



LAND USE PLAN AMENDMENT & REZONING APPLICATION

City of New Port Richey
Development Department
City Hall, 5919 Main Street, 1st Floor
New Port Richey, FL 34652
Phone (727) 853-1039 Fax (727) 853-1052

- ☐ Submit original signed and notarized application (plus two copies)
- ☐ Submit original signed and sealed survey (plus two copies)
- ☐ Submit application fees: \$750 for land use plan amendment;
\$750 for rezoning (checks made payable to the *City of New Port Richey*)

CASE # RE2016-01/PS2016-04

- ☐ Land Use Plan Amendment
 - ☒ Rezoning
 - ☐ Send copy to Pasco Govt, if w/in 1 mile
 - ☐ Send copy to Pasco Schools, if residential
- Date Received: APR 20 2016

RECEIVED
DEVELOPMENT DEPARTMENT
CITY OF NEW PORT RICHEY

PROPERTY OWNERS AND REPRESENTATIVE INFORMATION:

Current Property Owner(s): Venture 12, LLC

Mailing Address: 101 SE 2nd Place # 202, Gainesville, FL 32601

(Street, City, State, Zip Code for all owners)

Daytime Phone Number: 352-372-6172

Fax Number: 352-371-9229

Email or Alternate Contact Information: keithh@mcgurn.com

Representative(s) of Owner(s): Roland P. Dove / Keith Humphreys

Relationship to Owner(s): Site Engineer

Mailing Address: 3014 US Highway 19, Holiday, FL 34691

(Street, City, State, Zip Code)

Daytime Phone Number: 727-938-1516

Fax Number: 727-942-4174

Email or Alternate Contact Information: sei@springengineeringinc.com

Who is the PRIMARY contact for this application? Roland P. Dove, P.E.

PROPERTY INFORMATION:

Street Address: 5500 Main Street

General Location: Corner of Main Street and River Road

Size of Site: 135,039.5 square feet 3.10 acres

Legal Description: See attached

Parcel Number(s): 05-26-16-0030--20800-0050

Existing Categories: Zoning District: PDD Land Use Category: _____

(For property to be annexed, obtain this information from Pasco County – 727-847-8132 or 727-847-8193)

Proposed Categories: Zoning District: PDD Land Use Category: _____

Existing Use and Size: Partially developed commercial and residential under construction.

(Existing number of dwelling units or square footage of non-residential use on the property)

Proposed Use: 80 residential units 13,640 S.F. retail

(Proposed number of dwelling units or square footage of nonresidential use)

CONSISTENCY WITH CONCURRENCY: The following calculations shall be used to **determine the projected demand** of the proposed project on the applicable public facility/service. The calculations are listed by facility/service type. *(Please fill in blanks.)*

Potable water - Adopted level of service (LOS) = 152 gal/day/capita (nonresidential uses are included in the adopted LOS).

Residential: Single-family: 152 gal × 2.12 persons/household × _____ units = _____ gal/day/capita (demand)

Multi-family: 152 gal × 1.90 persons/household × 80 units = 23,104 gal/day/capita (demand)

Commercial: See Table I in the Land Development Code for estimated water flows: 1364 gal/day/capita

Wastewater - Adopted level of service (LOS) = 114 gal/day/capita (nonresidential uses are included in the adopted LOS).

Residential: Single-family: 114 gal × 2.12 persons/household × _____ units = _____ gal/day/capita (demand)

Multi-family: 114 gal × 1.90 persons/household × 80 units = 17,328 gal/day/capita (demand)

Commercial: See Table I in the Land Development Code for estimated sewer flows: 1364 gal/day/capita

Solid waste - Adopted level of service (LOS) = 6.3 lbs/day/capita (nonresidential uses are included in the adopted LOS).

Residential: Single-family: 6.3 lbs × 2.12 persons/household × _____ units = _____ lbs/day/capita(demand)

Multi-family: 6.3 lbs × 1.90 persons/household × 80 units = 958 lbs/day/capita(demand)

Commercial: Commercial uses are included in the adopted LOS: 10 lbs/day/capita (demand).

Recreation/open space. Refer to the New Port Richey Comprehensive Plan for the adopted level of service standards.

Single-family: _____ units × 2.12 persons/household = _____ (population projection)

Multi-family: 80 units × 1.90 persons/household = 152 (population projection)

Stormwater Management. Refer to the Stormwater Management and Erosion Control Policy and Procedures Manual for standards necessary to comply: LOS = 25-year, 24-hour storm event.
SWFWMD Permit issued and still valid.

Transportation. Refer to the New Port Richey Comprehensive Plan for the adopted Level of Service Standards. Refer to the Land Development Code for the **requirements of a Transportation Study.** *(Please attach to this form)*
Not Required - site located in Downtown Transportation Concurrency Exception Area.

1. Determine the number of trips generated by the proposed project during the PM peak hour using the most recent edition of the ITE "Trip Generation" report with no adjustments for internal capture or passerby trips.
2. If the total number of trips is equal to or greater than 50 trips, then a transportation study shall be done. The report shall be signed and/or sealed by either a registered professional engineer or a member of the American Institute of Certified Planners.
 - a. **If no study is required, the applicant is required to provide only the existing directional PM peak hour traffic volumes and level of service for the roadways link to which project driveways connect. This information shall include project traffic.**
 - b. The data shall be in conformance with Notes 3a and 3b of "Existing Conditions" below.
3. Existing conditions. The following shall be provided:
 - a. Existing directional PM peak hour traffic volumes and LOS on all collectors and arterials within study area.
 - b. Existing turning movements at the impacted intersection (s) and intersection LOS.

ATTENDANCE AT MEETINGS:

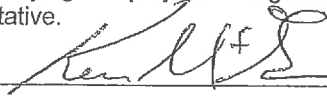
The applicant or applicant's representative needs to be present at the DRC, LDRB and City Council meetings.

AUTHORIZATION TO VISIT THE PROPERTY:

Site visits to the property by City representatives are essential to process this application. The Owner/Applicant, as notarized below, hereby authorizes the City representatives to visit, photograph and post a notice on the property described in this application.

AUTHORIZATION FOR OWNER'S REPRESENTATIVE(S):

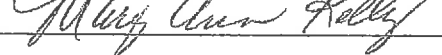
I Kenneth R. McGurn as Manager of Venture 12, LLC, the owner, hereby authorize Roland P. Dove to act as my representative(s) in all matters pertaining to the processing and approval of this application, including modifying the project. I agree to be bound by all representations and agreements made by the designated representative.

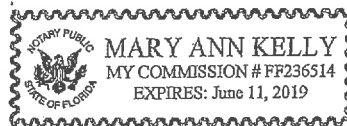
Signature of Current Property Owner(s): 

Date: 1/11/16

Subscribed and sworn to before me this 11th day of JANUARY, 20 16
who is personally known to me and/or produced _____ as identification.

STATE OF FLORIDA, COUNTY OF ~~PASCO~~ ADACHUA

Notary Public 



My Commission Expires: _____

APPLICANT'S AFFIDAVIT:

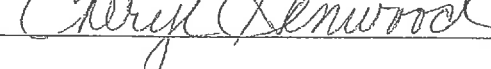
I Roland P. Dove, the owner or authorized representative, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all aspects true and correct, to the best of my knowledge.

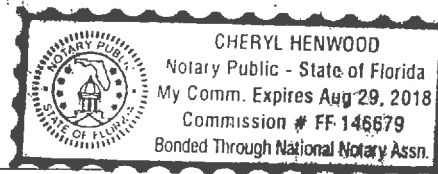
Signature of Owner or Authorized Representative: 

Date: 2-25-16

Subscribed and sworn to before me this 25th day of February, 20 16
who is personally known to me and/or produced _____ as identification.

STATE OF FLORIDA, COUNTY OF PASCO

Notary Public 



My Commission Expires: Aug. 29, 2018

Table I: Estimated sewage/water flows for Commercial Development

Type of Establishment Gallons Per Day (GPD)

Commercial:

Airports

- (a) Per passenger . . . 5
- (b) Add per employee (per 8 hr. shift) . . . 20

Barber and beauty shops (per chair) . . . 100

Bowling alleys (toilet wastes only per lane) . . . 100

Country club

- (a) Per resident . . . 100
- (b) Per member . . . 25
- (c) Per employee (per 8 hour shift) . . . 20

Dentist offices

- (a) Per wet chair . . . 200
- (b) Per non-wet chair . . . 50

Doctors' offices . . . 250

Factories, exclusive of industrial wastes (gallons per employee per 8 hr. shift)

- (a) No showers provided . . . 20
- (b) Showers provided . . . 35

Food service operations

- (a) Ordinary restaurant (per seat) . . . 50
- (b) 24-hour restaurant (per seat) . . . 75
- (c) Single service articles only (per seat) . . . 25
- (d) Bar and cocktail lounge (per seat) . . . 30
- (e) Drive-in restaurant (per car space) . . . 50
- (f) Carry-out only
 - 1. Per 100 square feet of floor space . . . 50
 - 2. Add per employee (per 8 hr. shift) . . . 20
- (g) Institutions (per meal) . . . 5

Hotel and motels

- (a) Regular (per room)
- (b) Resort hotels, camps, cottages (per person) . . . 75
- (c) Add for establishments with self-service laundry facilities (per machine) . . . 400

Office building (per employee per 8 hr shift) . . . 20

Service stations (per water closet and urinal) . . . 250

Shopping centers without food or laundry (per square foot of floor space) . . . 0.1

Stadium, race track, ball parks (per seat) . . . 5

Stores (per square foot of floor space) . . . 0.1

Swimming and bathing facilities, public (per person) . . . 10

Theaters

- (a) Indoor, auditoriums (per seat) . . . 5
- (b) Outdoor, drive-ins (per space) . . . 10

Trailer or mobile home park (per trailer space) . . . 200

Travel trailer or recreational vehicle park

- (a) Travel trailer (overnight), without water and sewer hookup (per trailer space) . . . 75
- (b) Travel trailer (overnight), with water and sewer hookups (per trailer space) . . . 100

Institutional:

Churches (per seat) . . . 3

Hospitals (per bed (does not include kitchen wastewater flows) . . . 200

Nursing homes, rest homes (per bed) (does not include kitchen wastewater flows) . . . 100

Parks, public picnic

- (a) With toilets only (per person) . . . 5
- (b) With bathhouses, showers and toilets (per person) . . . 10

Schools (per person)

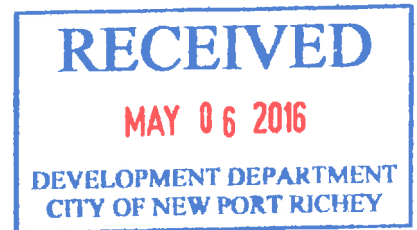
- (a) Day-type . . . 15
- (b) Add for showers . . . 5
- (c) Add for cafeteria . . . 5
- (d) Add for day school workers . . . 15
- (e) Boarding type . . . 75

Work or construction camps, semi-permanent (per worker) . . . 50"



SPRING ENGINEERING, INC.
ENGINEERING • LAND PLANNING • ARCHITECTURE

Main Street Landing PDD
Design, Bulk and Location Standards
SEI Project No. 2004-26
January 27, 2016
Revised April 20, 2016
Revised May 5, 2016



1. Site Design – Main Street Landing is designed to be a mixed use type project containing both retail and residential components plus boat docks on the Pithlachascotee River which creates the eastern boundary of the project. The northern and western project boundaries are Main Street and River Road, respectively, and are used as the store fronts for the retail shops. Residential units are located above the retail space in Building 1; Building 2 and Building 3 consist entirely of residential units. The residential units in Building 3 are all riverfront units with a spectacular view of the river below. In order to utilize the natural and man-made features adjacent to the property and in keeping with the overall theme of the development it is necessary to have special setbacks along the perimeter. Zero (0) setbacks are needed along Main Street and River Road and a minimum of ten (10) feet setback is needed between the rear of Building 3 and river property line. Building 3 (all residential units) is the only building in the vicinity of other residences and it is separated by the river. Each building will be constructed independently of the others with occupancy of each building at completion of construction.
2. Living Area Requirements – The minimum size of the residential living units is 650 square feet and the standard unit is 1476 square feet which exceeds the minimum allowed by City Code.
3. Tree Conservation – Earlier development activities on the site resulted in the removal of all trees which was authorized by the City.
4. Streets – The private streets within the project have been designed in accordance with the City code.
5. Erosion Control and Stormwater Management – An erosion control and stormwater management plan meeting the requirements of NPDES and City of New Port Richey is included in the design plans for this project.
6. Parking – A parking plan was prepared, submitted and approved by the City for the project in 2005. It was upgraded and reapproved in 2012. A new revised plan is now being submitted for approval; 223 total parking spaces are proposed including 3 along River Road. The parking areas outside of the parking garage will be landscaped in accordance with the City Code requirements.
7. The off street parking lot within the project will be adequately lit. A photometric plan prepared by Duke Energy is included within this narrative. All lighting will be arranged to direct light away from adjoining properties and residential areas.

LE COPY

Main Street Landing PDD
Design, Bulk and Location Standards
SEI Project No. 2004-26
January 27, 2016
Page 2 of 4



8. Street signs and street lighting – A street sign complying with City requirements will be provided at the intersection of River Road and Riva Del Place. Lighting of Riva Del Place will be provided by the site lighting poles and fixtures in the parking lot. The size, character and shape of the outdoor sign, if one is to be used, will comply with the requirements of the City code.
9. Utilities – All utilities will comply with the current City of New Port Richey Utility Construction Standards. Underground utilities are proposed. Utility boxes will be painted to match the color of the building.
10. Buffering – As discussed in item number 1 above, the special nature of this project requires buffers and setbacks that are less than City code requirements. This project was previously approved with setbacks and buffers as shown on these plans and it is requested that it be re-approved.
11. Staggered Use of Parking Spaces – It is anticipated that during the work week, from 7:30 am to 6 pm, 65% of residential spaces will be available for commercial use. After 6 pm and on weekends 10 to 20% of the residential spaces would be available for commercial use. After 6 pm we expect at least 50% of the commercial units to be closed alleviating their parking needs and allowing more parking for guests of residential units. Sunday is not considered an issue. On Saturday commercial traffic generally would not start until 11 and be gone for the most part by 6 pm. Commercial parking users before 11 AM will most likely occupy the spaces immediately behind their respective shops as they prepare to open for business. They would then likely move their vehicle to the grass parking area to free up the space for potential customers. Commercial parking users after 6 PM would most likely be the same people who own and operate the small businesses. The residential demand will fluctuate as people do their typical shopping, errands and week end activities. As with other venues, visitors can use the street parking and it is hoped, others will take advantage of their ability to walk to the site to visit the shops. That is the long term goal of infill types of developments (i.e. reducing dependency on the car and reducing paving over of the state). Some of the Commercial spaces may be leased to offices (like a real estate or insurance agency). Those uses typically close by 5:30 PM.

People go on vacation, business trips, training seminars, visit friends, etc. thus the normal residential usage is not 100%. There are also vacancies. The same is true for the commercial. There will be times when there may be a spike in demand like a night time party. But in those cases people tend to be able to fend for themselves and will use the readily available surrounding offsite parking.

Main Street Landing PDD
Design, Bulk and Location Standards
SEI Project No. 2004-26
January 27, 2016
Page 3 of 4



12. The developer of this property has had literally decades of experience with real life 1) apartment parking, 2) commercial parking, and 3) joint use parking. We technically only need about 15% more spaces. A little less than half of those are available in the surrounding on street parking. In the real world our 'mixed use' allows us to enjoy vacancies shared between the mixed uses and the normal turn over that always exist in every use. This concept has been proven in our developments in Gainesville. A prime example is our 400 space parking garage (built in 1987). It provides parking for the adjacent 124 room hotel, 51 condominiums, 35,000 square feet of office space, 25,000 square feet of retail (including Starbucks and two of the most popular restaurants in town), and is open to the general public for parking.

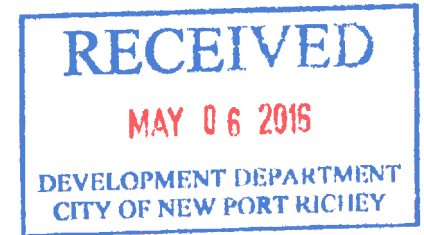
Surrounding buildings and restaurants also have no private parking and use our garage. The only time we are full is when there is a special event that draws thousands of people to the area.

Our commercial Sun Center combines parking with a health club and the adjacent apartment complex. People go to work in time for the spaces to be freed up for the people coming to the offices in our commercial center. This has been in operation since 1986. Mixed use parking works.

Apartments are rarely 100% full. Main Street Landing's apartments are projected to average 92% providing for extra spaces. Additionally, people are travelling more often. They are out shopping, on vacation, away at training meetings, away for any number of reasons leaving even more spaces free.

Commercial spaces also have vacancies and operate at different times. A coffee shop might open early and close early. A law office could be 9 to 5. A vintage clothing store might be open 12 to 8. These staggered hours mean there should always be plenty of spaces. Their employees park on site but away from the front doors. If there ever is a time when spaces become a premium, there are many empty parking spaces surrounding the property where arrangements could be made available (examples include churches, the chamber of commerce and little utilized parking up and down Main Street). We know that a parking arrangement can be made because the owner had previously negotiated a parking agreement with a nearby church.

Main Street Landing PDD
Design, Bulk and Location Standards
SEI Project No. 2004-26
January 27, 2016
Page 4 of 4



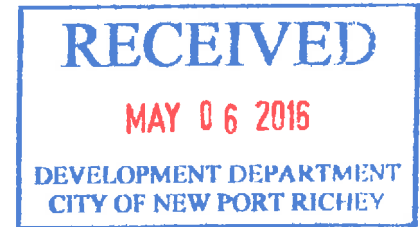
The impact of Mix Use can be made by looking at Saturday morning. Most of the office/commercial space if open (an office probably would not be open) on Saturday morning would not start operations until 11:00 am (except for a coffee shop). By 11: am, many of the residents will be gone doing their weekend shopping or travelling. It is just the nature of how traffic flow works. If we are fully leased and the commercial busy on Saturday evenings, then it will mean our residence are also dining out at other restaurants or at a movie leaving spaces for commercial customers.

There are always exceptions. What if the apartments are 100% occupied and all the commercial is fully leased. Even in that case there will be people not home and a business or two not open and people coming and going. If there ever is a time (we should be so fortunate) when a commercial customer cannot park directly in front of one of the shops and want to get a cup of coffee that badly or shop, they will find a space to park, possibly at the Chamber of Commerce's many empty spaces. We can only look around at the many, many, many vacant and ugly parking spaces that have been over provided in the adjacent properties to see that more paving is not necessarily better.



SPRING ENGINEERING, INC.
ENGINEERING • LAND PLANNING • ARCHITECTURE

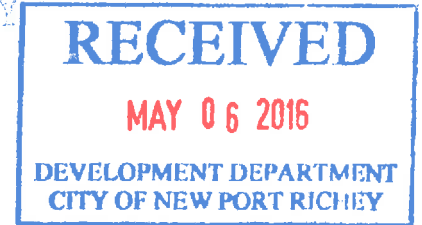
Main Street Landing PDD
PDD Development Standards
SEI Project No. 2004-26
January 27, 2016
Revised April 7, 2016
Revised May 5, 2016



Primary Use:	Mixed Use
	A. 80 residential units
	B. 13,640 SF retail
Secondary Use:	A. 6 retail use boat slips (3 docks)
	B. 20 residential use boat slips (9 docks)
	C. No gas or food sales at docks
Density:	30 D.U./acre; 3.10 acres; 80 D.U. proposed. 15 D.U. per acre permitted under former Downtown land use category with an increase to 30 D.U./acre with transfer of development rights.
Intensity:	2.0 FAR permitted = 270,072 SF permitted; 155,617 proposed
Building Setback:	A. Front (Main Street) – 0 feet proposed; 10' required in C-2
	B. Front (River Road) – 0 feet; 13' required in C-2
	C. River – 0 feet (pool deck); 10 feet (building) proposed;
	D. Acorn Street – 5'
Building Height:	50 feet measured from base flood elevation (BFE); measurement to top of structure.
Parking:	Provided:
	A. 223 (total provided within garage, surface, grass)
	B. Garage (dedicated to residential use)
	1. 87 regular
	2. 2 handicap
	C. Surface
	1. 48 regular at 9' x 18' including 12 grass spaces
	2. 3 parallel at 9' x 22'
	3. 76 special at 9' x 16' with 2' overhang
	4. 7 handicap
	Required: (260)
	A. Residential – 152
	B. Visitor – 40
	C. Retail – 68
	D. Bicycle – 19
	E. Handicap – 7
Proposed Parking Justification:	The project is mixed use allowing for the use of parking at different times for different uses. Such shared parking has been successful in other areas such as Gainesville and Tarpon Springs. See Design Standards.
Building Style:	Tuscany Style

Main Street Landing PDD
PDD Development Standards
Page | 2

FILE COPY



Building Materials
 & Colors:

Split face CMU and Stucco materials
 Beige, Yellows, Red Accent

The developer has committed that the future buildings on the Main Street Landing site will be of like manner as the current building 1. The elevations provided for buildings 2 and 3 are conception only, but the colors, materials, and design of these buildings will be consistent to what is shown on building one.

Buffers:

See Building Setbacks

Retaining Wall:

18" +/- high along Main Street by City (Construction Complete)

5' +/- seawall along river (not part of this project)

Impermeable Surface Ratio:

83.8% proposed at build-out

Maximum Building

35%

Coverage:

Signage:

1 Monument Sign; exact size to be determined.