0099)
FUTURE LAND USE CATEGORY:	R-4
SERVICE AREA:	Urban
COMMUNITY PLANNING AREA:	Lutz

### **SUMMARY OF APPLICATION**

The application is a request to modify an existing approved Planned Development (PD 92-0099).

The approximate 2.28 acre parcel is located at the southeast corner of Van Dyke Road and Lakeshore Road in northwest Hillsborough County. The Veterans Expressway is located along the south/southeast side of the subject parcel and isolates the site between three roads. Lakeshore Rd. on the west, Van Dyke Rd. on the north and the Veterans Expressway on the south/southeast.

The existing zoning is approved for a maximum of 4,500 sq. ft. of retail uses. The list of permitted retail uses is limited. The existing zoning conditions restrict development to the west side of the parcel, require a reverse frontage design, limit the height to 25 feet, and require a 30 ft. setback along Van Dyke Road.

The request is to increase the amount of retail from 4,500 sq. ft. to a maximum of 24,829 sq. ft. The range of proposed retail is to remain limited.

The current planned development has a specific layout with a specific building footprint, specific access points, onsite circulation, parking areas, and open space locations.

The proposed plan provides minimal details. Reduced setbacks are proposed and allows for development on the eastern portion of the site.

The proposed site plan does reflect proposed new property lines that will result from the widening of Van Dyke Road and the installation of a round about at the Van Dyke Rd./Lakeshore Rd. intersection. These improvements, based upon 60% design plans encroach upon the subject site and will result in the taking of land from the subject parcel along both Lakeshore and Van Dyke. These takings will require the existing developed site to be redesigned

and redeveloped. The extent of the redesign and redevelopment is to be determined during project design and permitting.

Site access points are generally identified, but the exact location of site access points are to be determined at the time of permitting.

### **SUMMARY OF HEARING**

The applicant representative, Liby Rodriguez, provided testimony and graphics in support of the request.

It was stated that the existing use on the property is a gas station/convenience store.

A graphic was presented showing the plans to widen Van Dyke and eliminate the traffic signal at the Lakeshore Rd./Van Dyke Rd. intersection and install a roundabout at this location. The applicant presented a graphic showing the schedule as to the timing of these improvements which is anticipated in the next few years. The improvements are currently in design. The improvements are partially funded.

These improvements will require the taking of land along Lakeshore and Van Dyke to construct these improvements.

The property owner has requested the proposed modification to the approved zoning to allow for an increase in square footage, and greater flexibility in terms of fewer site plan specifics (converting from a detailed site plan to a “bubble plan”).

The property owner, Raed Petrus, stated he has been in business at this location for 25 years. He stated that the intent of this modification is to give him flexibility in dealing with the post taking conditions and allow for options with the redevelopment of the property. He stated that the existing

convenience store is limited to 4,500 sq. ft. and he would like to be able to expand.

Mr. Petrus submitted a petition in support signed by his convenience store customers.

Development Services finds the major modification request approvable with conditions.

Staff pointed out that at the time of the original approval in 1992 the Veterans Expressway had not yet been constructed and the subject segment of Van Dyke Road corridor had limited development and was predominantly rural in character. Today there are apartment complexes, townhome developments, retail uses, office uses and multiple single family subdivisions in close proximity to the subject site. It was noted that a Salvation Army Regional Headquarters office/warehouse complex is now located across the street at the northwest corner of Lakeshore Rd. and Van Dyke Rd. St. Joseph's Hospital is now located approximately 1.5 miles to the east of the subject site.

Richard Perez, Transportation staff confirmed that the Van Dyke 4 lane widening plans are at the 60% design stage.

The Planning Commission staff finds the proposed Major Modification consistent with the Comprehensive Plan.

Beth White, 5338 Van Dyke Road spoke in support. She indicated she has a business on Van Dyke and that the existing Shell Station is visited by her on almost a daily basis for gas and food. She stated the Shell Station is an important business providing gas/food/car wash services for the surrounding community.

No one spoke in opposition at the hearing.

### **EVIDENCE SUBMITTED**

The applicant representative, Libby Rodriguez, provided oral testimony and supporting graphics supplementing the file on record.

The property owner, Raed Petrus provided oral testimony and submitted a petition in support.

### **FINDINGS OF FACT**

The subject site is approximately 2.28 acres in size, is located at the southeast corner of Lakeshore Rd. and Van Dyke Rd. The Veterans Expressway is located along the south/southeast side of the property.

The subject site was rezoned to PD in 1992. The existing zoning is limited to 4,500 sq. ft. and a limited range of retail uses. The existing/approved site plan is detailed and lays out the building footprint, open space, parking area, site circulation, site access points, and setbacks. The conditions of approval limit the development to the west side of the property requiring the eastern 400 feet of the site to remain in open space and stormwater drainage.

At the time of approval of the PD the Veterans Expressway had not yet been constructed. The Van Dyke Rd. corridor was rural in character at that time.

The area surrounding the subject site is now developed with a mix of apartments, townhome developments, office/warehouse space, retail uses and single family residential developments. The Veterans Expressway on/off ramps to Van Dyke are located approximately one mile to the west. A large retail center is now located at Van Dyke and Dale Mabry approximately 1.5 miles to the east. St Josephs Hospital is now located approximately 1.5 miles to the east on Van Dyke.

The Van Dyke Rd. corridor is now suburban in character with a mix of residential and non-residential land uses.

Van Dyke Road is planned to be widened from 2 to 4 lanes. The plans include a round-about at the Lakeshore Rd./Van Dyke Rd. intersection.

The design plans are 60% complete. The improvements are partially funded. Construction dates for the improvements have not yet been established.

The design plans show the taking along Lakeshore starts near the southwest corner of the site and increases from zero to approximately 60 feet in depth nearest Van Dyke. The design plans show the taking along Van Dyke starts at the northeastern property line at approximately 10 feet and increases to approximately 50 feet in depth closest to Lakeshore Rd.

The applicant has requested to increase the permitted retail square footage for the site from 4,500 sq. ft. to 24,829 sq. ft. The new MM site plan shows the new property lines that will result from the takings for the Van Dyke improvements. The applicant has proposed a maximum height of 50 ft. and reduced setbacks along Lakeshore and Van Dyke (from the adjusted post taking property lines). The new site plan allows for the buildings, parking, site circulation, and stormwater ponds to be located within the setbacks using a 'bubble plan' approach. The exact layout and location of access points are to be determined at the time of site development, similar to how standard district zonings are handled, post zoning approval.

It is found that the subject site is isolated being surrounded on all sides by roadways. This isolation substantially buffers the property from surrounding land uses.

It is found that the character of the surrounding area has evolved substantially since the time of the original approval in 1992. The area is now suburban in character. Retail, office and medium to higher density residential land uses are now located in close proximity of the subject site.

It is found that increasing the scale of retail from 4,500 sq. ft. to 24,829 sq. ft., reducing setbacks and increasing the height would be compatible with the surrounding land uses. It is noted that the 24,829 sq. ft. is the maximum square footage permitted under a 0.25 FAR for a 2.28 acre parcel size.

The surrounding area has indeed become suburban in scale and a more intensive retail commercial site at this location would be compatible with the existing land use pattern along Van Dyke Road.

This proposed zoning modification providing greater flexibility will give the property owner assurance that the redevelopment of the site will be possible and the property owner will not be precluded from redeveloping the site due to the prior 1992 restrictive zoning conditions.

However, it should be noted that the amount of square footage that may be developed on site will be dictated in large part by the remaining irregular size and configuration of the site. The redevelopment of the site will involve balancing building square footage with the amount of land needed to accommodate site circulation, parking, open space/landscaping, and stormwater needs.

It is found that the proposed major modification is compatible with the surrounding existing land uses and zoning pattern along Van Dyke Road.

**FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE  
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN**

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

**CONCLUSIONS OF LAW**

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

**DECISION**

Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification as conditioned as indicated by the Findings of Fact and conclusions of Law stated above.

*Steven K. Luce*

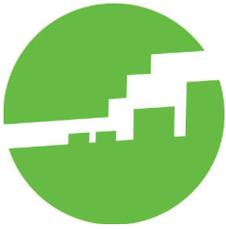
1/7/2026

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**Steven K. Luce**

**Date**

**Land Use Hearing Officer**



**Hillsborough County  
City-County  
Planning Commission**

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

<b>Unincorporated Hillsborough County Rezoning Consistency Review</b>	
<b>Hearing Date:</b> December 15, 2025 <b>Report Prepared:</b> December 4, 2025	<b>Case Number:</b> MM 25-0586 <b>Folio(s):</b> 14804.0000 <b>General Location:</b> South of Van Dyke Road, east of Lakeshore Road
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Residential-4 (4 du/ga;0.25 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Lutz
<b>Rezoning Request</b>	Major Modification (MM) to Planned Development (PD) 92-0099 to allow for an additional 6,195 square feet of retail space
<b>Parcel Size</b>	+/- 2.28 acres
<b>Street Functional Classification</b>	Van Dyke Road – <b>County Arterial</b> Lakeshore Road – <b>County Collector</b>
<b>Commercial Locational Criteria</b>	Meets
<b>Evacuation Area</b>	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 acres × 43,560 square feet per acre = 99,316 square feet;  $99,316 \times 0.25 = 24,829$  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.

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## **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>

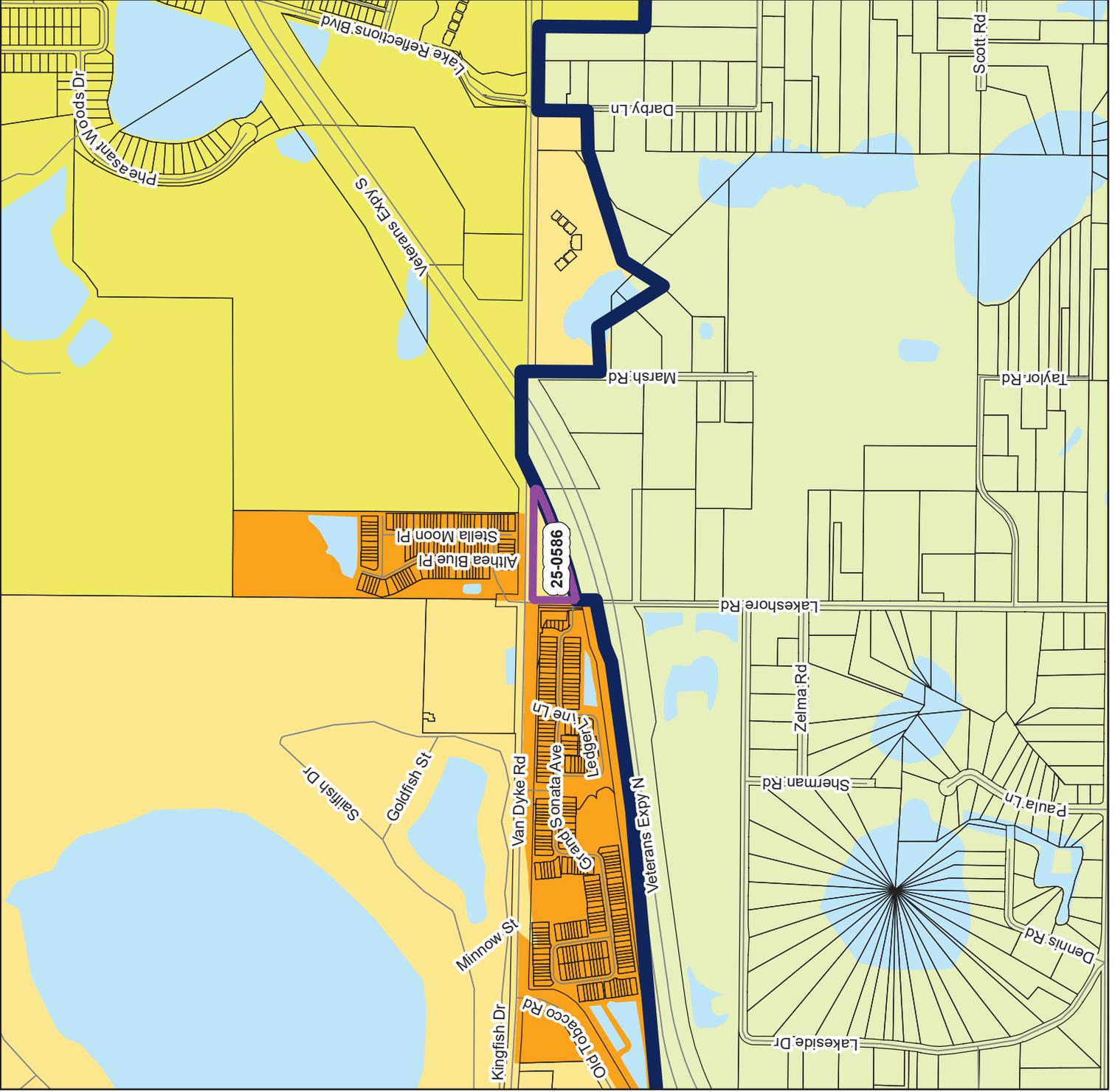
- Rezoning**
- APPROVED
  - CONTINUED
  - DENIED
  - WITHDRAWN
  - PENDING
- STATUS**
- Tampa Service Area
  - Urban Service Area
  - Shoreline
  - County Boundary
  - Jurisdiction Boundary
  - Roads
  - Parcels
  - WATER NATURAL LULC\_We\_Poly
  - AGRICULTURAL/MINING-120 (.25 FAR)
  - PEC PLANNED ENVIRONMENTAL 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 (7.5 FAR)
  - RESEARCH CORPORATE PARK (1.0 FAR)
  - ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
  - LIGHT INDUSTRIAL PLANNED (7.5 FAR)
  - LIGHT INDUSTRIAL (7.5 FAR)
  - HEAVY INDUSTRIAL (7.5 FAR)
  - PUBLIC/QUASIPUBLIC
  - 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. The rezoning boundaries are subject to change without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge. Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 3/21/2025  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\Gis\Re\Rezoning - Copy.mxd

0 460 920 1,380 1,840 Feet





**GENERAL  
SITE PLAN  
FOR  
CERTIFICATION**



**DEVELOPMENT SERVICES**

PO Box 1110, Tampa, FL 33601-1110  
(813) 272-5600

**HILLSBOROUGH COUNTY  
DEVELOPMENT SERVICES DEPARTMENT**

**GENERAL SITE PLAN REVIEW/CERTIFICATION**

**BOARD OF COUNTY  
COMMISSIONERS**

Chris Boles  
Donna Cameron Cepeda  
Harry Cohen  
Ken Hagan

Christine Miller  
Gwendolyn "Gwen" Myers  
Joshua Wostal

**COUNTY ADMINISTRATOR**

Bonnie M. Wise

**COUNTY ATTORNEY**

Julia Mandell

**COUNTY INTERNAL AUDITOR**

Melinda Jenzarli

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

Project Name: Van Dyke Lakeshore Retail

Zoning File: RZ-PD (02-0099) Modification: MM ( 25-0586)

Atlas Page: None Submitted: 01/20/26

To Planner for Review: 01/20/26 Date Due: ASAP

Contact Person: Elizabeth Rodriguez Phone: 813-545-3316/ libbytraffic@yahoo.com

Right-Of-Way or Land Required for Dedication: Yes  No

The Development Services Department HAS NO OBJECTION to this General Site Plan.

The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: James E Baker, AICP Date: 01/20/2026

Date Agent/Owner notified of Disapproval: \_\_\_\_\_





# **AGENCY COMMENTS**

## 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, 11<sup>th</sup> 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
<b>Difference</b>	<b>(+) 3,055</b>	<b>(+)392</b>	<b>(+)326</b>

**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. Fruthermore, 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



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

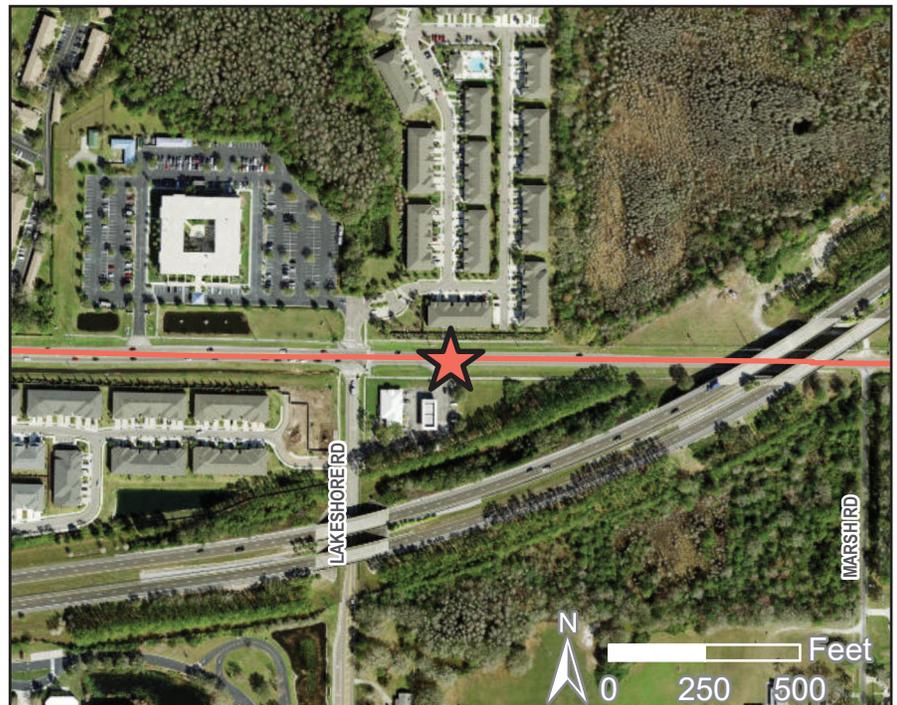
- Corridor improvements for Van Dyke Rd, from Whirley Rd to Suncoast Pkwy (approximately 2 miles) from a 2-lane undivided road, to a 4-lane divided facility. Includes enhanced pedestrian, bicycle facilities and improvements to the associated stormwater drainage.
Additional items are: intersection improvements, 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?

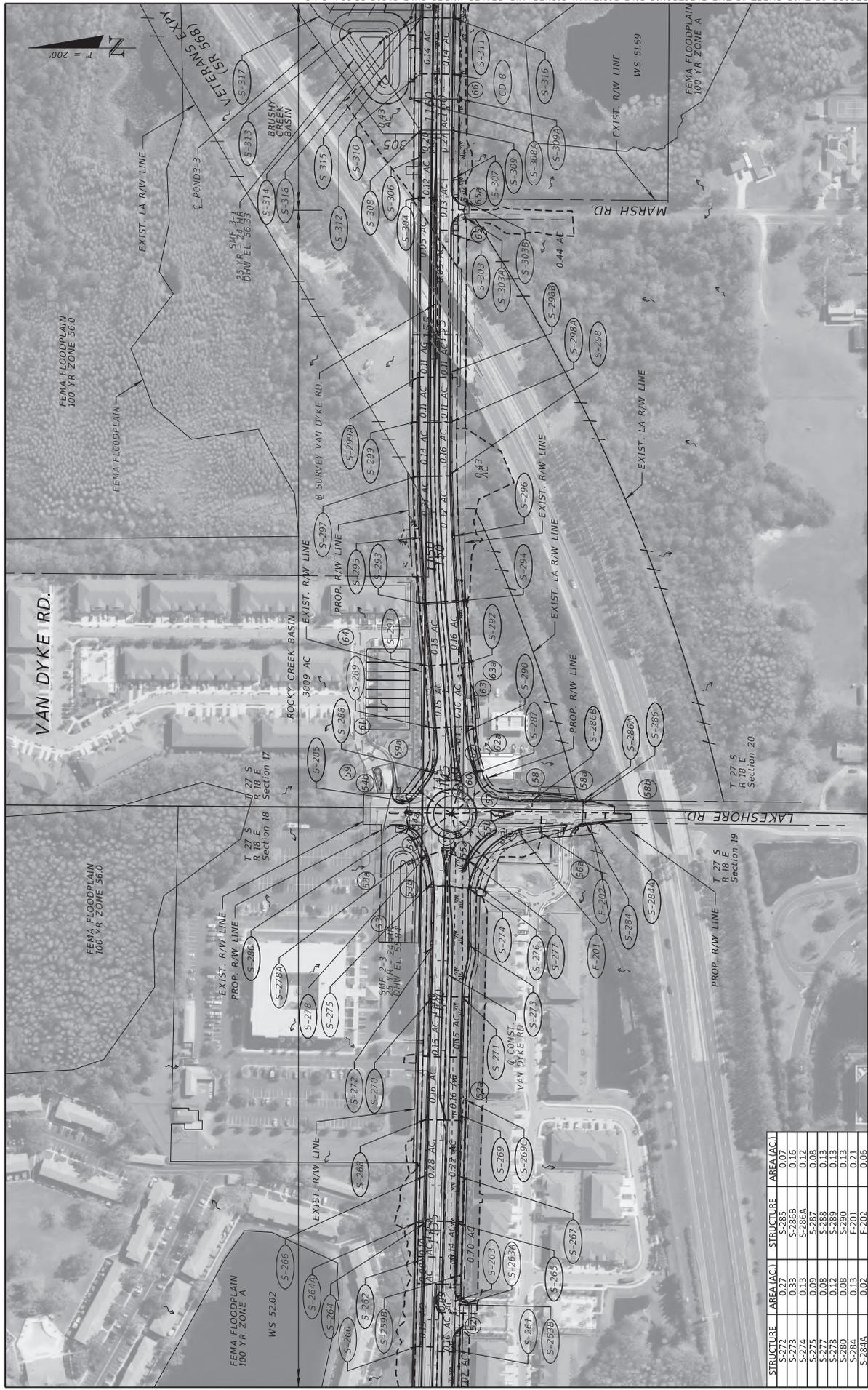
Amanda Elia Sotomayor
Project Manager
(813) 635-5400



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.



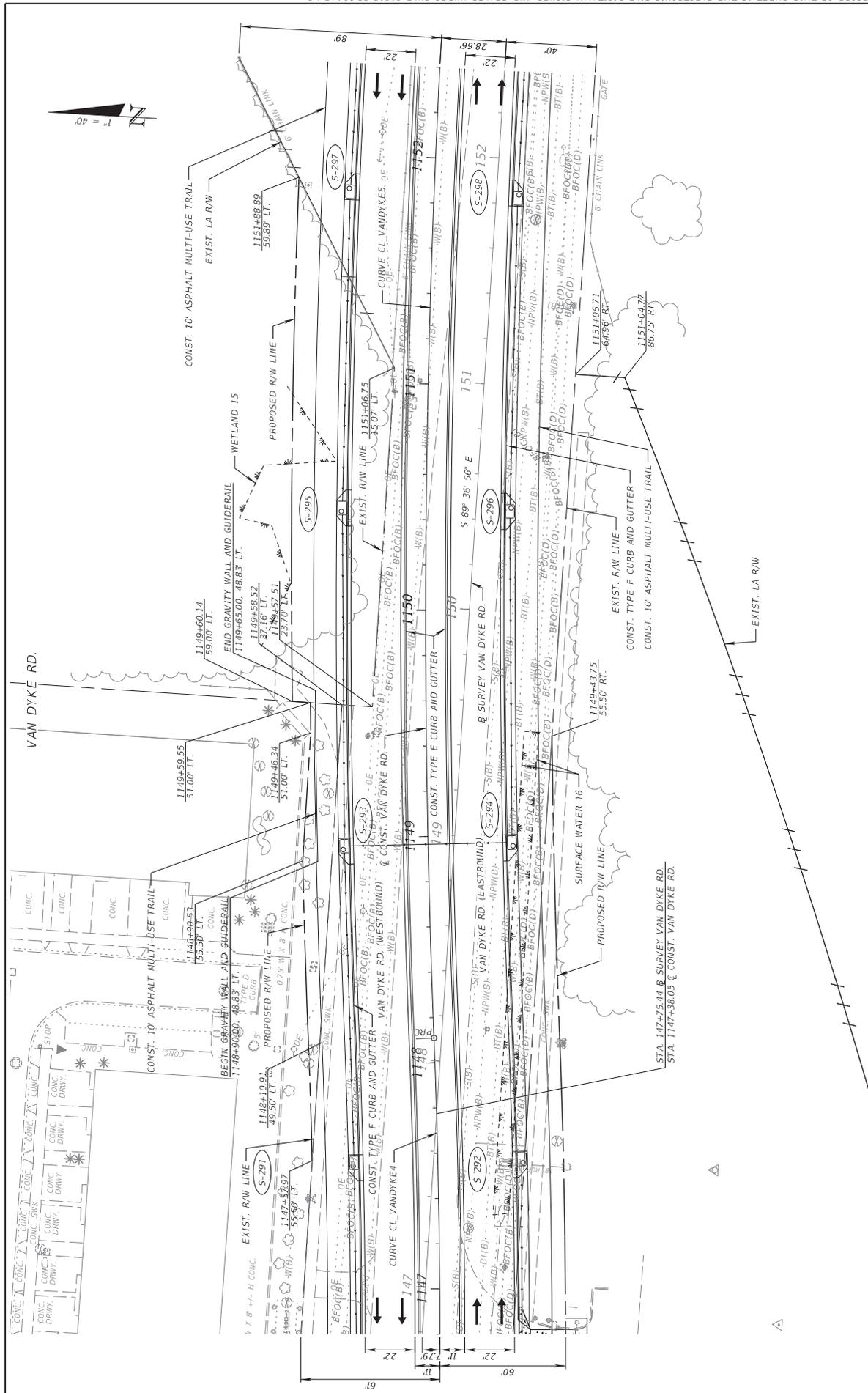
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			S-284A
			0.02

STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION  
 ROAD NO. COUNTY HILLSBOROUGH  
 FINANCIAL PROJECT ID 450401-52-01

ENGINEER OF RECORD  
 TAMMY M. KREISLE, P.E.  
 LICENSE NO. 61721  
 FALLER DAVIS & ASSOCIATES, INC  
 1150 ASSEMBLY DRIVE, SUITE 400  
 TAMPA, FL 33607-4874

**DRAINAGE MAP (5)**

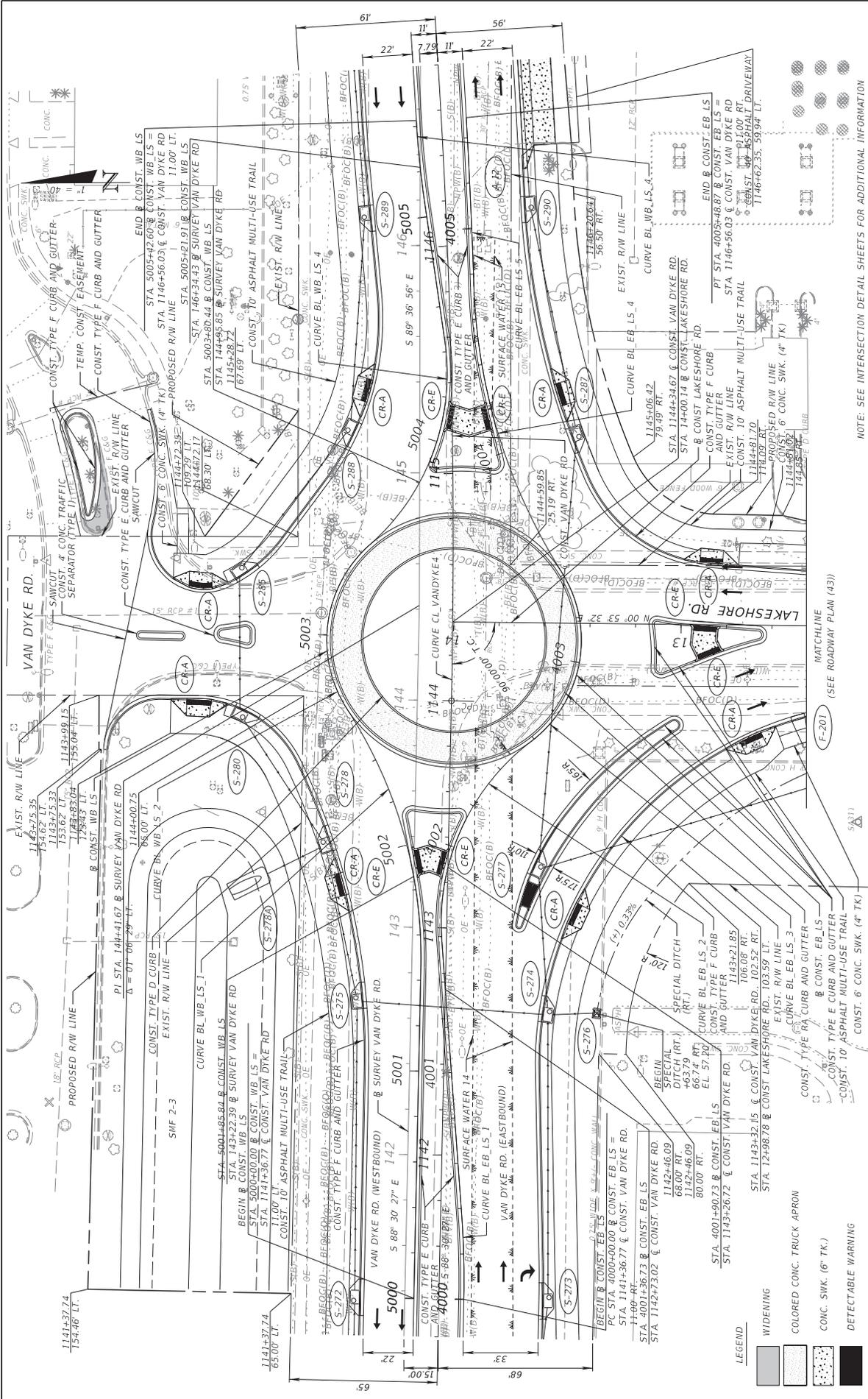
SHEET NO. 12



DATE	DESCRIPTION	REVISIONS	ENGINEER OF RECORD	DEPARTMENT OF TRANSPORTATION	SHEET NO.
			KENNETH R. RUTZKY, JR., P.E. FALLER DAVIS & ASSOCIATES, INC 1150 ASSEMBLY DRIVE, SUITE 400 TAMPA, FL 33607-4874	ROAD NO. HILLSBOROUGH 450401-52-01 COUNTY FINANCIAL PROJECT ID	76
					4114/2025 10:16:53 AM

**ROADWAY PLAN (25)**

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



NOTE: SEE INTERSECTION DETAIL SHEETS FOR ADDITIONAL INFORMATION

DATE	DESCRIPTION	REVISIONS	ENGINEER OF RECORD	DEPARTMENT OF TRANSPORTATION	STATE OF FLORIDA	SHEET NO.
			KENNETH R. RUTZKY, JR., P.E. FALLER, DAVIS & ASSOCIATES, INC. 1150 ASSEMBLY DRIVE, SUITE 400 TAMPA, FL 33607-4874	ROAD NO. 450401-52-01	COUNTY HILLSBOROUGH	75
				FINANCIAL PROJECT ID		

**ROADWAY PLAN (24)**

**COMMISSION**

Gwendolyn “Gwen” W. Myers CHAIR  
 Harry Cohen VICE-CHAIR  
 Chris Boles  
 Donna Cameron Cepeda  
 Ken Hagan  
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 Joshua Wostal



**DIRECTORS**

Janet D. Lorton EXECUTIVE DIRECTOR  
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 Michael Lynch WETLANDS DIVISION  
 Rick Muratti, Esq. LEGAL DEPT  
 Steffanie L. Wickham WASTE DIVISION

**AGENCY COMMENT SHEET**

REZONING	
<p><b>HEARING DATE:</b> June 16, 2025</p> <p><b>PETITION NO.:</b> 25-0586</p> <p><b>EPC REVIEWER:</b> Kelly M. Holland</p> <p><b>CONTACT INFORMATION:</b> (813) 627-2600 x 1222</p> <p><b>EMAIL:</b> <a href="mailto:hollandk@epchc.org">hollandk@epchc.org</a></p>	<p><b>COMMENT DATE:</b> April 2, 2025</p> <p><b>PROPERTY ADDRESS:</b> 5524 Van Dyke Road, Lutz</p> <p><b>FOLIO #:</b> 0148040000</p> <p><b>STR:</b> 20-27S-18E</p>
<p><b>REQUESTED ZONING:</b> Major Modification to an existing PD</p>	
FINDINGS	
<p><b>WETLANDS PRESENT</b></p>	<p>NO</p>
<p><b>SITE INSPECTION DATE</b></p>	<p>04/02/2025</p>
<p><b>WETLAND LINE VALIDITY</b></p>	<p>NA</p>
<p><b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b></p>	<p>NA</p>
<p><b>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</b></p> <p><b>INFORMATIONAL COMMENTS:</b></p> <p>The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p>	

REZ 25-0586  
April 2, 2025  
Page 2 of 2

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

Kmh / app

ec: Raed Petrus, Applicant - [rwtoabacco@aol.com](mailto:rwtoabacco@aol.com)  
Elizabeth Rodriguez - [libbytraffic@yahoo.com](mailto:libbytraffic@yahoo.com)

AGENCY COMMENT SHEET

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

FROM: **Reviewer: Andria McMaugh**      **Date: 06/11/2025**

**Agency: Natural Resources**      **Petition #: 25-0586**

- This agency has **no comment**
- This agency has **no objections**
- This agency has **no objections, subject to listed or attached conditions**
- This agency **objects, based on the listed or attached issues.**

1. 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. **This statement should be identified as a condition of the rezoning.**
2. 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.
3. 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.
4. 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.

**WATER RESOURCE SERVICES  
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

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PETITION NO.: MM 25-0586      REVIEWED BY: Clay Walker, E.I.      DATE: 3/14/2025

FOLIO NO.: 14804.0000

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**WATER**

- The property lies within the \_\_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 12 inch water main exists  (approximately \_\_\_ feet from the site),  (adjacent to the site), and is located west of the subject property within the west Right-of-Way of Lakeshore Drive. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

- The property lies within the \_\_\_\_\_ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 4 inch wastewater forcemain exists  (approximately \_\_\_ feet from the project site),  (adjacent to the site) and is located north of the subject property within the north Right-of-Way of Van Dyke Road. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Van Dyke Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.



**AGENCY REVIEW COMMENT SHEET**

**NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.**

**TO:** Zoning Review, Development Services

**DATE:** 07/21/2025

**REVIEWER:** Ron Barnes, Impact & Mobility Fee Coordinator

**APPLICANT:** Raed Petrus

**PETITION NO:** 25-0586

**LOCATION:** 5524 Van Dyke Rd

**FOLIO NO:** 14804.0000

**Estimated Fees:**

(Various use types allowed. Estimates are a sample of potential development)

Retail - Shopping Center  
(Per 1,000 s.f.)  
Mobility: \$15,939.00  
Fire: \$313.00

Warehouse  
(Per 1,000 s.f.)  
Mobility: \$1,992.00  
Fire: \$34.00

Bank w/Drive Thru  
(Per 1,000 s.f.)  
Mobility: \$24,321.00  
Fire: \$313.00

Retail - Fast Food w/Drive Thru  
(Per 1,000 s.f.)  
Mobility: \$122,822.00  
Fire: \$313.00

Mini-Warehouse  
(Per 1,000 s.f.)  
Mobility: \$1,084.00  
Fire: \$32.00

**Project Summary/Description:**

Rural Mobility, Northwest Park/Fire - 6,195 sq ft retail



## Agency Review Comment Sheet

**NOTE:** Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

**TO:** Zoning Review, Development Services      **REQUEST DATE:** 8/8/2025

**REVIEWER:** Kim Cruz, Environmental Supervisor      **REVIEW DATE:** 8/22/2025

**PROPERTY OWNER:** Convenience Store Warehouse, Inc.      **PID:** 25-0586

**APPLICANT:** Raed Petrus

**LOCATION:** 5524 Van Dyke Rd. Lutz, FL 33558

**FOLIO NO.:** 14804.0000

### AGENCY REVIEW COMMENTS:

According to the application, the applicant is requesting a Major Mod of PD 92-0099. The site currently has a gas station with a convenience store and a car wash which are proposed to stay. The proposed new activity is retail to be located due east of the existing gas station on the same Folio.

### Protection Area

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site is located within Wellhead Resource Protection Area (WRPA) Zone 1 and Zone 2. Allowable activities on the property are subject to the WRPA Zone 1 and 2 restrictions and prohibitions found in Hillsborough County Land Development Code (LDC) [Sec. 3.05.03.A. & B.](#) and [Sec. 3.05.04.A. & B.](#)

### New Proposed Activity

The use, handling, production, disposal, and storage of Regulated Substances associated with nonresidential activities is prohibited in WRPA Zone 2. Retail establishments are generally exempt provided Regulated Substances remain in the original substances and unopened containers and Best Management Practices are implemented. For a complete list of the Regulated Substances, and their elements, please refer to 40 Code of Federal Regulations 302.4. Hillsborough County EVSD has no objections to the new retail establishment with the following condition:

- Within the Wellhead Resource Protection Areas, Regulated Substances associated with the retail establishment shall remain in the unopened, original substances containers and Best Management Practices shall be implemented.

### **Activities Present on Site**

Aerials from 2002 show the gas station and car wash was present prior to the effective date of the Wellhead and Surface Water Protection regulation in LDC Part 3.05.00. The use, handling, and storage of Regulated Substances associated with nonresidential activities, as well as new underground storage tank systems and aboveground storage tank systems are prohibited within WRPA Zone 2.

According to Section 3.05.03.C., since the prohibited activities within the WRPA Zone 2 existed prior to the effective date of the regulation, then an Operating/Closure permit under Section 3.05.08 is required. For an Operating Permit, the applicant shall demonstrate the use of Best Available Technology (BAT) and/or Best Management Practices (BMP) for the prohibited activities.

### **Other Resource Protection Areas**

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

**AGENCY REVIEW COMMENT SHEET**

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**TO: ZONING TECHNICIAN, Planning Growth Management**

**DATE: 19 Mar. 2025**

**REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management**

**APPLICANT: Elizabeth Rodriguez**

**PETITION NO: MM 25-0586**

**LOCATION: 5524 Van Dyke Rd., Lutz, FL 33558**

**FOLIO NO: 14804.0000**

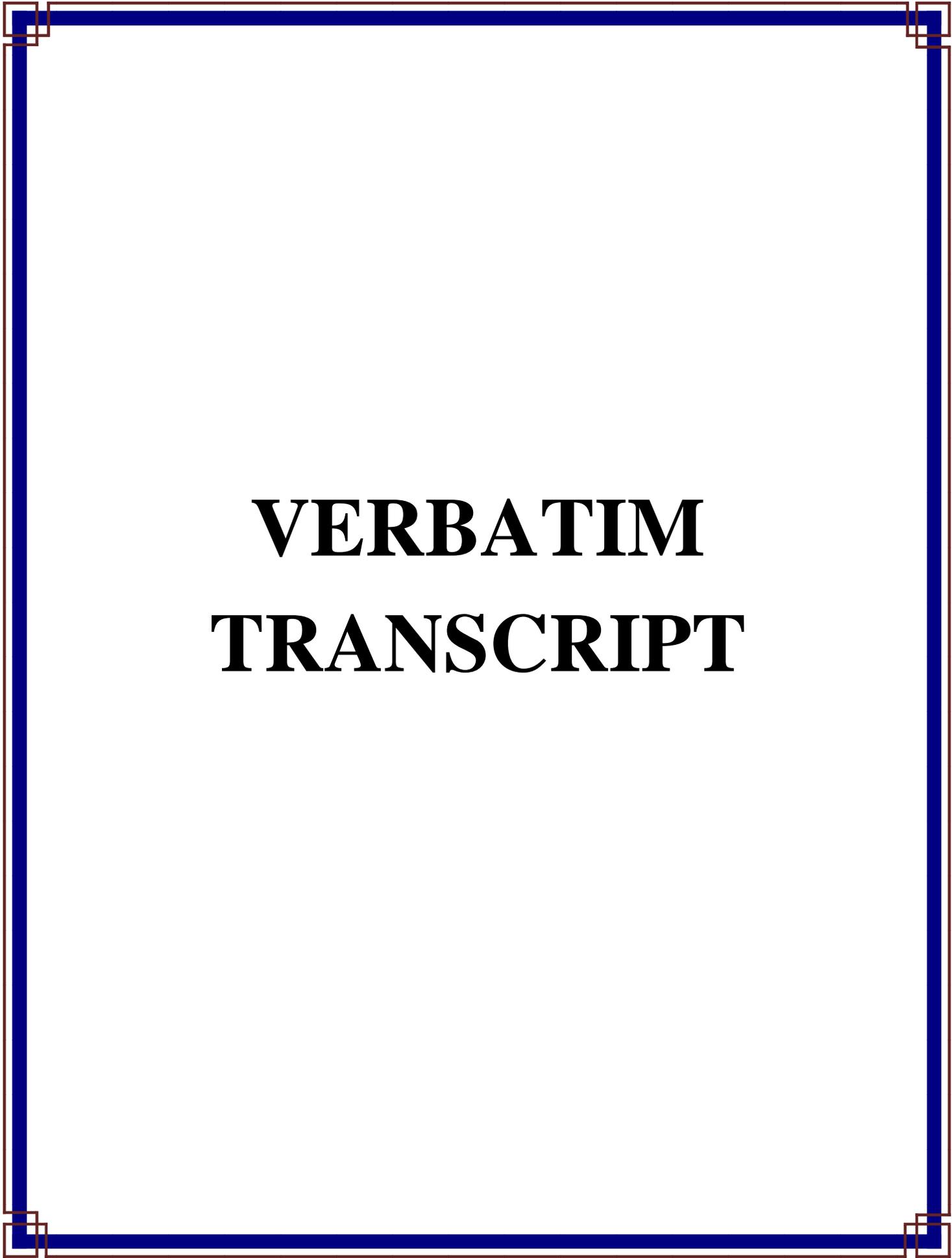
**SEC: 20 TWN: 27 RNG: 18**

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- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

COMMENTS: \_\_\_\_\_.



# **VERBATIM TRANSCRIPT**

In RE- Zoning Hearing Master Meeting  
December 15, 2025

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

IN RE:

ZONING HEARING MASTER MEETING

ZONING HEARING MASTER MEETING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Steve Luce  
Zoning Hearing Master

DATE: Monday, December 15, 2025

TIME: Commencing at 6:00 p.m.  
Concluding at 8:39 p.m.

LOCATION: Hillsborough County BOCC -  
Development Services Department  
(LUHO, ZHM, Phosphate)  
Second Floor Boardroom  
601 East Kennedy Boulevard  
Tampa, Florida 33601

Reported by:  
Diane DeMarsh, AAERT No. 1654  
Notary Public for the State of Florida

1 MS. HEINRICH: Our next application is Item D.2,  
2 Major Mod 25-0586. The applicant is requesting a Major  
3 Modification to PD 92-0099. James Baker has reviewed this for  
4 Development Services, and I will be presenting his findings  
5 tonight on his behalf.

6 HEARING MASTER: Okay. The applicant, please.

7 MS. E. RODRIGUEZ: Hi. I am Elizabeth Rodriguez,  
8 18156 Sandy Pointe Drive, Tampa, Florida. With me today --  
9 Wolly (phonetic) didn't show up, right?

10 MR. PETRUS: Raed Petrus.

11 MS. E. RODRIGUEZ: Yeah. Raed Petrus, the developer.

12 And this is Major Modification 25-0586. And it's  
13 Major Modification to PD 92-0099. Can you show the first  
14 location map? The subject property is located to the south --  
15 at the southeast corner of Van Dyke Road and Lakeshore Road, and  
16 it's bounded on the south by the Veterans Expressway. There's  
17 an existing Shell gas station on the site.

18 So the main things that we're requesting are, first of  
19 all, an increase in the square footage. We want to expand the  
20 building envelope so that we can build on the entire site, the  
21 eastern portion of the site. And then, reduced front yard  
22 setbacks, reduced to 15 feet along Van Dyke, 10 on Lakeshore,  
23 and then just a 5-foot setback from the Veterans.

24 Can you switch to the other location map? This is a  
25 little bit more of a zoomed in location map just to show you

1 what is in the surrounding area. So to the south, again, if  
2 you want to indicate Lizzy (phonetic), is the Veterans  
3 Expressway, which is obviously a huge, you know, buffer in terms  
4 of any other land use. To the north, we have the Lakeshore  
5 Preserve Apartments. Note that they are designed with their  
6 backs to Van Dyke and oriented the other way with a lot of  
7 landscaping and fence along Van Dyke, and that's between the  
8 apartments and then what we have, which is again, an existing  
9 gas station. To the west of them is the Salvation Army Regional  
10 Headquarters. But then to the west of our gas station are the  
11 Avea Pointe Apartment. And like the Lakeshore Preserve  
12 Apartments, they are designed in such a way that they're not  
13 oriented toward our existing gas station.

14           You want to show them the site plan, please? Okay.  
15 Here is our proposed site plan. And the one thing that I want  
16 to point out on the existing site plan, and call your attention  
17 to, is this right-of-way line which you see is cutting through  
18 our gas station. And I'll show you what that's all about on the  
19 next exhibit. Can you pop up the roundabout for me, please?  
20 All right. So these are the County's plans. I'll show you the  
21 project number in a second. And all of this is in the staff  
22 report. I'm just trying to hone in on this because it's kind of  
23 a key thing.

24           See the right-of-way line? And see how that goes  
25 through the building? So what they're doing is they're doing

1 a -- improvements on Van Dyke and one component of the  
2 improvements is they're doing a roundabout right there at that  
3 corner of Van Dyke and Lakeshore, and they need right-of-way  
4 from our site through the building.

5 Okay. Next and last exhibit. Okay. So here's the  
6 information about the County project. And this exhibit is in  
7 your, you know, staff report. And it includes a roundabout that  
8 I just showed you. And the reason I'm bringing this to your  
9 attention to show you that -- if you can point to where it says,  
10 to be determined, in terms of some of the timing of the later  
11 phases of the County project there's uncertainty about the  
12 timing of the project.

13 We're not sure when we are going to build on our site  
14 relative to when they would want to knock the building down. So  
15 we're trying to just build some flexibility in, and that's why  
16 we're drawing kind of a big building envelope over our whole  
17 site. If it's going to be a while before they want to take the  
18 gas station, we might build a little retail development to the  
19 east. But if it's going to be pretty soon, we obviously have to  
20 move the gas building, and we want as much flexibility as  
21 possible to kind of pivot, and possibly, there might be some  
22 impact on the location of the access points.

23 And that's the reason that we're asking also for the  
24 PD variation for the Scenic Corridor Preservation. That would  
25 normally be a 5-foot -- or I'm sorry, a 15-foot buffer

1 requirement along Van Dyke. We need as much room to react to  
2 what's happening as possible. So anyway, that's kind of the big  
3 picture of what we're asking for. And the staff reports next.  
4 But if you have any questions, please (indiscernible) --

5 HEARING MASTER: Yeah, just leave that graphic up for  
6 just a second.

7 MS. E. RODRIGUEZ: About the --

8 HEARING MASTER: The schedule.

9 MS. E. RODRIGUEZ: Yeah.

10 HEARING MASTER: So it says, Design land acquisition  
11 completion mid-2025. So --

12 MS. E. RODRIGUEZ: Yeah. And then, maybe that  
13 schedule, kind of, slipped or something because -- the  
14 developers here. They haven't acquired --

15 MR. PETRUS: No. That was -- actually, this is an old  
16 information. And --

17 MS. HEINRICH: Oh. Sir, you have to be on the record.

18 MS. E. RODRIGUEZ: Oh. Yeah. Do you want to come up?  
19 He's the applicant. Can he come up right now?

20 HEARING MASTER: Yes.

21 MS. E. RODRIGUEZ: Okay.

22 HEARING MASTER: That's fine.

23 MS. E. RODRIGUEZ: Okay. Yeah. Here.

24 MR. PETRUS: Good evening. My name -- my name is Raed  
25 Petrus. I'm one of the owners of the gas station.

1 HEARING MASTER: And your address, please, for the  
2 record?

3 MR. PETRUS: Five -- I'm sorry. 5524 Van Dyke Road.

4 HEARING MASTER: Okay.

5 MR. PETRUS: So basically, what we've been in business  
6 for 25 years, and I mean, I've been the manager and owner for  
7 the location. It's a neighborhood store. So the currently --  
8 the way we have it, we have restricted square footage, okay? So  
9 the zoning originally of the -- on this property was, like,  
10 three -- I think, 4,500 square feet. And of course, we would  
11 like to expand the store to meet the future needs of our  
12 customers.

13 But at the same time, we're trying to be ahead of the  
14 game because eventually -- we don't know yet to be honest with  
15 you, we don't know when they're going to widen the road. So the  
16 idea is to basically submit for the approval to get more square  
17 footage. So hopefully we'll have more flexibility in the future  
18 to build, hopefully, the store on the opposite side of the  
19 building, because we have a big pond that will accommodate the  
20 size in the future.

21 MS. E. RODRIGUEZ: And I think he was asking, he was  
22 saying that -- okay. They were supposed to be done --

23 HEARING MASTER: (Indiscernible) --

24 MS. HEINRICH: Could you please -- I'm sorry. Could  
25 you please speak into the microphone --

1 HEARING MASTER: The microphone.

2 MS. HEINRICH: -- so it can be captured?

3 MS. E. RODRIGUEZ: Yeah. And I think Mr. Luce was  
4 saying that the schedule says that the land acquisition would be  
5 complete in mid --

6 MR. PETRUS: No.

7 MS. E. RODRIGUEZ: So they have not acquired your  
8 land?

9 MR. PETRUS: No. No. No. This is --

10 MS. E. RODRIGUEZ: So --

11 MR. PETRUS: -- this is not even on the agenda right  
12 now because the County does not have the funding for the  
13 project. This project might take maybe, like, five or six years  
14 from now. We don't know.

15 HEARING MASTER: Okay.

16 MR. PETRUS: This is old information.

17 HEARING MASTER: Okay.

18 MR. PETRUS: Yeah.

19 HEARING MASTER: Okay. That's a question I had. I  
20 want to know where the County is in the process.

21 MS. E. RODRIGUEZ: Where the County is in the process?

22 HEARING MASTER: Yes.

23 MR. PETRUS: Actually, right now, I think they just  
24 approved the plans. But like I said, it's only the plans have  
25 been approved, but there's no funding for the project.

1 HEARING MASTER: Okay. All right. I got it. Thank  
2 you.

3 MS. E. RODRIGUEZ: Do you want to enter your thing?

4 MR. PETRUS: Oh, and of course, I have here a petition  
5 signed by my customers. I would like to add to the record if  
6 possible.

7 HEARING MASTER: Yes.

8 MR. PETRUS: Thank you.

9 HEARING MASTER: Give it to the Clerks, please.

10 MS. E. RODRIGUEZ: Okay. Any other questions?

11 HEARING MASTER: I just -- I did look in Optix and  
12 look it, there's -- it taken a long time to get to this point.  
13 If you could give me some context as to why it took so long to  
14 get to this point.

15 MS. E. RODRIGUEZ: You mean why it took --

16 HEARING MASTER: The main file -- the zoning  
17 application to today. It's been quite a long time.

18 MS. E. RODRIGUEZ: Well, we were supposed to get  
19 heard --

20 HEARING MASTER: If you don't know, that's fine.

21 MS. E. RODRIGUEZ: He's just saying, why did it take  
22 us five, six -- six months to get through the process?

23 MR. PETRUS: Well, because we have go -- honestly,  
24 we're going back and forth with the Zoning Committee. They were  
25 asking some information on the property, and we went through --

1 because we're still not sure how we're going to lay out the  
2 building, to be honest with you. So this is -- all we're asking  
3 right now, we're asking an increase of the --

4 MS. E. RODRIGUEZ: Bubble plan.

5 MR. PETRUS: Yeah. So we submit a bubble plan to give  
6 us flexibility so actually put the future (indiscernible).

7 HEARING MASTER: All right. Thank you.

8 MR. PETRUS: Thank you.

9 HEARING MASTER: All right. All right. Development  
10 Services staff.

11 MS. HEINRICH: Michelle Heinrich, Development  
12 Services.

13 Staff reviewed a Major Modification request to PD  
14 92-0099 located at the southeast corner of Van Dyke and  
15 Lakeshore Roads.

16 The applicant seeks to increase the intensity  
17 permitted from a 0.04 FAR to a 0.25 FAR; expand the permitted  
18 uses to include a car wash and limited retail uses in the CN  
19 zoning district; increase the maximum building height from 25 to  
20 50 feet; enlarge the building envelope; reduce the front yard  
21 setbacks from 30 feet to 15 along Van Dyke Road, and 10 along  
22 Lakeshore Road, and also to reduce the southern setback from 20  
23 to 5 feet; and to remove the requirement for a reverse frontage  
24 site layout. As you heard, one PD variation was requested,  
25 which is to remove the 15-foot Suburban Scenic Corridor on

1 (indiscernible) Road, and staff does not object to that  
2 request.

3 The site is in the Reservoir Future Land Use Category,  
4 Urban Service Area and the Lutz Community Plan. However, the  
5 site is not subject to the Lutz Rural Development Standards.  
6 Staff's review found that the surrounding area has become more  
7 developed since the original rezoning in 1992, with multi-family  
8 now to the north and west and the construction of the Veterans  
9 Expressway to the south. Staff found the request compatible  
10 with the area and no objections from reviewing agencies were  
11 received.

12 Therefore, staff requests -- the staff finds the  
13 request approvable subject to proposed conditions. And I'd be  
14 happy to answer any questions you have.

15 HEARING MASTER: I guess, the same question for the  
16 applicant, that I see in Optix that they filed, like, six months  
17 ago, and there was a more detailed site plan submitted in the  
18 beginning. And now, we're at a stage where it's a bubble plan.  
19 If you could provide any context as to how you arrived at where  
20 you are today, or the staff recommendation and approval of the  
21 bubble plan.

22 MS. HEINRICH: Mainly, for flexibility purposes. I  
23 believe that was the applicant's first proposal, and it was  
24 explained to them that at -- when they have something that  
25 specific, that is what they're going to be held to. And I also

1 believe that at the time they were still working out if they  
2 might need other flexibility, like, setbacks. And I know that  
3 they were also working with transportation with the right-of-way  
4 information that you heard from the applicant. So there were  
5 quite a few factors being worked on between the staff and the  
6 applicant.

7 HEARING MASTER: Okay. All right. Thank you.

8 All right. Planning Commission staff.

9 MS. LIENHARD: Thank you.

10 The subject property is located in the Residential-4  
11 Future Land Use Category. It is in the Urban Service Area, and  
12 the subject property is located within the limits of the Lutz  
13 Community Plan.

14 The proposal is consistent with the intent of Future  
15 Land Use Section Objective 4.4, its modifying policies, which  
16 require that new development be compatible with the surrounding  
17 neighborhood. The surrounding land use pattern consists  
18 primarily of single-family residential and public/quasi-public  
19 uses. Notably, the existing residential areas are located at a  
20 substantial distance from the subject site and are separated by  
21 major roadways, both Lakeshore Road and Van Dyke Road, which  
22 serve as effective physical and visual buffers. In addition,  
23 the subject site meets Commercial Locational Criteria due to its  
24 location at the intersection of Van Dyke Road, which is a County  
25 Arterial Roadway, and Lakeshore Road, which is a County

1 Collector Roadway, confirming that its proposed commercial use  
2 is appropriately situated in accordance with Commercial  
3 Locational Criteria, Policies and the Comprehensive Plan.

4 The proposed development is expected to complement the  
5 existing land use pattern and provide compatible neighborhood  
6 serving commercial opportunities, enhancing the overall  
7 functionality of the surrounding area. By adhering to the  
8 locational intensity and compatibility standards of the  
9 Comprehensive Plan, the request demonstrates consistency with  
10 the aforementioned policies.

11 The subject site is located within the boundaries of  
12 the Lutz Community Plan. The desired commercial character  
13 within the community emphasizes developments that are compatible  
14 in both scale and character, with the rural esthetic of the area  
15 and its surrounding environment. While the site is not located  
16 within the designated commercial nodes of the Community Plan, it  
17 meets the Commercial Locational Criteria outlined in the  
18 Comprehensive Plan, providing appropriate accessibility and  
19 adjacency to existing development patterns. The proposed  
20 development aligns with the intent of the Community Plan, as the  
21 proposed floor area ratio remains consistent with the scale  
22 permitted under the Residential-4 Future Land Use Category.

23 Based upon those considerations, Planning Commission  
24 staff finds the proposed modification consistent with the  
25 Unincorporated Hillsborough County Comprehensive Plan, subject

1 to the conditions proposed by Development Services. Thank you.

2 HEARING MASTER: Okay. (Indiscernible) time, is there  
3 anyone in the audience that wishes to speak in support of the  
4 application?

5 MR. HUNT: We do have one virtually in support.

6 HEARING MASTER: Okay.

7 MS. WHITE: I think to answer your question, the  
8 public meeting was held in May of this year about the road  
9 widening. I don't know if that's what -- when Raed decided --  
10 it prompted him for this application. But there was a public  
11 meeting and on-site, I guess, feedback from the community on the  
12 road widening. And the roundabout -- there's going to be two  
13 roundabouts proposed on Van Dyke Road. And the first one is  
14 right at the Shell station at Van Dyke and Lakeshore.

15 HEARING MASTER: Okay.

16 MS. WHITE: So my name is Beth White. My business  
17 address is 5338 Van Dyke Road in Lutz. And I ask that you  
18 approve this modification.

19 HEARING MASTER: Okay.

20 MS. WHITE: With the proposed expansion of Van Dyke  
21 Road, Raed stands to lose his business as the proposed  
22 roundabout on Van Dyke and Lakeshore would take a portion of his  
23 property, including the store. He's being proactive with this  
24 application before the expansion occurs. Raed's Shell station  
25 is within walking distance of my business. I frequented his

1 business for over 20 years, a daily when he has the Post  
2 Office. We use the convenience store, the -- we pump our gas,  
3 frequent the car wash. And the introduction of the food trucks  
4 have been a very welcome addition to our neighborhood.

5 Those of us who work or live by the Shell station  
6 depend on it. During our storms when the power is out, Raed  
7 immediately fires up a generator to make sure the community has  
8 access for food and ice. He's a wonderful man who cares about  
9 the community, and as a small business owner, is doing what is  
10 required to keep his company. So I ask you to please approve  
11 this zoning application. Thank you.

12 HEARING MASTER: Okay. Thank you, ma'am.

13 Is there anyone else in the audience that wishes to  
14 speak in support of the application? No one responding.

15 Anyone in the audience wish to speak in opposition to  
16 the application? See no one responding.

17 Staff, anything further?

18 MS. HEINRICH: Yes. Transportation staff has some  
19 comments that they would like to make. Thank you.

20 HEARING MASTER: Okay.

21 Yes, sir.

22 MR. PEREZ: Yes. Mr. Zoning Hearing Officer, I'd just  
23 like to clarify the status of the Capital Improvement Plan for  
24 Van Dyke Road to widen it to a future four lane. It is  
25 currently in the 60 percent design phase and proceeding for

1 final approval, kind of on a concurrent track with this zoning  
2 moving forward. In my report, I speak to that. Within the  
3 conditions of approval, it acknowledges the need to memorialize  
4 the corridor preservation and link that to that future  
5 improvement, which includes not only the four lanes, but a  
6 roundabout at the intersection of Van Dyke Road and Lakeshore.

7 HEARING MASTER: Okay. And I did see in the files,  
8 either the applicant provided or the staff did, the actual  
9 cross-section for the roundabout and four-laning of Van Dyke.

10 MR. PEREZ: That is correct. That is from the 60  
11 percent plan --

12 HEARING MASTER: Sixty percent plans.

13 MR. PEREZ: -- moving forward for final approval.

14 HEARING MASTER: Okay.

15 MR. PEREZ: And additionally, no acquisition in this  
16 immediate area I'm aware of has taken place. There is partial  
17 funding, is my understanding, and coordination with public  
18 works. But there is -- the beginning of construction is to be  
19 determined.

20 HEARING MASTER: Okay. And then, in a redevelopment  
21 scenario, they have to go through the permitting and deal with  
22 site access locations, turn lanes if necessary, et cetera, I  
23 assume?

24 MR. PEREZ: That's correct. The Transportation  
25 comments within the body of the staff report encapsulates our

1 review of the site access. The applicant's site access  
2 analysis proposed trip caps in relation to a overall build out  
3 of the site with the uses that are proposed --

4 HEARING MASTER: Right.

5 MR. PEREZ: -- and restrictions to access site access  
6 improvements that would be required.

7 HEARING MASTER: Okay.

8 And Ms. Heinrich, just for the record, this applicant,  
9 if it's a bubble plan, they would have to go forward with --  
10 whatever plans they came up with, they'd have to go see you  
11 about construction plan review.

12 MS. HEINRICH: Correct. It would be -- require site  
13 development review --

14 HEARING MASTER: Right.

15 MS. HEINRICH: -- which goes through zoning and  
16 various other agencies for review.

17 HEARING MASTER: Right. And at that point in time,  
18 you'd look at stormwater needs, parking needs, on-site  
19 circulation needs, landscaping needs, you know, site access  
20 locations, setbacks.

21 MS. HEINRICH: Right. Setbacks --

22 HEARING MASTER: Right. Right.

23 MS. HEINRICH: -- (indiscernible) -- yes, sir.

24 HEARING MASTER: So really, it's not known at this  
25 time what that would look like, right? Because there's still

1 another step to go.

2 MS. HEINRICH: Correct.

3 HEARING MASTER: Okay. Got it.

4 At this point in time, the applicant has an  
5 opportunity for rebuttal.

6 MS. E. RODRIGUEZ: We're okay.

7 HEARING MASTER: You're good?

8 MS. E. RODRIGUEZ: Yeah.

9 HEARING MASTER: You're good. Thank you.

10 With that, that concludes this application. And we're  
11 ready for the next item.

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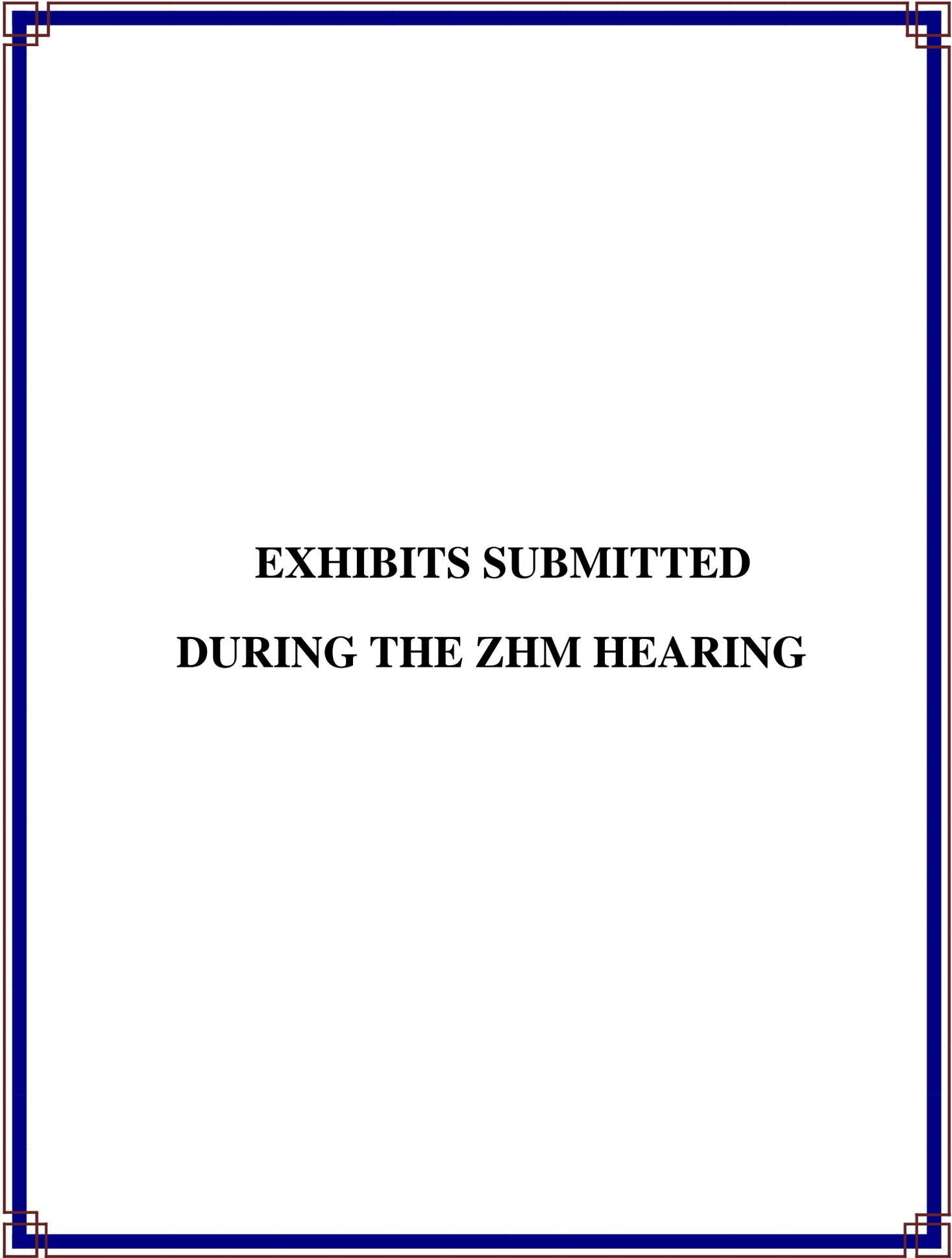
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**EXHIBITS SUBMITTED  
DURING THE ZHM HEARING**

DATE/TIME: 12/15/2025 6pm HEARING MASTER: Steve Luce

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>VS</u> <u>RZ 25-0582</u>	PLEASE PRINT NAME <u>Colin Rice</u> MAILING ADDRESS <u>1000 W. Cass St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>239-404-2771</u>
APPLICATION # <u>RZ 25-0500</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S. #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33709</u> PHONE <u>707-866-1760</u>
APPLICATION # <u>RZ 25-1281</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S. #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>707-866-1760</u>
APPLICATION # <u>VS</u> <u>RZ 25-1281</u>	PLEASE PRINT NAME <u>Grace McComas</u> MAILING ADDRESS <u>805 Old Darby St.</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813-240-3907</u>
APPLICATION # <u>RZ 25-1320</u>	PLEASE PRINT NAME <u>Ruth P. Londono</u> MAILING ADDRESS <u>1502 W Busch Blvd sted</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33612</u> PHONE <u>(813) 919-7802</u>
APPLICATION # <u>RZ 25-1418</u>	PLEASE PRINT NAME <u>Robert Markin</u> MAILING ADDRESS <u>206 W 92</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813.543.5571</u>

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<p>APPLICATION #  RZ 26-0037</p>	<p>PLEASE PRINT NAME <u>Melva RODRIGUEZ</u></p> <p>MAILING ADDRESS <u>7710 AHN BOLLARD RD</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33634</u> PHONE <u>813-243-8725</u></p>
<p>APPLICATION #  RZ 26-0124</p>	<p>PLEASE PRINT NAME <u>Kami Corbett</u></p> <p>MAILING ADDRESS <u>101 E Kennedy Blvd, St 3700</u></p> <p>CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-2278424</u></p>
<p>APPLICATION #  MM 25-0586</p>	<p>PLEASE PRINT NAME <u>RAED Peltw</u></p> <p>MAILING ADDRESS <u>5524 VAN DYKE RD</u></p> <p>CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33558</u> PHONE <u>813-7666939</u></p>
<p>APPLICATION #  MM 25-0586</p>	<p>PLEASE PRINT NAME <u>Elizabeth Rodriguez</u></p> <p>MAILING ADDRESS <u>18156 Sandy Pointe Dr.</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33647</u> PHONE <u>813.549.3316</u></p>
<p>APPLICATION #  VS MM 25-0586</p>	<p>PLEASE PRINT NAME <u>Beth white</u></p> <p>MAILING ADDRESS <u>5338 Van Dyke Road</u></p> <p>CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33558</u> PHONE <u>813-855-8425</u></p>
<p>APPLICATION #  RZ 25-1245</p>	<p>PLEASE PRINT NAME <u>CHRIS MCNEAL</u></p> <p>MAILING ADDRESS <u>15957 N. FLORIDA AVE</u></p> <p>CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>8132052504</u></p>

DATE/TIME: 12/15/2025 6pm HEARING MASTER: Steve LucePLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ 25-1245</u>	PLEASE PRINT NAME <u>RAGHAVA MUMMANEM</u> MAILING ADDRESS <u>1571 RINGMORE CT</u> CITY <u>DOVER</u> STATE <u>FL</u> ZIP <u>33627</u> PHONE <u>848 2191222</u>
APPLICATION # <u>RZ 25-1245</u>	PLEASE PRINT NAME <u>SRIDEN PARVATHANEMI</u> MAILING ADDRESS <u>1571 RINGMORE CT</u> CITY <u>DOVER</u> STATE <u>FL</u> ZIP <u>33527</u> PHONE <u>848 219-1222</u>
APPLICATION # <u>RZ 25-1250</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-2278421</u>
APPLICATION # <u>RZ 25-1338</u>	PLEASE PRINT NAME <u>SYED LAEQ ALI</u> MAILING ADDRESS <u>602 OCONLEY AVE</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813 260 8502</u>
APPLICATION # <u>mm 25-1362</u>	PLEASE PRINT NAME <u>Alex Schaefer</u> MAILING ADDRESS <u>400 W. Ashley Ave Suite 1100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-221-9100</u>
APPLICATION # <u>mm 25-1375</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-2278421</u>

DATE/TIME: 12-15-2025 6pm HEARING MASTER: Steve Luce

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<p>APPLICATION #</p> <p><u>MM 25-1375</u></p>	<p>PLEASE PRINT NAME <u>Michael YATES / PALM TRAFFIC</u></p> <p>MAILING ADDRESS <u>4006 S. MACDILL AVE</u></p> <p>CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33611</u> PHONE <u>8132058057</u></p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____</p> <p>MAILING ADDRESS _____</p> <p>CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____</p> <p>MAILING ADDRESS _____</p> <p>CITY _____ STATE _____ ZIP _____ PHONE _____</p>
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DECEMBER 15, 2025 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, December 15, 2025, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

 Steve Luce, ZHM, called the meeting to order at 6:00 p.m., led in the pledge of allegiance to the flag, and introduction.

A. WITHDRAWALS AND CONTINUANCES

 Michelle Heinrich, Development Services (DS), reviewed the changes to the agenda.

 Steve Luce, ZHM, overview of ZHM process.

 Senior Assistant County Attorney Mary Dorman, overview of evidence/ZHM/BOCC Land Use process.

 Steve Luce, ZHM, Oath.

B. REMANDS

B.1. RZ 25-0500

 Michelle Heinrich, DS, called RZ 25-0500.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-0500.

C. REZONING STANDARD (RZ-STD) :

C.1. RZ 25-1281

 Michelle Heinrich, DS, called RZ 25-1281.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1281.

C.2. RZ 25-1320

 Michelle Heinrich, DS, called RZ 25-1320.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1320.

MONDAY, DECEMBER 15, 2025

C.3. RZ 25-1418

 Michelle Heinrich, DS, called RZ 25-1418.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1418.

C.4. RZ 26-0037

 Michelle Heinrich, DS, called RZ 26-0037.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 26-0037.

C.5. RZ 26-0124

 Michelle Heinrich, DS, called RZ 26-0124.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 26-0124.

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) AND MAJOR MODIFICATION (MM) :

D.1. RZ 25-0582

 Michelle Heinrich, DS, called RZ 25-0582.

 Testimony provided.

 Steve Luce, ZHM, continued RZ 25-0582 to February 23, 2026, ZHM hearing.

D.2. RZ MM 25-0586

 Michelle Heinrich, DS, called MM 25-0586.

 Testimony provided.

 Steve Luce, ZHM, closed MM 25-0586.

D.3. RZ 25-1245

 Michelle Heinrich, DS, called RZ 25-1245.

 Testimony provided.

MONDAY, DECEMBER 15, 2025

 Steve Luce, ZHM, closed RZ 25-1245.

D.4. RZ 25-1250

 Michelle Heinrich, DS, called RZ 25-1250.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1250.

D.5. RZ 25-1338

 Michelle Heinrich, DS, called RZ 25-1338.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1338.

D.6. MM 25-1362

 Michelle Heinrich, DS, called MM 25-1362.

 Testimony provided.

 Steve Luce, ZHM, closed MM 25-1362.

D.7. MM 25-1375

 Michelle Heinrich, DS, called MM 25-1375.

 Testimony provided.

 Steve Luce, ZHM, closed MM 25-1375.

E. ZHM SPECIAL USE - **None**.

ADJOURNMENT

 Steve Luce, ZHM, adjourned the meeting at 8:39 p.m.

Application No. MM25-0586  
 Name: Raed Petrus  
 Entered at Public Hearing: 24M  
 Exhibit # 1 Date: 12-15-2025

County Commissioners:

RE: MM 25-0586

I support this major modification for the property located at 5524 Van Dyke Rd, Lutz, FL 33558.

This Shell station has been at this location for well over 2 decades and has made a positive impact on our community throughout the years.

The owners have maintained the store, pumps and car wash throughout the years to make them safe for their customers. We are grateful for the many times they hook up their generator after a storm to keep the store running so the community can access ice and food and gas. The introduction of food trucks have been a welcome addition to our neighborhood.

The owners of the Shell station are being pro-active with this modification as the future road widening and round-a-bout at Lakeshore Rd/Van Dyke would take a large portion of their property. This would effectively put them out of business.

Please approve MM 25-0586

NAME	ADDRESS
Shane Davis	19330 US Hwy 41 N lot 2 FL 33549
Maximus Kalampalikis	17274 Hackberry Sq, Land O Lakes, FL 34638
Charlie White	5338 Van Dyke Rd, Lutz 33558
Mind M Chuck	2421 McDonough RD Hampton CA 32228 2721 chontuc Dr 33558
Nancy Habibo	1412 Wyndham Lakes Dr. Odessa, FL 33556
Evan Borhon	17025 Paula Lane, Lutz FL 33558
Frank Sumner	17806 LAKE CARLTON DR 33558
Larrie Isguen	5009 Kingfish Dr. Apt. D Lutz, FL 33558
M. P. [unclear]	17819 Jamestown Way, Lutz FL 33558
Belga Sanchez	2641 Stillade crest Rd FL 34639.
BRENDA DRISKELL	17937 LAKE CARLTON DR LUTZ FL 33558
KIMBERLY TERRELLS	2895 GRAND KEMERTON PL. TPA, FL 33628
Richard P. Hollis Jr	17729 Lake Carlton Dr. Lutz 33558
Jeffrey Jones	4638 Skyline Dr Lutz 33558
Rachel Palfy	5151 Corvette Dr Tampa FL 33624
Linda Houker	17997 JAIR FISH DR 33558

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NAME	ADDRESS
LUIS A. PEREZ	5818 LAKESIDE DR. LUTZ 33558
JOANNA CHIAPPELLI	4846 Lumber Way Trp 33604
Liz Lee	17850 Jamestown Way, Apt C 33558
Mark	7610 Van Dyke Rd Odessa
Paul Venturino	4946 Tower Rd Land o Lakes 34638
John Hurtado	5512 Clove's Peak Dr
Chad Porter	5715 Lake Le Clore Rd 33558
Natalie Milanovic	17310 Hialeah Dr. 33556
Kately Archer	10826 N. Tecgreen Rd. 33612
Charlie Bates	111 5th Ave SE Lutz, FL 33549
LAWSON MYRIE	18413 AVOCET DA, Lutz, FL 33558
Cody Price	17932 Lake Carlton Dr, Lutz, FL 33558
Cory Barnett	11501 Tucker Rd Riverview FL
Conrad Childers	6423 Eldorado R 33615
Heidi Matton	17807 Stella Moon Place Trp 33558
Brenda Jones	17002 Paula Ln Lutz 33558
DAVE WALKER	6063 LAKESIDE DR., LUTZ, 33558

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NAME	ADDRESS
Michael Kapono	5130 Pheasant Woods, Dr. Lutz 33558
CHUCK JANSEN	5508 WINHAM WAY, LUTZ, FL 33558
BOB SWANSON	5407 AVONDA DRIVE, LUTZ, FL 33558
Juan Montoya	4101 Lakeside Dr. Lutz FL 33558
SIAVOSH NOROOZI	5112 PHASANT WOOD DR 33558
Sarah Wentworth	7308 Brookview Cir Tampa FL 33634
Osmany Rodriguez	4508 E Yukon St
Kristen Cory	2934 Living Coral drive
Edward Linder	17007 DENNIS RD LUTZ
Chris Masick	17853 Lake Carlton dr. ~
Cliff	5301 WINHAM WAY LUTZ 33558
Scott	17924 Lake Carlton Dr Apt B Lutz 33558
Chad Tyson	16140 Gardendale Dr. Tampa FL 33624
CAM Petrie	5303 Winham Way Lutz
Arline Martz	5506 Lake Le Clare Rd 33558
Odemaris Rodriguez	17859 Lake Carlton Dr. Apt C Lutz 33558
Scott Weyland	

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NAME	ADDRESS
E. L. Cooper	17073 Sailfish Dr Apt A Lutz FL 33558
David Holmer	4201 Woodstorks Walk #105 Lutz FL 33558
Tyler Sanders	18009 Sailfish Dr Apt E
Ken Monzon	17887 Samstuney Way
Bill P...	15232 #202 Mattise Cr 34655
Willow Adams	17924 Lake Carlton Dr 33558
Andrew Myer	17501 Har Ct Odessa FL 33516
Alvin ...	5426 Jessup Pkephy Hills 33558
Alex ...	1867 Suncoast Crossing Isle of ...
Giann ...	Lake Carlton Drive Lutz
Santiago Pazo	8844 Beacon Lakes Dr
Cleatus Smith	12337 Anton Rd
JD. Wigginton	5447 Winhawk Way Lutz 33558
Ron Wehr	12211 Paulae Pl. Seminole, FL 33772
A. Otis	544 Witwall way Lutz 33558
Jaclyn Covert	12611 Stanwyck Circle Tampa 33626
Billy Hamilton	17025 Sailfish Dr

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NAME	ADDRESS
Donna Hahn	17777 L. Carlton Dr. Apt. B Lutz
Dennis Robinson	7610 Van Dyke Rd Odessa FL 33556
Sabrina Chynnie	7610 Van Dyke Rd Odessa FL 33556
Jovana Jerkovic	18422 Tapestry Lake Circle Lutz, FL 33548
Tom Crutchley	12545 Satsuma Springhill 34610
Barthelme	16114 Manorwood Cir 33624
James Smith	5510 Grand Sycamore
Lindsay Forsythe	11110 Foxfire Dr. Tampa, FL 33618
Liz Wilson	5700 Hill Monlake Rd Tampa 33605
Kevin Soderberg	344 DUNE AVE ODessa 34627
Patrick Smith	11003 Lynn Lake Cir 33625
Calvin Sanders	7410 Stoneleigh Dr
Gabriel Candi	5809 Grand Savana Av
Scott Ross	2591 Glaridge Pt
Jen Clay	17835 Stella Moon Pl 33558
JASON W ANDERSON	6135 SAUNDY Cir Lutz FL 33558
Kilvin Rouse	16671 Briglewood Dr Tampa FL 33618

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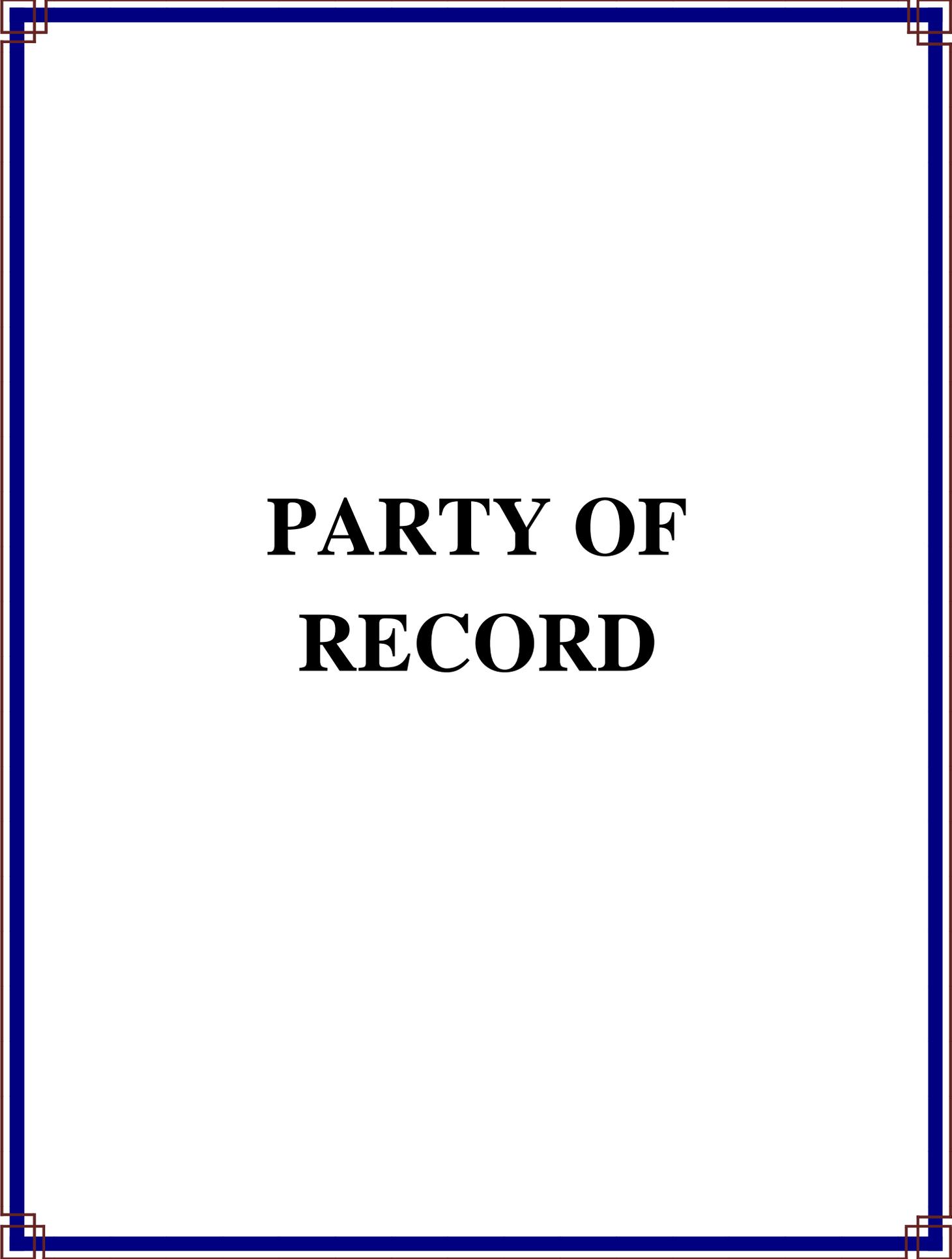
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NAME	ADDRESS
Rochelle Diaz	5908 Grand Sonata Ave Lutz
NATIE ROYALS	5925 GRAND SONATA AVE, LUTZ
Jose Cordova	4258 PINE D LUTZ
Patrick Nalley	17733 Jamestown Way LUTZ
Wyatt Anderson	1278 E 113 AVE Tampa FL 33512
Jonico Mercado	3702 Landings way dr apt 104
Johnessa Hern	5533 Winhawk Way Lutz
Mitchel Anthony	17491 Isbell Ln Aventura FL 33556
Walter Duan	24030 Witteroch ct Lutz
ABISMAEL NIEVES	178465 LAKE CARLTON DR
Pamela Rockerman	19118 Fern Meadow Loop Lutz FL 33558
Bill Lane	4611 Kilkoyne Ct. Lutz FL 33558
Meun Marcel	6026 Grand Sonata Ave 33558
Mura Calhoun	17923 Lake Carlton Dr. Lutz, FL. 33558
Michael Miller	4100 Windota ave Spring Hill, FL, 34606
Dane White	17603 Ledger Line Lane Lutz FL 33558
Lisa Holman	217 18th st SW Largo FL



**PARTY OF  
RECORD**

**NONE**