

CURLEW CREEK BASIN -DRAINAGE ANALYSIS-

LEGEND

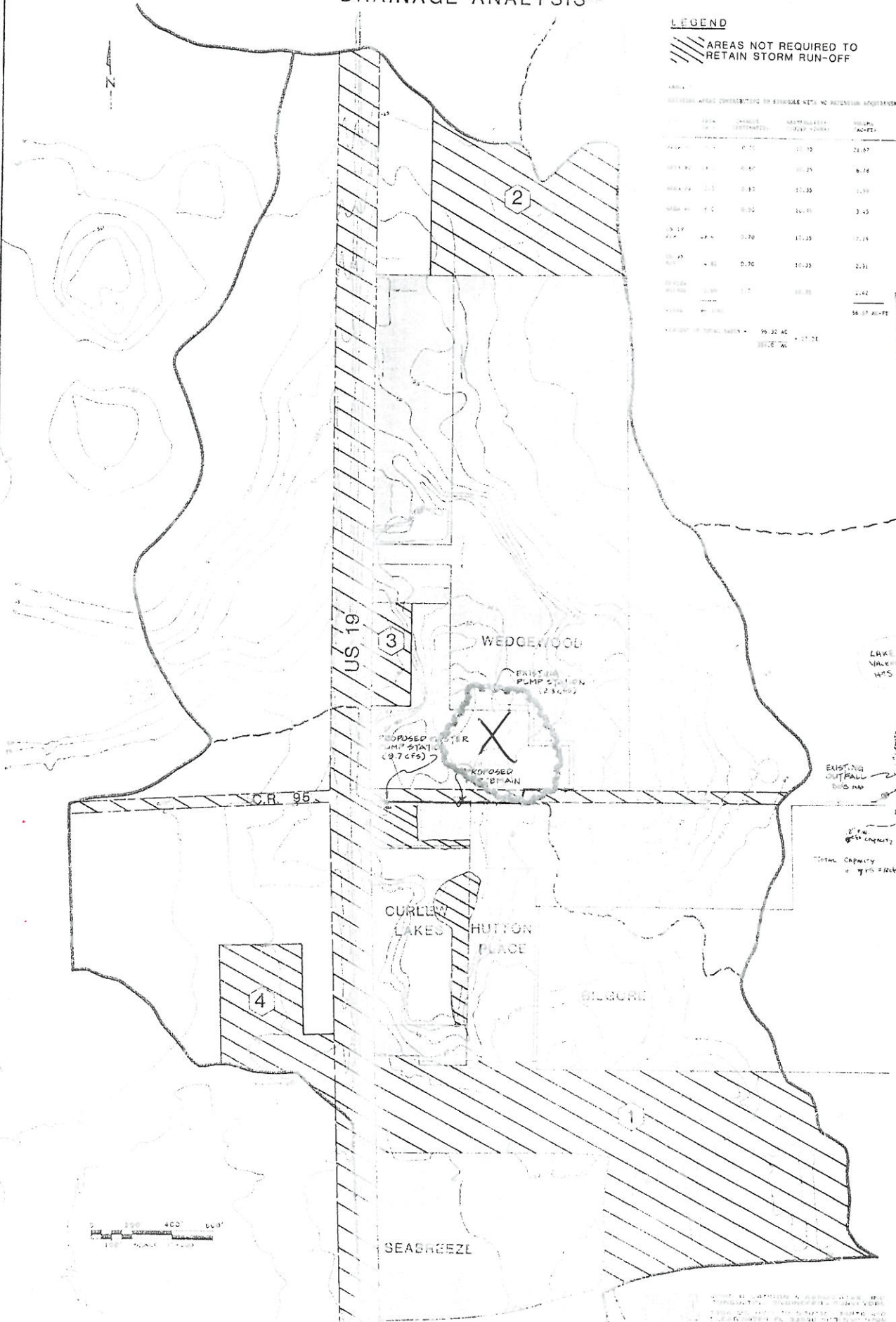
AREAS NOT REQUIRED TO RETAIN STORM RUN-OFF

TABLE
RETAINMENT AREAS CONTRIBUTING TO STORMS WITH NO RETENTION CAPACITIES

AREA	AREA (AC)	CHANNEL (CFS/AC)	RETENTION (ACFT)	STORM (ACFT)
AREA 1	1.00	0.00	10.00	10.00
AREA 2	1.00	0.00	10.00	10.00
AREA 3	1.00	0.00	10.00	10.00
AREA 4	1.00	0.00	10.00	10.00
AREA 5	1.00	0.00	10.00	10.00
AREA 6	1.00	0.00	10.00	10.00
AREA 7	1.00	0.00	10.00	10.00
AREA 8	1.00	0.00	10.00	10.00
AREA 9	1.00	0.00	10.00	10.00
AREA 10	1.00	0.00	10.00	10.00
AREA 11	1.00	0.00	10.00	10.00
AREA 12	1.00	0.00	10.00	10.00
AREA 13	1.00	0.00	10.00	10.00
AREA 14	1.00	0.00	10.00	10.00
AREA 15	1.00	0.00	10.00	10.00
AREA 16	1.00	0.00	10.00	10.00
AREA 17	1.00	0.00	10.00	10.00
AREA 18	1.00	0.00	10.00	10.00
AREA 19	1.00	0.00	10.00	10.00
AREA 20	1.00	0.00	10.00	10.00
AREA 21	1.00	0.00	10.00	10.00
AREA 22	1.00	0.00	10.00	10.00
AREA 23	1.00	0.00	10.00	10.00
AREA 24	1.00	0.00	10.00	10.00
AREA 25	1.00	0.00	10.00	10.00
AREA 26	1.00	0.00	10.00	10.00
AREA 27	1.00	0.00	10.00	10.00
AREA 28	1.00	0.00	10.00	10.00
AREA 29	1.00	0.00	10.00	10.00
AREA 30	1.00	0.00	10.00	10.00
AREA 31	1.00	0.00	10.00	10.00
AREA 32	1.00	0.00	10.00	10.00
AREA 33	1.00	0.00	10.00	10.00
AREA 34	1.00	0.00	10.00	10.00
AREA 35	1.00	0.00	10.00	10.00
AREA 36	1.00	0.00	10.00	10.00
AREA 37	1.00	0.00	10.00	10.00
AREA 38	1.00	0.00	10.00	10.00
AREA 39	1.00	0.00	10.00	10.00
AREA 40	1.00	0.00	10.00	10.00
AREA 41	1.00	0.00	10.00	10.00
AREA 42	1.00	0.00	10.00	10.00
AREA 43	1.00	0.00	10.00	10.00
AREA 44	1.00	0.00	10.00	10.00
AREA 45	1.00	0.00	10.00	10.00
AREA 46	1.00	0.00	10.00	10.00
AREA 47	1.00	0.00	10.00	10.00
AREA 48	1.00	0.00	10.00	10.00
AREA 49	1.00	0.00	10.00	10.00
AREA 50	1.00	0.00	10.00	10.00
AREA 51	1.00	0.00	10.00	10.00
AREA 52	1.00	0.00	10.00	10.00
AREA 53	1.00	0.00	10.00	10.00
AREA 54	1.00	0.00	10.00	10.00
AREA 55	1.00	0.00	10.00	10.00
AREA 56	1.00	0.00	10.00	10.00
AREA 57	1.00	0.00	10.00	10.00
AREA 58	1.00	0.00	10.00	10.00
AREA 59	1.00	0.00	10.00	10.00
AREA 60	1.00	0.00	10.00	10.00
AREA 61	1.00	0.00	10.00	10.00
AREA 62	1.00	0.00	10.00	10.00
AREA 63	1.00	0.00	10.00	10.00
AREA 64	1.00	0.00	10.00	10.00
AREA 65	1.00	0.00	10.00	10.00
AREA 66	1.00	0.00	10.00	10.00
AREA 67	1.00	0.00	10.00	10.00
AREA 68	1.00	0.00	10.00	10.00
AREA 69	1.00	0.00	10.00	10.00
AREA 70	1.00	0.00	10.00	10.00
AREA 71	1.00	0.00	10.00	10.00
AREA 72	1.00	0.00	10.00	10.00
AREA 73	1.00	0.00	10.00	10.00
AREA 74	1.00	0.00	10.00	10.00
AREA 75	1.00	0.00	10.00	10.00
AREA 76	1.00	0.00	10.00	10.00
AREA 77	1.00	0.00	10.00	10.00
AREA 78	1.00	0.00	10.00	10.00
AREA 79	1.00	0.00	10.00	10.00
AREA 80	1.00	0.00	10.00	10.00
AREA 81	1.00	0.00	10.00	10.00
AREA 82	1.00	0.00	10.00	10.00
AREA 83	1.00	0.00	10.00	10.00
AREA 84	1.00	0.00	10.00	10.00
AREA 85	1.00	0.00	10.00	10.00
AREA 86	1.00	0.00	10.00	10.00
AREA 87	1.00	0.00	10.00	10.00
AREA 88	1.00	0.00	10.00	10.00
AREA 89	1.00	0.00	10.00	10.00
AREA 90	1.00	0.00	10.00	10.00
AREA 91	1.00	0.00	10.00	10.00
AREA 92	1.00	0.00	10.00	10.00
AREA 93	1.00	0.00	10.00	10.00
AREA 94	1.00	0.00	10.00	10.00
AREA 95	1.00	0.00	10.00	10.00
AREA 96	1.00	0.00	10.00	10.00
AREA 97	1.00	0.00	10.00	10.00
AREA 98	1.00	0.00	10.00	10.00
AREA 99	1.00	0.00	10.00	10.00
AREA 100	1.00	0.00	10.00	10.00

TOTAL AREA = 100.00 AC
TOTAL STORM RUN-OFF = 100.00 ACFT

Received at
Public Hearing
on **5-10-17**



CR -95 East - Major Commercial Encroachment



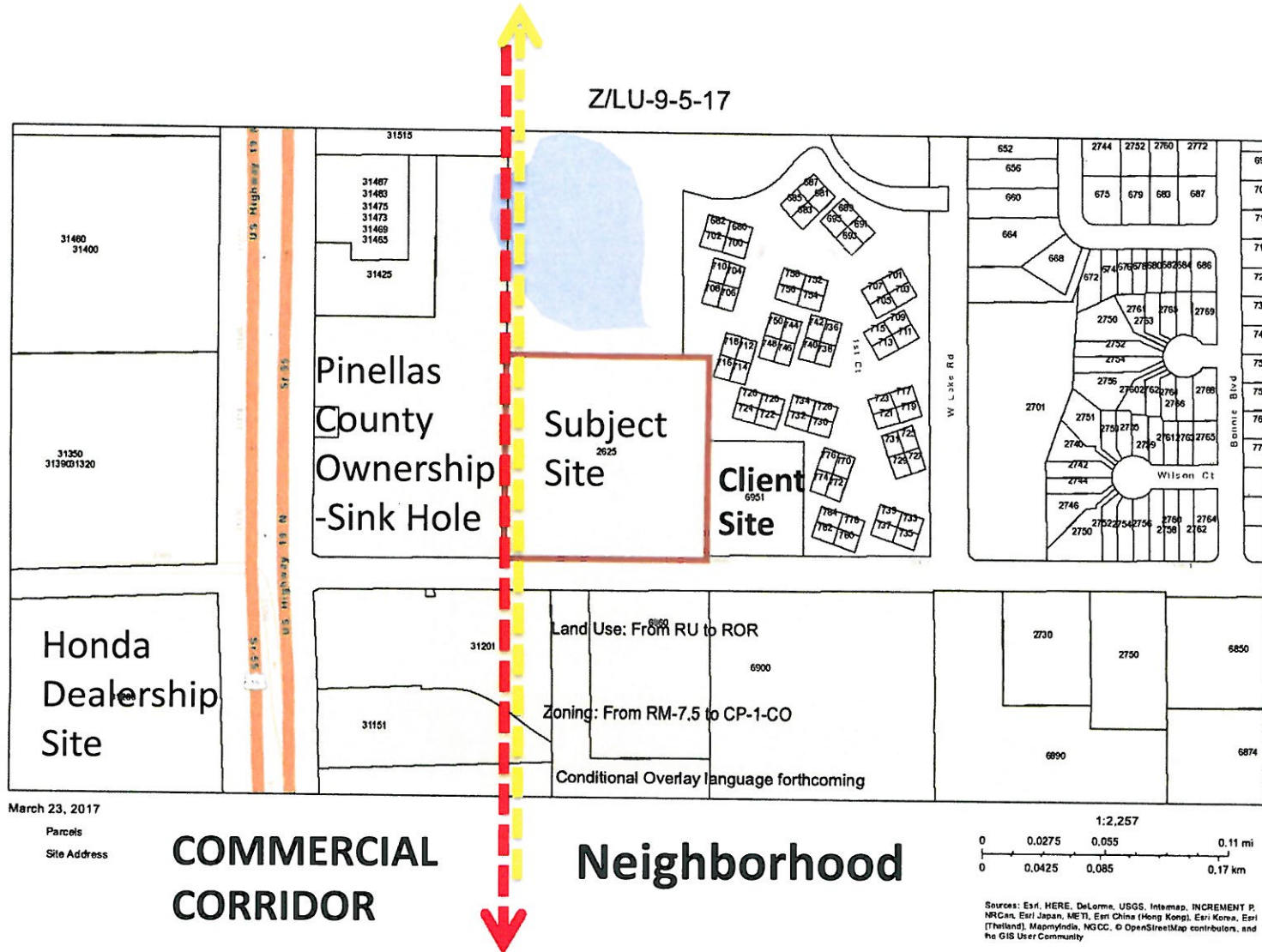
Received at
Public Hearing
on 5-10-17

Location, Proposal, Land Use, Zoning Activity
and Comp Plan & LDC Policy Conflicts

KNOW THE NEIGHBORHOOD

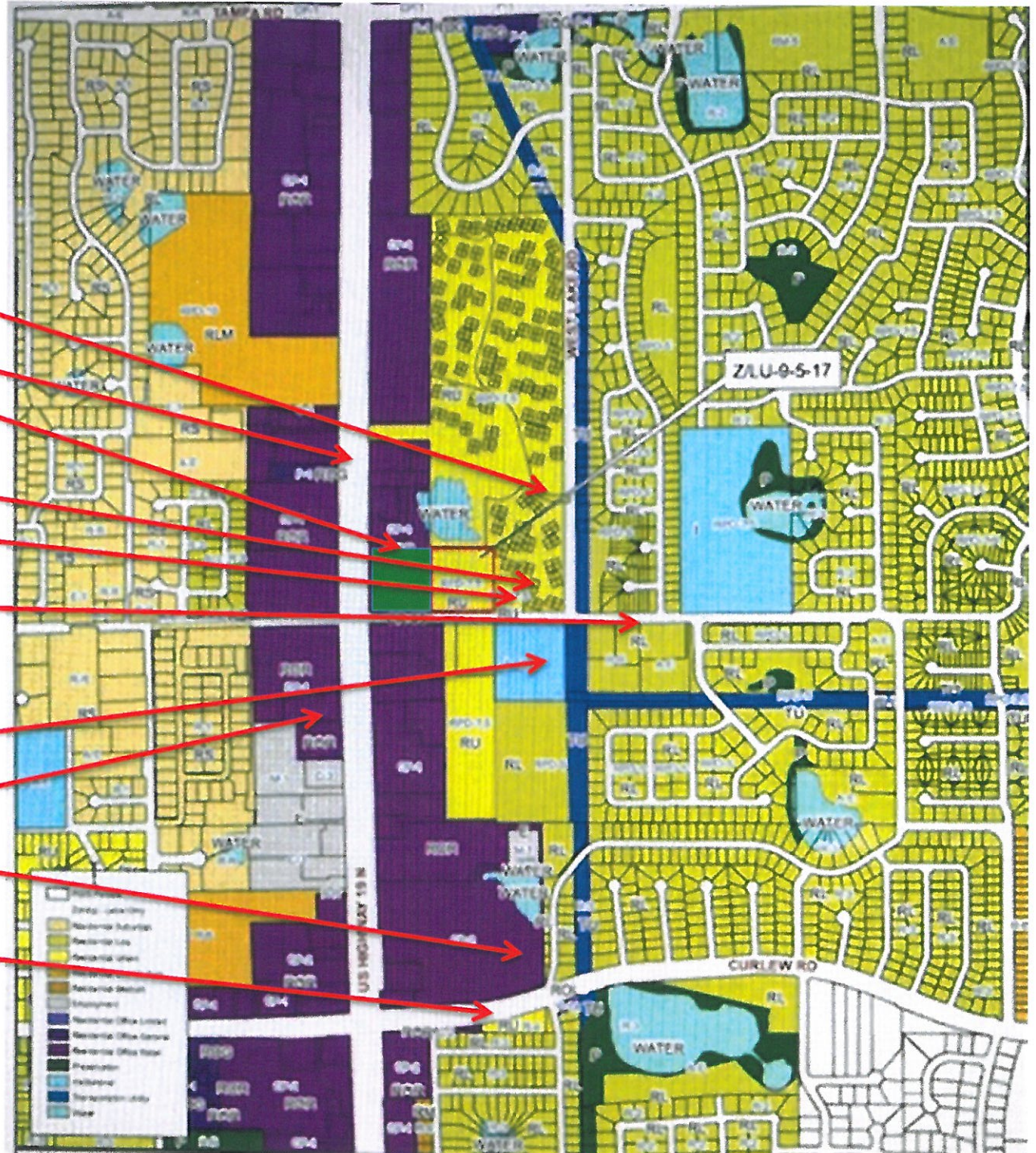


Subject Site Is In A Neighborhood



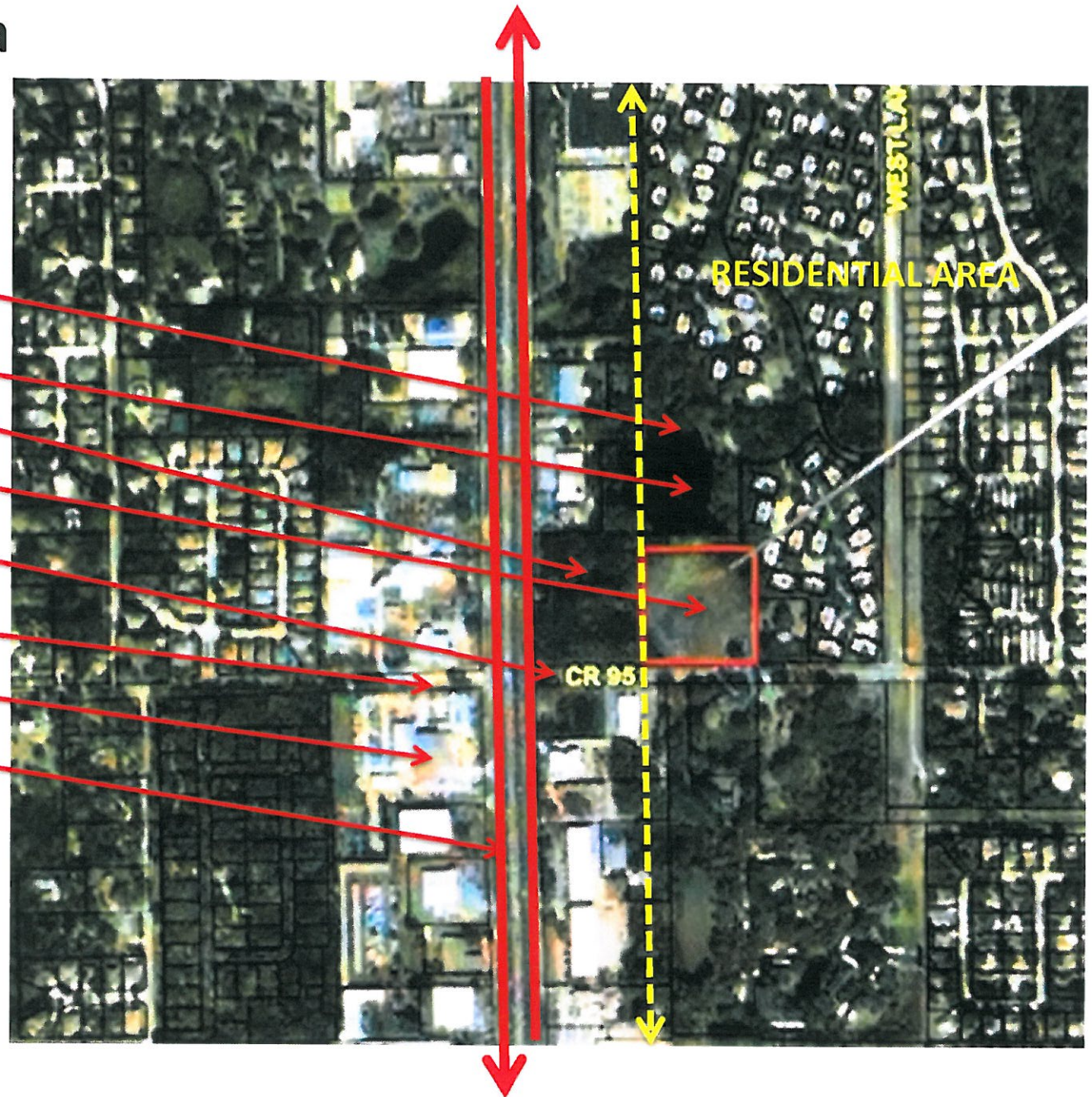
Location Facts

- In the Neighborhood
- Not on Arterial
- Commercial West Restricted
- Site abuts Multi Family
- Site abuts Single Family
- CR 95 is Local 2 lane Road
- Site abuts future Townhouse
- Use Residential & Accessory
- Honda Site not abutting
- Commercial South SR-586
- SR-586 Regional Arterial between Honeymoon Island and City of Oldsmar

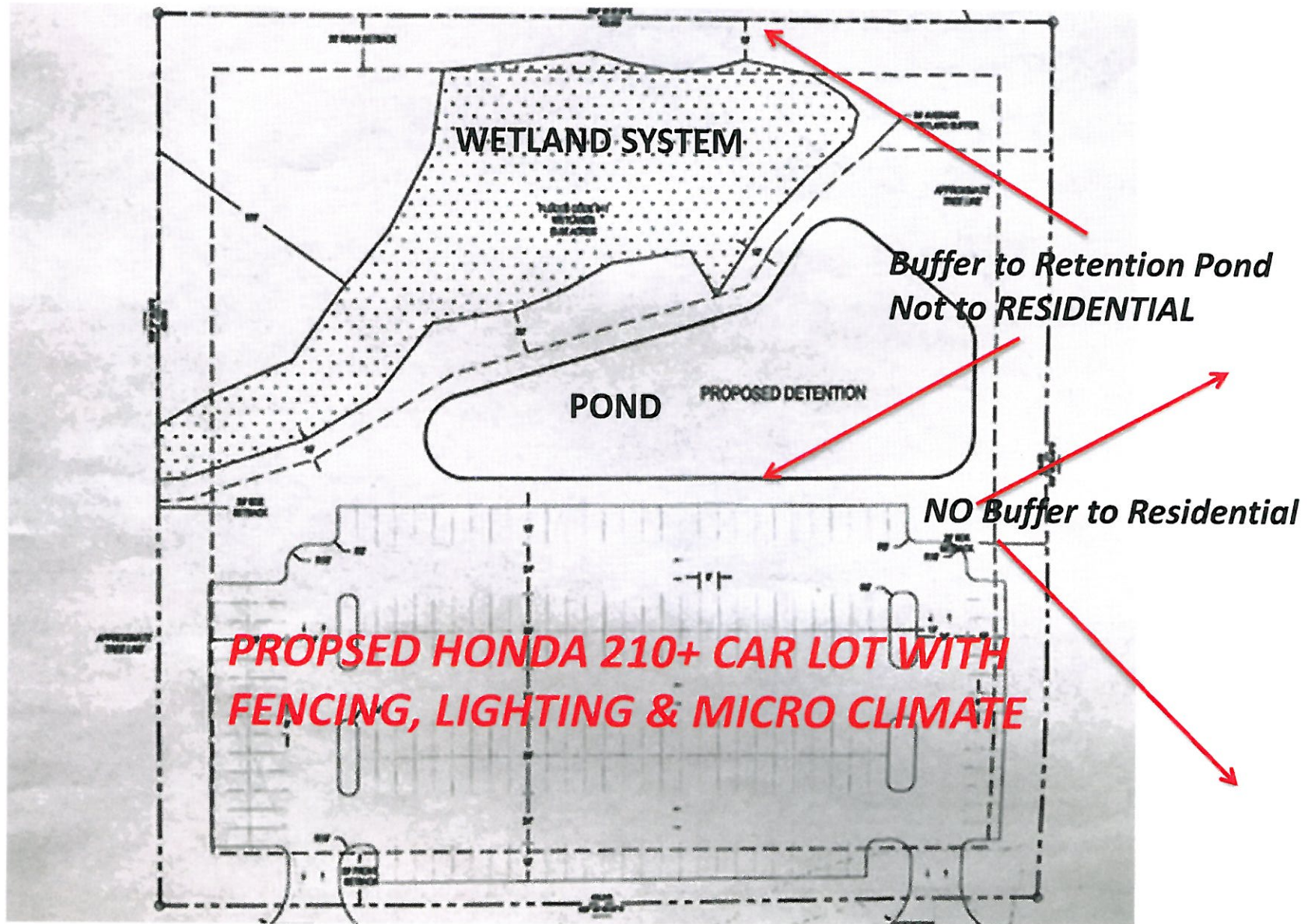


Aerial CR 95 Area

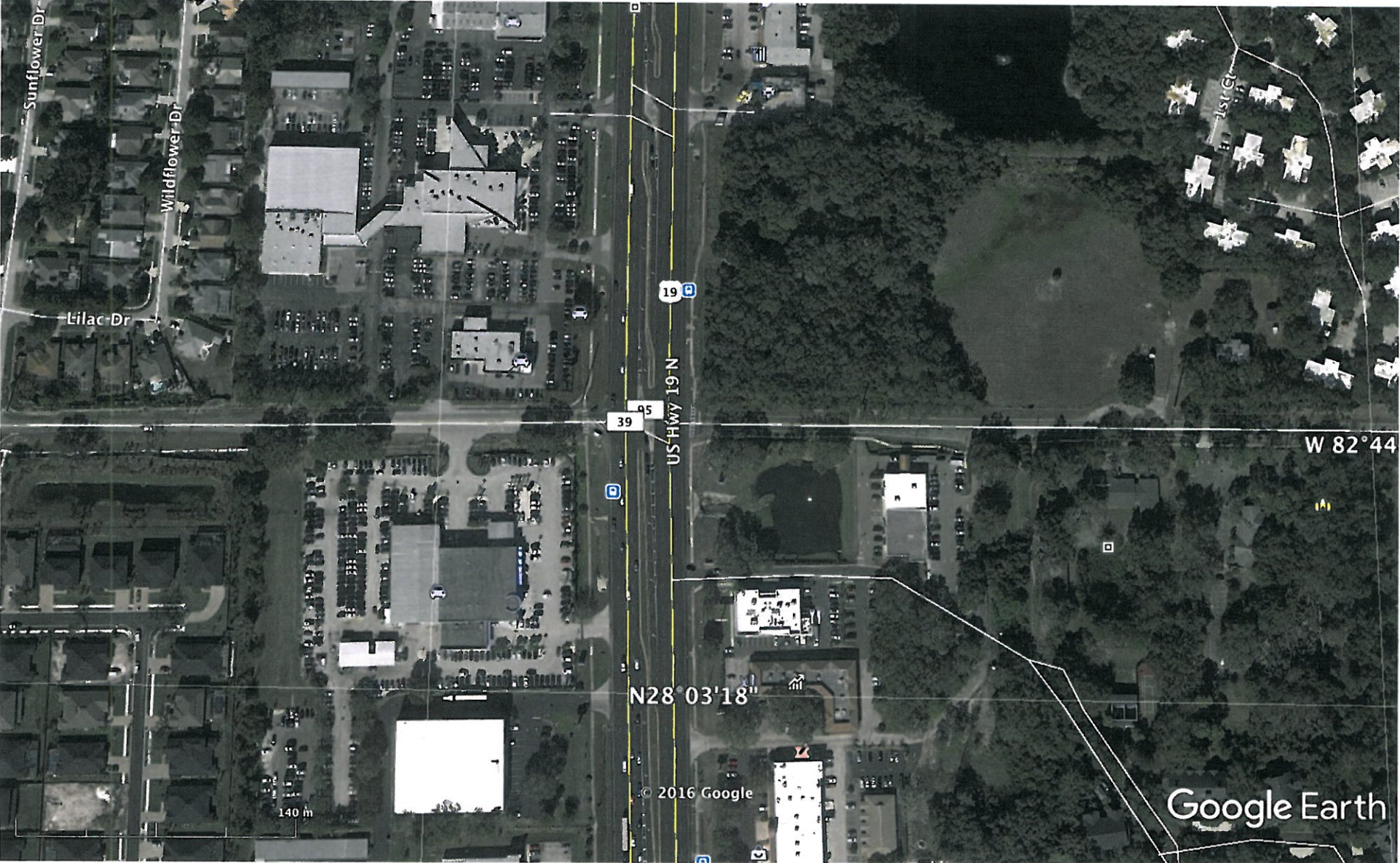
- Significant Natural Area
- Retention Pond
- Sinkhole County Owned
- Site Intrudes Residential
- CR-95 Minor Local Road
- AUTO Row West Side
- Honda Dealership
- US 19, Major Arterial



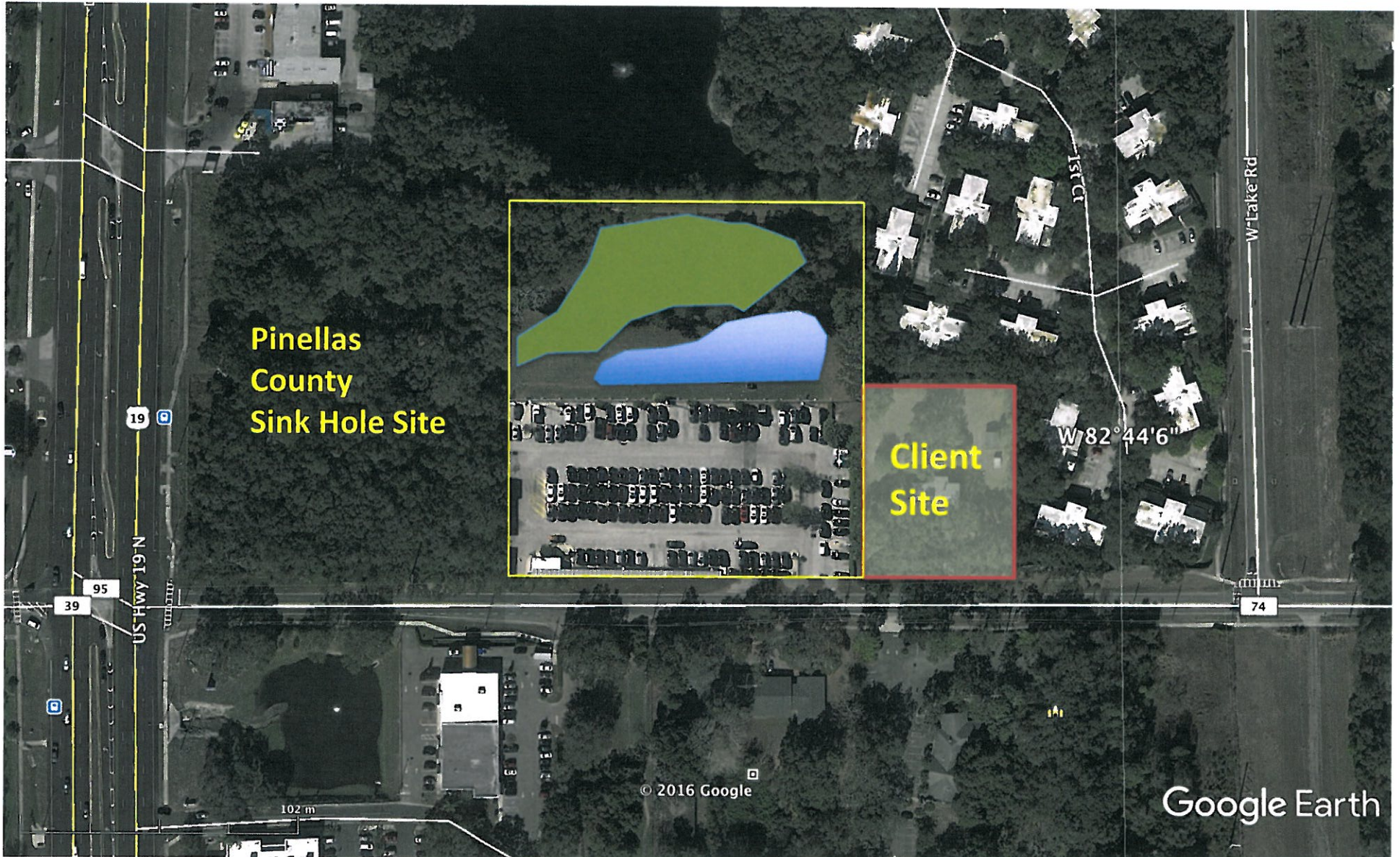
The Plan Impacts the Neighborhood



Major Arterial & Minor Local Area



Conceptual Representation of Proposal



The Need IS Generated Here, Solve IT Here



Add Pre-cast Deck Over Existing Rear Lot 200-220 Cars



FLUM GOAL

FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT

GOAL ONE:

THE PATTERN OF LAND USE IN PINELLAS COUNTY SHALL PROVIDE A VARIETY OF URBAN ENVIRONMENTS TO MEET THE NEEDS OF A DIVERSE POPULATION AND THE LOCAL ECONOMY, CONSERVE AND LIMIT DEMANDS ON NATURAL AND ECONOMIC RESOURCES TO ENSURE SUSTAINABLE BUILT AND NATURAL ENVIRONMENTS, BE IN THE OVERALL PUBLIC INTEREST, AND EFFECTIVELY SERVE THE COMMUNITY AND ENVIRONMENTAL NEEDS OF THE POPULATION.

FLUME LAND USE OBJECTIVE

- Objective 1.2 -Establish development regulations that respond to the challenges of a mature urban county with established communities that are experiencing infill development and redevelopment activity.
- *Residents need Infill protection for Neighborhoods and they are not recognized in staff recommendation.*

NOT SUPPORTED BY COMP PLAN & LDC

Policy 1.2.2

The Local Planning Agency (LPA) of the Board shall ensure that zoning provisions within the Land Development Code are in conformance with the density, intensity and other relevant standards contained within the Future Land Use and Quality Communities Element.

- **ROR LAND USE & CP-1 ZONING ARE ARTERIAL USES AND ZONING AND SHOULD NOT ENTER THE CR-95 EAST RESIDENTIAL NEIGHBORHOOD.**
- **LOCATION CRITERIA FOR BOTH CATEGORIES ARE TO BE ON MAJOR ARTERIAL ROADWAYS**
- **QUALITY COMMUNITIES ELEMENT STRESSES PROTECTING NEIGHBORHOODS FROM COMMERCIAL ENCROACHMENT**

Policy 1.2.3

Plan designations on the Future Land Use Map shall be compatible with the natural environment, support facilities and services, and the land uses in the surrounding area.

- **PROPOSAL IS NOT COMPATIBLE WITH CLOSED DRAINAGE BASIN, SINK HOLE AND CROSS BASIN PUMP DRAINAGE SYSTEM AND THE NATURAL CONDITIONS**
- **THE NEED TO STABILIZE AND SUPPORT THE EXISTING RESIDENTIAL NEIGHBORHOOD.**

Policy 1.2.5

The Board shall implement land development regulations that are compatible with the density, intensity and other relevant standards of those land use categories defined in the Future Land Use and Quality Communities Element.

- **THIS SUBJECT CHANGE IS IN CONFLICT WITH THE QUALITY COMMUNITIES ELEMENT and LAND USE/ZONING LOCATION CRITERIA.**

Staff Proposal Review **INCOMPLETE**

COMPATIBILITY WITH SURROUNDING LAND USES –(Staff in black)

- The subject property consists of one parcel totaling 4.05 acres on the north side of County Road 95 (CR-95) approximately 400 feet east of US Highway 19 in Palm Harbor.
- **SITE IS NOT ON THE US 19 CORRIDOR.**
- **400 FEET IS A SIGNIFICANT DISTANCE TO US19 WHEN THE OWNERSHIP AND USE OF THE SEPERATING PARCEL IS THE COUNTY AND IS A SINK HOLE DRAINAGE CONDITION IN ITS NATURAL DENSE VEGETATION STATE.**
- The property is currently vacant with the exception of a small maintenance/utility building associated with a former radio tower. It is designated Residential Urban (RU) on the Future Land Use Map (FLUM) and zoned RPD-7.5, Residential Planned Development-7.5 units per acre.
- **NOTE: SUBJECT SITE IS CURRENTLY RESIDENTIAL @ 7.5 DU/AC AND COMPATIBLE TO THE NEIGHBORHOOD EAST OF US19**
- **NOTE: The subject parcel REGULARLY FLOODS and the CR95 is often CLOSED to traffic**
- The applicants wish to utilize the property for vehicle inventory parking that is associated with a nearby car dealership that has limited space. In order to do so, they are proposing a FLUM amendment to Residential/Office/Retail (R/O/R) and a zoning change to CP-1-CO, Commercial Parkway – 1 with a Conditional Overlay providing certain restrictions, as described below.
- **NOTE: ROR and CP-1 BOTH HAVE LOCATION CRITERIA REQUIRING ARTERIAL ROADWAYS and THIS REQUEST IS PENETRATING ARTERIAL USES INTO AN EXISTING NEIGHBORHOOD.**

Staff Proposal Review **INCOMPLETE**

COMPATIBILITY WITH SURROUNDING LAND USES

- The subject property is within a general area that consists of a variety of uses. It is bordered by a retention pond to the north, multifamily residential to the northeast, a single family home to the east, a place of worship to the southeast, an assisted living facility (ALF) to the south, retail commercial to the southwest, and a vacant County-owned parcel containing a sinkhole to the west, beyond which is US-19. Both the nearby place of worship and the ALF were approved.
- **NOTE: THERE IS NO DISCUSSION OF COMPATIBILITY TO THE EXISTING MULTI FAMILY RESIDENTIAL AND THE EXISTING SINGLE FAMILY TO THE EAST (Proposed to become Town Homes)**
- **NOTE: STAFF PRESUMES A CONDITION THAT A “VARIETY OF USES” THAT ARE RESIDENTIALLY COMPATIBLE SHOULD ACCOMMODATE THE INTRODUCTION OF COMMERCIAL LAND USE AND ZONING. THIS IS A ERONIOUS ASSUMPTION THAT THE ENCROACHMENT OF ROR & CP-1 ARE COMPATIBLE – THEY ARE NOT!**
- via special exceptions granted by the Board of Adjustment. The majority of the US-19 corridor is R/O/R on the FLUM and CP-1 on the Zoning Atlas, which is consistent with the requested changes to future land use and zoning.
- **NOTE: THIS SITE IS NOT ON US 19, THE ENCROACHMENT OF ROR & CP-1 IS INCOMPATIBLE, PENETRATING AN EXISTING RESIDENTIAL AREA**

Plan Quality Communities Element

- **PLANNING TO STAY- PRINCIPAL 5:**
- *Pinellas County recognizes that successful neighborhoods are central to the quality of life in Pinellas County. Therefore, redevelopment and urban infill should not compromise the integrity and viability of existing residential neighborhoods.*
- **QCE, b. Commercial Corridors** – *These corridors are located along municipal, county, or state arterial facilities where the primary orientation is toward the roadway, providing easy accessibility for the automobile. There is often little connectivity between the commercial uses along the arterial facility and the adjacent neighborhoods. The “strip” development within these corridors typically consists of surface parking in front of one- or two-story commercial establishments. A commercial corridor generally serves a larger trade area than the immediate neighborhood. Apartment complexes may also be found along these corridors interspersed among the nonresidential uses. The “big box” national chains are often located within these corridors. (p-3.6)*
- **QCE, Residential Corridors-**
- *Stripping residential corridors with office and commercial uses is not a direction that local governments have been encouraging since there are already numerous commercial corridors serving the retail and service needs of the community. With the continuing strong demand for housing, emphasis should be placed on protecting and preserving areas devoted to residential use, not abetting their transition to other uses. (p-3.19)*

LAND USE AND ZONING CRITERIA

Land Use – The R O R Category

- **Locational Characteristics** – This category is generally appropriate to locations where it would serve as a transition from more intensive nonresidential uses to residential, office or public/semi- public use; and retail use. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network where mixed use development allows interaction between uses and encourages mass transit and not-vehicular trips. –Compatible Zones- CP-1, CP-2, P-1, C-2
- **Zoning – The Commercial Parkway-1** CP-1:
Includes those areas fronting on Major Arterial Highways where established land use planning criteria would indicate this district could be located – **(COMP PLAN LAND USE REQUIRED- Commercial General & ROR)**
- **(b)** The purpose of establishing the CP, commercial parkway district is to allow for a variety of uses along arterial roadways.....

INCOMPATIBLE CONFLICT ISSUES

- Commercial **Encroachment** into Neighborhood
- Inconsistent **location criteria** for ROR & CP-1
- Drainage, Wetland and Closed **Basin realities**
- County corner parcel with **Sinkhole area is Res. buffer**
- Proposed Use Major Impact on **Drainage** –(car lot)
- Parking Lots create **Micro Climate** of 120-160 degree
- New Car Storage generates major **Fencing & Lighting**
- Pinellas has **No Auto Sales Location Buffering**
- Use impact will **discourage residential investment**
- **Use change can occur**- Entitlement in ROR/CP-1

REJECT STAFF RECOMMENDATION

SUMMARY

- The proposed R/O/R FLUM category and CP-1-CO zoning designation are **INAPPROPRIATE** based on the subject property's location, compatibility with surrounding uses and consistency with the Pinellas County Comprehensive Plan.
- **THE OVERLAY ENCOURAGES A NEGATIVE COMMERCIAL USE INTO THE NEIGHBORHOOD, INTRODUCING CHANGE OF USE, TRAFFIC, LIGHTING, HIGH HEAT MICRO-CLIMATE AND SECURITY ISSUES.**
- ***Alternative Solutions are available and logical on Honda's existing site !***



Richard E. Gehring - Strategic Planning & Development 727-480-7684 regehring@gmail.com