An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a Preliminary Site Plan for a 1,900 square foot restaurant with drive-through facilities on a site of approximately 0.7269± acres generally located north of State Road 70 at the intersection with 33rd Street East, commonly known as 3203 53rd Ave E. Bradenton (Manatee County) in the PDMU (Planned Development Mixed-Use) zoning district; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

RECOMMENDED MOTION

Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and the Manatee County Land Development Code, as conditioned herein, I move to APPROVE Manatee County Zoning Ordinance PDMU-18-18(P) and Preliminary Site Plan with Stipulations A.1-A.2, B.1, C.1; and D.1., as recommended by the Planning Commission.

(Commissioner Servia)

PLANNING COMMISSION ACTION:
On February 14, 2019, by a vote of 4 – 2, the Planning Commission recommended approval. Mr. DeLesline and Mr. Roth voted nay due to concerns about traffic. Mr. Rutledge was absent.

BOARD OF COUNTY COMMISSIONERS ACTION:
On March 7, 2019, by a vote of 6 – 0, the Board of County commissioners continued the public hearing to March 21, 2019 at 1:30 p.m., or as soon thereafter as same may be heard at the Manatee County Government Administrative Building, 1st Floor, Patricia M. Glass Chambers. Commissioner Whitmore was absent.

PUBLIC COMMENT AND CORRESPONDENCE:
February 14, 2019 Planning Commission
Public Comments:
Antonio Esteves has the following concerns:

- Increase of lanes on SR 70 from 2 to 6 since he moved in
- Impact of drainage on the residential properties; the drainage doesn't work in the area and lots of properties are on septic.
- 31st & 32nd don't have enough room for semi-trucks; how will restaurant get deliveries.
- Traffic – how will the traffic be addressed and where are the entrances and exits.
- Have any studies been done on the impact of this and is there any future planning done for the area.

Faithea McKibben’s concerns are:
- Drainage – the new projects on SR 70 are at higher elevation than their properties and they consistently have standing water in ditches.
- Traffic Flow – believes that traffic will come down 31st to 52nd and back to 32nd to get into restaurant. She doesn’t like the entrance on 32nd; the streets are narrow, old and degraded, the streets can’t handle additional traffic.
- Hours of operation some of these restaurants are open till 2am – what kind of people will they be getting through their neighborhood.
- Some restaurants pipe out food smells – there are vegetarians that live in the area and they will get particles coating the neighborhood the smell is not an acceptable smell to her.

Stephanie King’s concerns are:
- Entire neighborhood is on septic and she isn’t sure how this will affect drainage.
- Density; she has 2 acres so concerned about property value and livability.
- Traffic patterns – traffic will be going through their neighborhood.
- Bus stop for school is directly across from 32nd Street entrance will this be moved.
- The mobile station across SR 70 which has been empty for 2 years would be a better location.
- Properties are zoned PDMU but there is no commercial in neighborhood only single family and duplex residences.
- Buffer – would like a different buffer other and a PVC fence.
- Entrance – would like the entrance on 32nd moved to SR 70.

Gerald Allora an adjacent resident on 33rd Street is concerned about:
- Landscape buffer on side next to his property.
- Traffic pattern – the intersection of 33rd and SR 70 – traffic on 33rd going south across SR 70 is backed up past his property a majority of the time, traffic will not be able to enter into restaurant off of 33rd if they are coming eastbound on 33rd due to the backed-up traffic.

Nancy Coffin, a resident of 32nd Street is concerned with:
- Traffic coming into neighborhood, how are they getting in and out of the property, roads in neighborhood are narrow and deteriorating, the curve at 32nd and 52nd is dangerous and many time cars & semi’s have come into her yard (missing the curve) and breaking her water pipes she has to pay to be repaired.
- Drainage – what will happen due to everyone in neighborhood being on septic.
- Mobile gas station across SR 70 is empty and a better location than this one for a fast food restaurant.
- She would also like the entrance off of 32nd street one way out only so cars have to exit and go out to SR 70 and not come through their neighborhood.

A public comment letter was entered into the record.

March 7, 2019 Board of County Commissioners
There was no public comment.
A revised recommended motion was entered into the record to continue the public hearing to March 21, 2019 at 1:30 p.m., or as soon thereafter as same may be heard at the Manatee County Government Administrative Building, 1st Floor Patricia M. Glass Chambers.
**PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>CASE NUMBER</th>
<th>PDMU-18-18(P)/PLN1807-0042</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT NAME</td>
<td>Taco Bell - Bradenton</td>
</tr>
<tr>
<td>LAND OWNER/APPLICANT</td>
<td>John and Elsie Horst</td>
</tr>
<tr>
<td>AGENT</td>
<td>Craig Cornelison, Cornelison Engineering</td>
</tr>
<tr>
<td>EXISTING ZONING</td>
<td>PDMU (Planned Development Mixed-Use)</td>
</tr>
<tr>
<td>PROPOSED ZONING &amp; USE</td>
<td>PDMU; restaurant with drive-through facilities</td>
</tr>
<tr>
<td>CASE MANAGER</td>
<td>Jamie Schindewolf, Planner I</td>
</tr>
<tr>
<td>STAFF RECOMMENDATION</td>
<td>APPROVAL with stipulations</td>
</tr>
</tbody>
</table>

**DETAILED DISCUSSION**

**Request:**
The applicant seeks approval of a Preliminary Site Plan for a 1,900 square foot restaurant (Taco Bell) with an FAR of .06 on State Road 70 East. The site is in the R/O/R (Retail Office Residential) future land use category.

**History**
- On June 13, 1925 the Central Gardens subdivision plat was recorded. Two residences were constructed on the property, one in 1950 and one in 1951. The larger dwelling was eventually demolished, and a new home was constructed in 1997.
- The Manatee County Geographic Information System has no information regarding a PD-MU zoning ordinance for the property, so it is assumed that the owner(s) of the property requested PDMU zoning in 1989/90.
- On July 13, 2018, an application was filed for a preliminary site plan for the development of a Taco Bell restaurant on the property.

The surrounding area includes single-family homes and a range of commercial uses, such as Ollie’s Bargain Outlet, Pizza Hut, AutoZone, and Dunkin’ Donuts. The commercial uses along 53rd Ave generally follow a strip development pattern. A McDonald’s is located across 33rd Street East from the property.

The applicant has submitted a Preliminary Site Plan, shown on the next page, that includes the following:
- A 1,900 square foot restaurant with drive-through facilities (0.06 FAR)
- A total of 20,713 square feet of impervious area
- 25 parking spaces
- 2 bicycle parking spaces

Policy 2.2.1.17.2 of the Manatee County Comprehensive Plan establishes the range of potential uses for a property within the ROR FLUC. The range of potential uses include: neighborhood, community and regional serving commercial uses, mixed with medium and high density residential, lodging, office, public/semi-public, schools, and recreational uses. A restaurant with drive-through facilities restaurant is a neighborhood/community serving commercial use.
The maximum floor area ratio allowed by the ROR FLUC is 0.50.

The site is already zoned PD-MU. The purpose of the PD-MU zoning district is to provide developments that provide complimentary uses. All requirements and criteria found in the single use Planned Districts shall apply to the PD-MU district; in this case, the development must adhere to PD-C standards.

Staff recommends Approval with Stipulations.

**SITE CHARACTERISTICS AND SURROUNDING AREA**

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>3203 53rd Ave E, Bradenton, FL 34203</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL LOCATION</td>
<td>North of State Road 70 at the intersection with 33rd Street East</td>
</tr>
<tr>
<td>ACREAGE</td>
<td>± 0.7269 acres</td>
</tr>
<tr>
<td>EXISTING USE</td>
<td>Single-family residential</td>
</tr>
<tr>
<td>PROPOSED USE</td>
<td>Restaurant</td>
</tr>
<tr>
<td><strong>FUTURE LAND USE CATEGORY</strong></td>
<td>ROR (Retail/Office/Residential)</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td><strong>MAXIMUM INTENSITY</strong></td>
<td>0.50 FAR</td>
</tr>
<tr>
<td><strong>AFFORDABLE HOUSING MITIGATION</strong></td>
<td>The applicant is required to pay into the affordable housing mitigation fund prior to final site plan approval, as per a letter from the Manatee County Redevelopment and Economic Opportunity Department dated 01/07/2019.</td>
</tr>
<tr>
<td><strong>OVERLAY DISTRICT</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>SPECIAL APPROVAL</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>SPECIFIC APPROVAL(S)</strong></td>
<td>None</td>
</tr>
</tbody>
</table>

**SURROUNDING USES & ZONING**

| **NORTH** | Single Family Residential / PD-MU |
| **SOUTH** | State Road 70 / Mobil Station / PD-C |
| **EAST** | McDonald’s Fast Food Restaurant / NC-M |
| **WEST** | 32nd Street East / Decor & Designs Store / PD-MU |

**SITE DESIGN DETAILS**

| **SETBACKS (MINIMUM/PROPOSED)** | Front (SR 70): 30’ / 31’ | Local Streets (33rd street and 32st street): 35’ / 35’ | Side (North Boundary): 15’ / 69.2’ |
| **OPEN SPACE (REQUIRED/PROPOSED)** | 20% / 35% |
| **MAXIMUM BUILDING HEIGHT** | Proposed: 22’ | Maximum: 35’ |
| **PARKING** | Required: 24 | Proposed: 25 |
| **ACCESS** | 32nd Street East, 33rd Street East |
| **FLOOD ZONE(S)** | None |
| **AREA OF KNOWN FLOODING** | Yes, Rainfall |
UTILITY CONNECTIONS

The following water and wastewater facilities are in the vicinity of this development project:

Water: 24” potable water main along 33rd Street East and a 6” potable water main along 32nd Street East
Sewer: 8” sanitary gravity sewer main along 32nd Street East and an 8” sanitary gravity sewer main along SR 70
Reclaimed: No reclaimed water is available

ENVIRONMENTAL INFORMATION

Wetlands:
There are no wetlands on site.

Uplands:
The site consists of 3 homes and accessory buildings with no native habitat.

Endangered Species:
The site consists of 3 homes and accessory buildings with no native habitat. There are no listed species utilizing the site.

Trees:
The applicant’s tree removal/replacement table states there are 5 trees and 7 palms on site.

Landscaping/Buffers:
The provided landscape plan shows 10’ roadway buffers on the south, east and west sides. The 15’ north perimeter buffer includes a 6’ opaque fence located adjacent to the existing partial fence with landscaping on the project side of the fence.

COMPLIANCE WITH MANATEE COUNTY LAND DEVELOPMENT CODE

General Design Requirements for all Planned Development Site Plans (LDC Section 402.6)
PDC – Planned Development Commercial Standards (LDC Section 402.11)
Standards for Specific Drive-Thru Establishments (LDC Section 531.16)

The following represents a demonstration of how the application will achieve compliance with LDC Sections 402.6, 402.11, and 531.16.

402.6. General Design Requirements for all Planned Development Site Plans

Relation to Public Utilities, Facilities and Services
Water and sewer are available. Subject to compliance with the County’s engineering standards, services can reasonably be expected to be available at the time of request for Certificate of Level of Service.

Relation to Major Transportation Facilities
SR 70 is a Principal Arterial road with six lanes and a signaled intersection at 33rd St E.

Compatibility
The proposal is compatible with the area as it exists today. A McDonald’s is located across 33rd Street East and other similar restaurants with drive-through facilities are nearby. Commercial development is common along SR 70 and it is overwhelmingly auto-oriented with numerous automotive services and gas stations along the corridor. Though the site is adjacent to single family homes to the north, the site has been designed to minimize negative impacts.
Transitions
The site has been designed to provide a transition in intensity and density between residential land uses to the west and the auto-oriented commercial character of State Road 70 and to comply with the regulations established in the LDC.

Design Quality
The proposal is not superior in design to conventional site plans; however, the site plan is sensitive to the impacts of the requested land use to the adjacent single family residential.

Relationship to Adjacent Property
The restaurant is sited away from the single-family homes in an attempt to limit negative impacts.

Access
The site plan has been reviewed by traffic design to insure adequate access for customers, fire engines, and solid waste vehicles.

Streets, Drives, Parking and Service Areas
The site plan is compatible with the needs of all vehicular users.

Pedestrian Systems
Pedestrians and cyclists entering and leaving the site may use the frontage sidewalk; bike racks are provided.

Natural and Historic Features, Conservation and Preservation Areas
There are no archaeological or historic resources on the site.

Density/Intensity
Proposed intensity does not exceed the maximum established in the Comprehensive Plan and is compatible with surrounding development.

Height
No building is proposed at more than one-story in height.

Fences and Screening
A 6’-tall PVC fence that matches the existing fencing has been proposed to screen the restaurant from adjacent single family homes.

Yards and Setbacks
Proposed setbacks are shown graphically on the PSP, meet the requirements established by the LDC, and promote compatibility with the surrounding area.

Signs
Signs will comply with the regulations established in Chapter 6 of the LDC.

Landscaping
The site plan has been reviewed for appropriate landscaping and compliance with the LDC.

Environmental Factors
The proposal exceeds the minimum amount of required open space.

Stormwater Management
Project Located in Flood Prone Area: Yes
Type of Flooding (i.e. rainfall, riverine, storm surge, etc): Rainfall
Project Subject to flow reduction: Yes; This project is required to reduce the allowable pre-development rate of discharge by fifty (50) percent.
Project subject to OFW: N/A
Watershed/Basin: Pearce Drain
Project located within Floodplain and/or Floodway: The project area is outside FEAM 2014 FIRM 100-year floodplain (Zone “X”). This project is outside of the County 25-year floodplain.
Drainage Easements/Access Easements required for existing system(s): N/A
Consistency with Comprehensive Plan
The proposal is consistent with the Comprehensive Plan. The subject property has the future land use designation of ROR (Retail/Office/Residential) which allows a variety of uses including neighborhood serving commercial. ROR is meant for areas with a broad range of commercial and residential uses.

402.16. Planned Development Mixed Use
In the determination of what a primary use in a PDMU district is, percentage of land area, percentage of building square footage and percentage of impacts such as traffic shall be considered. Exceeding fifty-one (51) percent shall be considered to be a primary use. Because the proposal is for a restaurant with drive-through facilities, PDC zone district standards are applied to the preliminary site plan.

402.11.D. PDC Standards
Intensity
The preliminary site plan proposes a FAR of 0.06, which is compatible with commercial development in the area and is within the allowable range (maximum of 0.50) in the ROR FLUC.

Landscaped Open Space and Pervious Area Requirements
Projects outside of watershed overlay districts are required to reserve 20% of the site as open space. The proposal reserves 35% of the site as open space.

Yards and Setbacks
Proposed setbacks are shown graphically on the PSP, meet the requirements established by the LDC, and promote compatibility with the surrounding area. The setbacks are as follows:

<table>
<thead>
<tr>
<th>Location</th>
<th>Min. / Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (SR 70):</td>
<td>30' / 31'</td>
</tr>
<tr>
<td>Local Streets (33rd street and 32nd street):</td>
<td>35’/ 35’</td>
</tr>
<tr>
<td>Side (North Boundary):</td>
<td>15’ / 69.2’</td>
</tr>
</tbody>
</table>

531.16. Drive-Through Establishments.
The following standards shall apply to all drive-through facilities, including but not limited to restaurants, banks, drug stores, car washes, and dry cleaners.

A. All vehicular stacking areas associated with drive through facilities shall be set back at least thirty (30) feet from adjacent residential zoning/uses.

The vehicle stacking area is on the opposite side of the property from residential uses.

B. Drive through drive aisles shall be screened from adjacent residential zoning/uses by a six (6) foot solid fence and landscaping equal to sixty (60) percent opacity on the outside of the fence.

The drive through aisles are not adjacent to residential uses.

C. On-site traffic circulation shall be designed in such a manner so that no cars are stacked on any rights-of-way, drive aisle or blocking any parking or loading space.

The shown stacking of cars in the drive-thru does not indicate any stacking on rights-of-way, drive aisles, or parking/loading space.

D. Each stacking lane shall have a minimum width of nine (9) feet. Each stacking space shall have a minimum length of nineteen (19) feet and shall be consistent with the requirements in the Manatee County Public Works Standards Manual.

The stacking lane shown on the Preliminary Site Plan meets these standards.

E. All drive-through facilities shall provide a by-pass lane, or safe means of egress around drive-through lanes, unless waived by the Department Director due to specific mitigating site or operational conditions.
A by-pass lane has been provided.

F. One-way drive aisles which serve automobile-oriented uses may be reduced to eight (8) feet in width when adequate access for emergency vehicles is provided to the principal entrance of the building by other drives and when not encroaching upon a fire lane or walkway.

There are no one-way drive aisles seeking this reduction.

G. Drive-through restaurants within the PDRP or PDI District shall be located on a collector or higher and oriented towards the exterior of the project.

N/A

H. Drive-through facilities not taking advantage of the additional development intensity offered in Chapter 4 for developments along designated urban corridors are not required to meet the standards of Section 902. However, a street wall meeting standards of Section 902.5.G. (Street Walls) shall be provided to screen vehicular use areas. Additionally, the drive-through window(s) shall not face the urban corridor.

N/A

COMPLIANCE WITH COMPREHENSIVE PLAN

The site is in the ROR (Retail/Office/Residential) Future Land Use Category. A list of Comprehensive Plan Policies applicable to this request is attached. This project was specifically reviewed for compliance with the following policies:

ROR

Policy 2.2.1.17.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas exhibiting a broad range of commercial, office, and residential uses and to prohibit the intrusion of new industrial areas uses into these ROR areas. ROR areas are especially found at major community or region-serving nodes and are encouraged to develop with horizontal or vertical integration of uses, internal trip capture; and an overall high quality environment for living, working, or visiting.

Policy 2.2.1.17.2 Range of Potential Uses (see Policy 2.2.1.5): Neighborhood, community and regional serving commercial uses, mixed with medium and high density residential, lodging, office, public/semi-public, schools, and recreational uses (see also Objective 4.2.1).

Policy 2.2.1.17.3 Range of Potential Density/Intensity:

- Maximum gross residential density:
  - 9 dwelling units per acre for properties within the CHHA or CEA.
  - 16 dwelling units per acre
  - 32 dwelling units per acre along designated Urban Corridors; (40 dwelling units per acre if a density bonus is approved).
  - 32 dwelling units per acre for residential projects that designate a minimum of 25% of the dwelling units as "Affordable Housing."
  - 32 dwelling units per acre for mixed-use development that includes a commercial or office component.
  - Properties within the CEA and CHHA are not eligible for the additional density offered for urban corridors, mixed-use development, and/or affordable housing.

- Minimum gross residential density: 7.0 only in UIRA for residential projects that designate a minimum of 25% of the dwelling units as "Affordable Housing."
Maximum net residential density:
- 20 dwelling units per acre.
- 36 dwelling units per acre for residential projects that designate a minimum of 25% of the dwelling units as “Affordable Housing.”
- 36 dwelling units per acre for mixed-use developments that include a commercial or office component.
- Maximum “net” densities shall not apply to projects within designated Urban Corridors, and may not apply to clustered development in the WO or CHHA Overlay Districts, pursuant to Policies 2.3.1.5 and 4.3.1.5.

Maximum floor area ratio:
- 0.5
- 1.0 in the UIRA
- 1.0 for Hotels
- 1.0 for mixed-use
- 1.0 along designated Urban Corridors; 2.0 along Urban Corridors if an FAR bonus is approved.

The proposal complies with the intensity and range of potential uses for the ROR FLUC.

**TRANSPORTATION**

**Major Transportation Facilities**

The site is located on the north side of SR 70 and the west side of 33rd Street East. SR 70 is designated as a six-lane arterial roadway in the Comprehensive Plan’s Future Traffic Circulation Plan whose planned right of way width is determined by FDOT. 33rd Street East is designated as a two-lane collector roadway in the Comprehensive Plan’s Future Traffic Circulation Plan and has a planned right of way width of 84 feet.

**Transportation Concurrency**

Transportation concurrency was evaluated as part of the review of this project. The Applicant prepared a Traffic Impact Statement (TIS) to determine impacts to segments of SR 70 and 33rd Street East adjacent to the project site. The accepted study concludes the impacted roadway segments are expected to operate at or above the adopted level of service (LOS) D standard with no off-site concurrency-related improvements required to mitigate project impacts (See Certificate of Level of Service Compliance table below).

**Access**

In conjunction with transportation concurrency, a review of access issues was undertaken by County staff. The site has access via two driveways, one on 33rd Street East (right-in/right-out) and one on 32nd Street East (full access). Staff’s review did not indicate that any access-related improvements will be required.

**CERTIFICATE OF LEVEL OF SERVICE (CLOS) COMPLIANCE TRANSPORTATION CONCURRENCY**

<table>
<thead>
<tr>
<th>NEAREST THOROUGHFARE</th>
<th>LINK</th>
<th>ADOPTED LOS</th>
<th>FUTURE LOS (W/PROJECT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>33rd Street East</td>
<td>1525</td>
<td>D</td>
<td>C</td>
</tr>
<tr>
<td>33rd Street East</td>
<td>1530</td>
<td>D</td>
<td>C</td>
</tr>
</tbody>
</table>
Solid waste landfill capacity and preliminary drainage intent have been reviewed with the preliminary site plan. Potable water and waste water will be reviewed at the time of final site plan.

### SPECIAL APPROVALS – ANALYSES, RECOMMENDATIONS, FINDINGS

None

### POSITIVE ASPECTS

- The proposal meets the standards of the Land Development Code to an acceptable degree and complies with the Comprehensive Plan.
- The applicants have been open to design changes to lessen the impact on the adjacent single family homes (e.g. relocating the dumpsters away from the homes).

### NEGATIVE ASPECTS

- A fast food restaurant adjacent to single family homes may create some negative externalities from exhaust, noise, etc.

### MITIGATING MEASURES

- The site has been designed with the dumpster adjacent to the restaurant to reduce the impact of noise and odors to nearby residents.
- The site design provides a buffer between the parking lot and the adjacent single family homes (fencing and landscaping).

### STAFF RECOMMENDED STIPULATIONS

#### A. LAND USE

1. The dumpster location must remain as shown on this plan, adjacent to the restaurant and not abutting either single family residential parcel to the north.

2. Prior to Final Site Plan Approval, the Applicant shall pay its proportionate fair share to mitigate the removal by the Applicant of affordable housing stock from the Project Site, to the County, in accordance with LDC Section 545.4.A.2.
B. INFRASTRUCTURE:

1. Connection to the County potable water and wastewater systems is required pursuant to the Manatee County Comprehensive Plan. The cost of connection, including the design, permitting and construction of off-site extensions of lines, shall be the responsibility of the Applicant. Such off-site extension shall be designed and constructed in accordance with the appropriate County Master Plan. The connection shall be designed, engineered and permitted by the Applicant consistent with Manatee County Public Works Standards and approved by the County Engineer through the construction plans review process for the project.

C. ENVIRONMENTAL:

1. If wells are encountered, a Well Management Plan for the proper protection and abandonment of existing wells shall be submitted to the County for review and approval prior to Final Site Plan approval. The Well Management Plan shall include the following information:
   • Digital photographs of the well along with nearby reference structures (if existing).
   • GPS coordinates (latitude/longitude) of the well.
   • The methodology used to secure the well during construction (e.g. fence, tape).
   • The final disposition of the well - used, capped, or plugged.

D. STORMWATER ENGINEERING

1. The Engineer of Record (EOR) shall submit drainage modeling to demonstrate the allowable pre-development rate of discharge has been reduced by fifty (50) percent for Pearce Drain Watershed.

REMAINING ISSUES OF CONCERN

None

ATTACHMENTS

1. Applicable Comprehensive Plan Policies
2. Staff Report Maps
3. Preliminary Site Plan
4. Traffic Impact Statement
5. Affordable Housing Mitigation Letter
6. Newspaper Advertising
7. Ordinance PDMU-18-18(P)
8. Public Comments
<table>
<thead>
<tr>
<th>Policy 2.2.1.17</th>
<th><strong>ROR:</strong> Establish the Retail/Office/Residential future land use category as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 2.2.1.17.1</td>
<td><strong>Intent:</strong> To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas exhibiting a broad range of commercial, office, and residential uses and to prohibit the intrusion of new industrial uses into these ROR areas. ROR areas are especially found at major community or region-serving nodes and are encouraged to develop with horizontal or vertical integration of uses, internal trip capture, and an overall high quality environment for living, working, or visiting.</td>
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<tr>
<td>Policy 2.2.1.17.2</td>
<td><strong>Range of Potential Uses (see Policy 2.2.1.5):</strong> Neighborhood, community and regional serving commercial uses, mixed with medium and high density residential, lodging, office, public/semi-public, schools, and recreational uses (see also Objective 4.2.1).</td>
</tr>
<tr>
<td>Policy 2.2.1.17.3</td>
<td><strong>Range of Potential Density/Intensity:</strong></td>
</tr>
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<td></td>
<td>- <strong>Maximum gross residential density:</strong></td>
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<td>- <strong>Maximum net residential density:</strong></td>
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<tr>
<td></td>
<td>- 1.0 for Hotels</td>
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Policy 2.2.1.17.4

Other Information:

a) Generally, limit the use of the ROR future land use category on vacant land to locations adjacent to arterial or higher classification roadways (as shown on the Future Traffic Circulation: Functional Classification Map (Map 5B)), or adjacent to ROR designated lands that meet the criteria.

b) Development or redevelopment within the ROR area shall not be required to achieve compliance with the Commercial Locational Criteria described in Sections 2.10.4.1 and 2.10.4.2 of this element. However, any such development or redevelopment shall still be required to achieve compliance with other commercial development standards contained in this element, and be consistent with other goals, objectives, and policies in this Comprehensive Plan (see also 2.10.4.2).

c) No industrial uses, or uses which have a primary purpose of wholesale distribution of goods from that site shall be permitted in the Retail/Office/Residential designation.

d) Expansion of legally established light industrial uses may be approved within the same parcel if there are no additional impacts to adjoining properties. The Land Development Code shall provide for a process to approve the expansion.

Policy 2.1.2.7

Review all proposed development for compatibility and appropriate timing of development. This analysis shall include the following:

- consideration of existing development patterns,
- types of land uses,
- transition between land uses,
- density and intensity of land uses,
- natural features,
- approved development in the area,
- availability of adequate roadways,
- adequate centralized water and sewer facilities,
- other necessary infrastructure and services.
- limiting urban sprawl
- applicable specific area plans

(See also policies under Objs. 2.6.1 - 2.6.3) Implementation Mechanism(s):

a) County review of all plan amendments and development proposals for consistency with this policy.

b) Placement of stipulations, conditions, as necessary on development orders applications to ensure policy compliance.

c) Adoption of provisions in the LDC to ensure development compatibility and appropriate timing of development.