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May 14, 2026

*VIA EMAIL*

Hillsborough County  
Attn: Development Services, Zoning Intake  
ZoningIntake-DSD@HCFLGov.net

Re: **Planned Development Rezoning Application**  
14702 Bellamy Road & 5911 Ehrlich Road

Dear Development Services, Zoning Intake,

On behalf of the applicant Leaders Companies, LLC (“Leaders”), and the landowners Stephen P. Puleo and Stephanie D. Puleo, as Co-Trustees, of the Stephen P. Puleo and Stephanie D. Puleo Revocable Living Trust, UTD 07/07/02, Kimberly A. Karpodinis a/k/a Kimberly A. Amell, Michelle L. Chaplin, Andrea D. Stachewicz, and Anita Joy Fleming (the “Property Owners”) (Leaders and the Property Owners together, the “Applicant”), please find enclosed the following documents in support of their Planned Development Rezoning Application for the properties located at 14702 Bellamy Road & 5911 Ehrlich Road (the “Property”), with the respective folio numbers 2990-0100, and 2990-0300. The intent of the Application is to rezone the Property from its existing AS-1 zoning district to a Planned Development to support the development and use of a 7-Eleven gas station. Included herein are as follows:

1. One (1) completed Planned Development District Rezoning Application, signed by the Property Owners, including:
  - a. One (1) affidavit to authorize agent, signed by the Property Owners;
  - b. One (1) Property/Project Information sheet;
  - c. One (1) Identification of Sensitive/Protected Information and Acknowledgement of Public Records;
2. One (1) Sunbiz Details by Entity Name page for Leaders Companies, LLC;
3. One (1) copy of the existing vesting deed for the Property, recorded:
  - a. Instrument # 2014212963, recorded on June 24, 2014, in the Public Records of Hillsborough County;
  - b. Instrument # 2022350917, recorded on July 15, 2022, in the Public Records of Hillsborough County;
4. One (1) Property card for each Property;
5. One (1) Narrative describing the Property and associated rezoning project;
6. One (1) Conceptual Plan of the Property, prepared May 14, 2026, by Jeremy Anderson of Common Oak Engineering;
7. One (1) copy of the Boundary Survey prepared October 3, 2025, by Matthew C. Kneeland of MRIC Spatial;
8. One (1) copy of the Elevations, prepared by Interplan LLC;

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9. One (1) copy of the Traffic Study conducted April 15, 2026, by Michael D. Raysor of Raysor Transportation Consulting;
10. One (1) copy of the Growth Analysis Report conducted May 1, 2026, by RVi.
11. One (1) composite of proximity to property list provided by Hillsborough County Property Appraiser's.

Please confirm your receipt and contact me if you have any questions or require any additional information or documents.

Regards,

JOHNSON, POPE, BOKOR, RUPPEL &  
BURNS, LLP

*/s/ Bryan Dion*

Bryan Dion

Encl.

cc: Applicant

## **Project Narrative**

### **Introduction**

This Planned Development rezoning application is for two adjacent properties located at 14702 Bellamy Road & 5911 Ehrlich Road, Tampa, Florida (the "Property"). This PD is being requested to allow for a convenience store with gas pumps for public sale (the "Intended Use"), which is currently not allowed in the existing zoning category. The Properties have the respective folio numbers: 2990.0300 and 2990.0100, and total approximately 3.4 acres +/- . The Property is currently zoned as Agricultural Single-Family 1 (AS-1), which is an antiquated and no longer feasible designation in the given area due to the development, internal infrastructure (such as roadways and Urban Service Area impacts). The Property exists within the Rural 4 (R-4) future land use designation. The existing use is residential, with each property having a single-family residence located on the Property; all existing single-family homes will be removed during development. As a result, the Applicant Leaders Companies LLC, is requesting a rezoning to the Planned Development (PD) zoning district which allows for Hillsborough County (the "County") to encouragement of creative and innovate elements, and to promote compatibility with the surrounding area. The Property exists within the R-4 future land use designation.

Proposed development metrics are as follows:

ISR:	39.75%
FAR: .	0.03
Building Coverage:	4,852sqft
Parking:	32 Spaces
Building Height:	21.4 ft

The setbacks requested are as follows: The applicant is requesting a thirty (30) foot building setback along Bellamy Road. The only infrastructure within the Bellamy Road 30-foot setback is the underground fueling area. However, it is proposed to be situated in the location as set forth in the site plan (the "Site Plan") due to its distance from the wetland area, its avoidance of creating unnecessary traffic due to allowing space for vehicular passage, and its ability to allow gasoline transportation trucks sufficient access to the fueling tanks. Further, the underground fueling tank will remain entirely on the property side of a fifteen (15) foot landscape buffer being developed. Within the northeast corner, the applicant is requesting a 30-foot building setback buffer as well, which is not impacted by the building.

Front:	30 foot building setback
Rear:	30 foot building setback
Side:	10 foot building setback

Site improvements include:

1. Ehrlich Road
  - a. Construct a right-in/right-out driveway connection.
  - b. Construction of mountable curbs.
  - c. Construct a westbound-to-northbound site access right turn lane at 185' including taper.
2. Bellamy Road
  - a. Construct a right-in/right-out driveway connection.
  - b. Construct a 4-foot concrete separator on Bellamy Road from Ehrlich Road to ±100 feet north of the project site driveway connection to physically restrict left turn movements; including the associated widening of Bellamy Road.

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- c. Side walk construction to connect to existing sidewalks within the right-of-way.
  - d. Reduced building footprint (.03 FAR).
3. Fifteen foot landscape buffers on the northeastern corner, and along Bellamy Road and Ehrlich Road.

**Surrounding Properties**

The existing development and zoning pattern is supported by this proposed use, as this proposed use is required to be commercial, it is able to accomplish its desired use by existing in the least intensive commercial zoning district, and without changing the future land use category. Future land use category for all surrounding properties is R-4. Additionally, the area has been growing with residential uses, which need commercial infrastructure to help grow and promote resident access to resources. The uses surrounding the Property are as follows:

- West- PD- serves as a church.
- North- AS-1- single-family home, unplatted.
- South- PD- large residential development, platted as Carrollwood Meadows Unit X
- East- (directly east is Hillsborough County owned retention area). East of that is PD- large residential development, platted as Sugarwood Grove.
  - Further east, past the residential development exists a church, a supermarket, a drug store, a gas station (zoned CN), and several commercial strip centers. With the growth of the surrounding area, support to provide common resources like food and gas is consistent with scale and promotes a realistic and welcomed development of the area.
- An exit to Veterans Expressway on and off ramp is approximately 750 feet from the Property line.

**Use Conditions**

The site design will include and utilize a canopy between the building and the southern boarder of the property. The canopy will be consistent with section 6.11.21, in that no portion of the canopy will intrude the setback area, and will not block visibility of Ehrlich Road or Bellamy Road.

A 15-foot landscape buffer is being created where the Property abuts residential properties (to the north).

**Community Planning Area**

The Property is located within the Greater Carrollwood-Northdale Community Planning Area (the "CPA"), an area designated to accommodate and support continued suburban growth and development. The CPA contemplates not only residential neighborhoods, but also the complementary commercial and service-oriented supportive of those neighborhoods, including retail establishments, offices, parking facilities, and community-serving commercial uses. As residential density and population within the surrounding area continue to increase, there is a corresponding need for convenient, accessible everyday accommodations and services for residents, commuters, and visitors. The Intended Use as a gas station and related convenience retail use is consistent with and supportive of these planning objectives, as it provides essential fuel, convenience goods, and services that are commonly integrated into and helpful for growing suburban communities.

The Property is situated along the western boundary of the CPA, outside of the more centralized and dense suburban core of the planning area. Nevertheless, the surrounding area continues to experience neighborhood and residential growth, resulting in increased vehicular traffic and demand for neighborhood-serving commercial infrastructure. The Intended Use is therefore compatible with the character and development pattern of the area and serves as an appropriate transitional and supportive commercial use for the surrounding and expanding residential community.

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**Utilities**

The property is currently served by the Urban Service Area, and is within the Hillsborough County Wastewater Service Area and the Hillsborough County Water Services Area. While the Property is located in the Wellhead Resource Protection area, it is in Wellhead Resource Protection Area Zone 1. The proposed use is anticipated to comply with applicable Wellhead Resource Protection regulations subject to site development review and permitting, and is not within 1,000 feet of a potable water supply well, as shown on the Hillsborough County Wellhead Resource Protection Areas map. All utility connections will be designed and constructed in compliance with Hillsborough County utility standards and applicable agency requirements at the time of site development review.

With the Property located in the Urban Service Area (the "USA"), the Applicant will utilize the existing public infrastructure, there are no required extensions into rural areas, and the application and desired use promotes compact, efficient development patterns. The request is compliant with the Hillsborough County Urban Service Area policies. The Property is located in a Suburban Scenic Corridor. The Applicant will work with the County to ensure that if street trees exist, Applicant will provide adequate compliance.

**Comprehensive Plan**

The Application is compliant with the Hillsborough County Comprehensive Plan- Future Land Use Plan in the following ways:

- *Objective 1.1- maintain a land use pattern that concentrates growth in the Urban Service Area (USA) and Urban Expansion Areas which ensures that growth is supported by existing or planned public facilities and services. **The Property is located along a large arterial road, which is supportive of urban growth. While the area remains largely agricultural and residential, there are several examples in the direct vicinity that are commercial, PD, or otherwise supporting uses of a growing community. The intended use is supportive of that growth. This also supports Objective 1.3 which utilizes Urban Expansion Areas and promotes growth with the population growth of the County.***
- *Objective 2.2- The Future Land Use Map (FLUM) shall identify Land Use Categories summarized in the table below, that establish permitted land uses and maximum densities and intensities. **The Future Land Use category of the Property is R-4. Neighborhood-serving commercial uses may be appropriate in limited circumstances in the R-4 zoning district, especially within the USA. This reflects the County's recognition that the future growth of the County would require expanded uses in more rural areas, which have been designed to support more commercial uses. This is exemplified by the Property, which is along a four-lane road (Ehrlich Road), is in an area growing with commercial and residential uses, and needs business such as the Applicant to help grow the area in a responsible and thoughtful manner.***
- *Objective 2.3- Utilize density and intensity requirements to encourage growth in efficient and predictable patterns throughout Hillsborough County. **The Property is planned to be an FAR of .03, which is far below the .30 threshold.***
- *Objective 2.4- Promote focused growth within the Urban Service Area (USA) by encouraging a variety of densities, intensities and forms of development fronting identified Connections and within Centers, as shown on the Centers & Connections Map. The purpose of Centers & Connections (C&C) is to focus the County's redevelopment and infill efforts by promoting residential and commercial choices, encouraging economic growth, improving present conditions of infrastructure and leveraging reinvestment in these areas. **This application supports a desired growth of the Urban Service Area, and the use provides a public service that is supportive of the trending growth of the immediate area. This commercial choice not only promotes a***

responsible residential growth, but it also invests into a known entity that is stable and supportive of the community (with other locations in the area).

- *Objective 3.1- New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood. This use supports the local community by providing several services consistent with growth (gasoline fuel station, and retail food sales). This is not a large building, only 4,852 square feet, one-story building, so it will remain within the same feel, and sight line of surrounding area, and smaller than the church to the west.*
- *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. The convenience of a gas station and food is helpful for growth in a particular area. This use supports the growing residential, as well as the growing commercial use that is starting to become more active in the area. The County recognizes that in order to grow residentially, supporting commercial uses become necessary.*
- *Objective 5.1- In recognition of the importance of agriculture as an industry and valuable economic resource, Hillsborough County shall promote the economic viability of agricultural activities by recognizing and providing for its unique characteristics in land use planning and land development regulations. The Property no longer serves an applicable traditional agricultural use. While development supports residential, the growth of residential uses means the necessity of supporting commercial uses like the Applicant's use.*

### Wetland Area

The Property has a wetland area in the northwest corner of the Property, which inhabits approximately 56,927 square feet, and which approximately 8,747 square feet of the wetland would be impacted by the development. Consequently, the wetland buffer is being impacted (at 13,601 square feet) by paving and grading. Applicant has made active steps to mitigate as much impact into the wetland as possible. Applicant has taken active steps to minimize impacts, such as redesigning the structure size to make it smaller and less impactful, changing the setup of the building as it pertains to the fuel pumps, and entrances to the east and southwest. Further modifications would compromise functional requirements such as impacting the fuel pumps, loading zones, and building footprint. The proposed site layout reflects operational requirements necessary to safely accommodate circulation, fueling access, loading activity, and customer ingress/egress while attempting to minimize environmental impacts to the extent practicable. The amount of Proposed Uplands is 77,327 square feet, which is about 52% of the entire Property. Of the existing wetland area, the majority of the higher quality interior forested area (with higher density of trees and shrubbery) exist on the unaffected portion of the wetland area. There are no impacts to known protected species in the area, except for the siting of three (gopher tortoises). Any required relocation of gopher tortoises will occur in accordance with FWC permitting requirements.

### Transportation Analysis

II. Findings. A traffic assessment was conducted to evaluate the transportation impacts of the Intended Use. The findings include:

1. Transportation Infrastructure Serving the Site.

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- a. Access to the project site is planned to be provided via Ehrlich Road and Bellamy Road, with one (1) site access driveway connection to each of these roads, where each of the connections will be restricted to right-in/right-out traffic movements.
  - b. The applicable minimum connection spacing criteria for the adjacent segment of Bellamy Road is 245 feet pursuant to LDC §6.04.07 for an Access Class 6 facility with a posted speed limit less than or equal to 45 mph. The connection spacing available is 130 feet, which is not compliant. We are requesting an administrative variance (SITRAR) currently with this PD application regarding the connecting spacing of approximately 115 feet (47%) to the existing residential driveway, due to the low traffic yield from the single family residence, the driveway is right-in, right-out, the concrete separator reduces conflicts, traffic impacts are minimal, and there are far less potential vehicles in-bound and out-bound to the Property compare to Ehrlich Road, which is compliant. This variance is being completed through the administrative variance process.
2. Developer Commitments:
- a. The Applicant is providing sidewalks on the northeast corner along Bellamy Road, which connects to existing sidewalk within the right-of-way. Applicant is also implementing a mountable curb on the southwest substantially along Ehrlich Road and Bellamy, to support safety and multimodal access.
  - b. A 4-foot concrete separator will be installed by the developer on Bellamy Road from Ehrlich Road to ±100 feet north of the project site driveway connection to physically restrict left turn movements, including the associated widening of Bellamy Road. Each of the referenced site access driveways will provide both vehicular and pedestrian access.
  - c. Applicant will reconstruct the existing driveway to include right in, right out turn lanes for access to both Bellamy Road and Ehrlich Road.

Location	Move ment	Peak Hour	Traffic Volume
Ehrlich Road & Project Driveway	EBL	AM	n/a
		PM	n/a
	WBR	AM	103
		PM	111
Bellamy Road & Project Driveway	NBL	AM	n/a
		PM	n/a
	SBR	AM	19
		PM	11

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**II. Trip Generation.**

ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
945	Convenience Store & Gas Station	4,852 sf	579.86	2,814	48.60	236	118	118	50.08	243	122	121
		12 vfp	203.49	2,442	19.91	239	122	117	19.15	230	115	115
		WORST CASE	--	2,814	--	239	122	117	--	243	122	121
Driveway Trips			--	2,814	--	239	122	117	--	243	122	121
Pass-By Trips (LUC 945)			75%	2,110	76%	182	91	91	75%	182	91	91
New External Trips			--	704	--	57	31	26	--	61	31	30

III. Site Access Management. The Applicant is prepared to provide the following site access management and roadway improvements:

4. Ehrlich Road
  - a. Construct a right-in/right-out driveway connection.
  - b. Construct a westbound-to-northbound site access right turn lane at 185' including taper.
5. Bellamy Road
  - a. Construct a right-in/right-out driveway connection.
  - b. Construct a 4-foot concrete separator on Bellamy Road from Ehrlich Road to ±100 feet north of the project site driveway connection to physically restrict left turn movements; including the associated widening of Bellamy Road.