

Relevant Countywide Considerations:

- 1) **Consistency with the Countywide Plan and Rules** – The proposed amendment is submitted by Pinellas County and seeks to reclassify a parcel totaling 0.8 acres. The proposed amendment is from Residential Medium (RM) to Retail & Services (R&S).

The proposed R&S category is used to depict areas developed with a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses.

The current RM category is used to depict areas that are primarily well-suited for medium-density residential uses at a maximum density of 15 dwelling units per acre.

The adjacent restaurant site fronts on Lake Tarpon and is approximately one acre in size. The restaurant site coupled with the amendment area would result in approximately 1.8 acres designated R&S on the Countywide Plan Map.

The R&S category is appropriate to locations in and adjacent to activity centers and where surrounding uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.

The subject area is not adjacent to an activity center or transit. However, the subject area is quite small and will serve an existing waterfront use that has been in existence for many years. The fact that the City of Tarpon Springs is restricting the use of the subject area to ancillary parking is an important consideration, and will move parking that occurs in the right-of-way to these new off-street areas. As noted in the cover memo, these additional site restrictions are under the control of the City of Tarpon Springs, and unless the City requests a Countywide Plan Map amendment to effectuate any modifications to this plan, the Council will not be involved.

This amendment can be deemed consistent with this Relevant Countywide Consideration.

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is not located on roadway operating at an LOS of “F.” Additionally, traffic generated by the proposed amendment indicates an increase in daily trips (77 for RM vs. 346 for R&S), but will not

result in a significant negative impact to the existing LOS. The difference in expected traffic generated between the existing and the proposed categories is an increase of approximately 270 vehicle trips per day. Of course, the actual traffic expected as based upon the amendment should not increase from what is occurring today since it will allow parking only.

Therefore, the proposed amendment can be deemed consistent with this Relevant Countywide Consideration.

- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The westernmost parcel in the amendment area is located within a SNCC. More specifically, the amendment area does not front the SNCC, but is within 500 feet of the edge of the Corridor. This SNCC (i.e., Keystone Road) has a subclassification of “Residential.”

The intent and purpose of the SNCC designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan, and to maintain and enhance the traffic operation of these significant roadway corridors in Pinellas County. The classification extends for 500 feet from the edge of the right-of-way.

The principal objectives of SNCC designations are:

- *To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors;*
- *To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way;*
- *To encourage land uses along these corridors that contribute to an integrated, well planned and visually pleasing development pattern while discouraging the proliferation of commercial, office, industrial or intense residential development beyond areas specifically designated for such uses on the Countywide Plan Map;*
- *To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to access management regulations by selective transit route location, and by the development of integrated and safe pedestrian and bicycle access systems;*
- *To encourage design standards identified within the “Pinellas County Countywide Scenic/Noncommercial Corridor Master Plan” through the adoption of local ordinances and regulations consistent with those standards set forth within the Master Plan.*

The Countywide Rules state that the requested R&S category is not considered compatible with the “Residential” subclassification, unless a specific finding to the contrary is made in accordance with section 6.5.4.1.3 B. In these cases, the PPC and Countywide Planning Authority (CPA) can grant exceptions to the otherwise necessary change to the subclassification that would be needed if the amendment were to be approved. The subclassification that would allow this amendment is “Mixed Use,” however this would not

be an appropriate action in this case along Keystone Road or Lake Tarpon Avenue, so therefore an exception will be considered below.

Section 6.5.4.1.3 B reads as follows:

The PPC and CPA shall have the authority to grant exceptions to the concurrent change to the Corridor Subclassification, as reflected on Submap No. 1, upon approval of an amendment to the Countywide Plan Map adjacent to a SNCC, based upon a finding that:

1. The size and configuration of the amendment is de minimus in relationship to its frontage on the affected Scenic/Noncommercial Corridor; or
2. The size and configuration of the amendment is de minimus in relationship to the length of the affected Scenic/Noncommercial Corridor; or
3. The size and location of the amendment is consistent in relationship to the surrounding existing Countywide Plan Map designations.

The size and shape of the parcel are not relative to this item, as the parcels are removed from the Corridor's frontage and do not appear to impact the Corridor negatively.

Relative to the length of the corridor, the amendment area is insignificant, and again does not front on the SNCC. Therefore, the requested amendment should not cause the Corridor to be changed from its residential character.

Lastly, the use can be considered consistent with the adjacent restaurant use that has been in existence for over 30 years and that has been part of the neighborhood's character. There are uses allowed within the R&S category that could prove incompatible with the residential uses along the Corridor, but the City has placed considerable restrictions on the subject area to ensure that it is only used as a parking facility for the adjacent restaurant.

- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located in a CHHA, so those policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The amendment area is not located in, nor does it impact, a designated development or redevelopment area.
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The amendment area is not adjacent to another jurisdiction or to a public educational facility.

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Conclusion:

On balance, it can be concluded that the requested amendment from Residential Medium to Retail & Services is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules.