



**Inter-Office Communication**  
**Planning Department**  
**X5023, Station 12**

**TO:** Community Development Committee (CDC)  
**THRU:** Erik A. Bredfeldt, Planning and Development Services Director  
**FROM:** Planning Staff  
**DATE:** October 28, 2010  
**SUBJECT:** Application of Proposed Mixed Use District Standards

Handwritten initials "EAB" in black ink, positioned to the right of the "THRU:" line.

Planning Department staff has applied the proposed new standards to several recent projects that are located within the MU-1 or MU-2 districts. These projects were reviewed under the current zoning standards and include the recently opened Publix at Millhopper redevelopment, a Dollar General proposed on NE 16<sup>th</sup> Avenue, a Family Dollar store proposed on South Main Street, and the planned Highway 441 Super Wal-Mart. The bulleted analysis of each project roughly follows the order that the new regulations appear within the text of the proposed mixed use standards.

#### **Publix at Millhopper**

This project was proposed within the MU-2 district in a Transition Activity Center.

- The proposed street connectivity standards allow for a maximum block perimeter of 1600 feet. The block on which the Publix shopping center is located has a perimeter of more than 4400 feet. Therefore, this redevelopment would be required to include new streets (or private drives meeting Figure 30-64A) sufficient to create a grid that meets the 1600' maximum block perimeter. It is unclear if these streets would simply run through the property or be required to stub out to adjacent properties. The new regulations allow for exceptions only where there are environmental features, railroads, or limited access highways. They do not address existing development patterns or account for the unique challenges encountered with partial redevelopments.
- Pedestrian cross connections are required every 400' along a block or building length. This would require at least one pedestrian passage through the existing shopping center façade, which is approximately 485' in length. It would also require several pedestrian connections to adjacent properties - there are two such connections established to the multifamily development to the south.

- This redevelopment would be required to meet the 8' build-to line, or the 80' build-to line with board approval. The front façade of the constructed new Publix ranges from 270' to 380' from NW 16<sup>th</sup> Avenue, and so the Publix would have to be reconstructed in a new location that meets the build-to line. There is no minimum percentage of the length of a building that is required to fall within a build-to line, which means that only a corner of a building technically needs to be within 8' (or 80') of the street. This will make it difficult to evaluate whether the intent of the build-to line is met, even where the standard is met.
- A setback of 100' from residential is required for projects between 50,000 and 100,000 square feet. The renovated Publix is located exactly 100' from the residential development to the south. Other portions of the shopping center (i.e. Beef O'Brady's) are only about 40' from the south property line.
- The proposed standards require certain measures to effectively transition between non-residential and residential developments - architectural transitions, green/open space transitions, intensity transitions, and landscaping and screening transitions. The Publix redevelopment only provides one of these required measures (landscape buffers).
- The existing regulations allow required landscaped areas to count toward the 20% open space requirement, but the proposed standards only count community gathering places or natural features. The Publix redevelopment preserves a small wooded area, but it is much smaller than 20% of the total site area.
- Parking is not permitted within the front or street side yard, however, all of the parking for the new Publix is between the building and the street. Additionally, the proposed standards limit parking spaces to 80 percent of the required number, unless structured parking is constructed. The new Publix development actually exceeds the required number of spaces (it provides 396 spaces and only 361 are required by code).
- The new Publix meets the proposed building orientation standards for entrance location and design, and for frequency of customer entries (one every 150').
- The minimum building height is 25' - the new Publix building is 25'4".
- The new Publix appears to meet the proposed standards for building materials.
- The proposed regulations require 50% minimum glazing. The Publix redevelopment demonstrated 34% glazing by counting the existing windows on the adjacent storefronts. It is not clear whether this method of calculation would be allowed under the proposed regulations, but either way the Publix would fall far short of meeting the new glazing requirement.
- A general concern of staff is that there is no mechanism defined to grant exceptions from the standards. The only variations available are from the

standards for land use transitions, parking, and loading, and then only for redevelopment projects that are less than 15,000 square feet. This will create some real difficulties for large redevelopment projects.

### **NE 16<sup>th</sup> Avenue Dollar General**

This project is proposed within the MU-1 district in an Edge Activity Center.

- The proposed street connectivity standards allow for a maximum block perimeter of 2000 feet. The block on which the Dollar General is proposed has a perimeter of more than 5000 feet. Therefore, this redevelopment would be required to include a new street (or private drive meeting Figure 30-64A) to attempt to meet the maximum block perimeter. There is no exception for small development from the street connectivity standards. Since this is a smaller parcel located in the middle of the block between existing developments, it is difficult to envision where a street should be created or what function it would serve.
- The proposed regulations require 50% minimum glazing. The Dollar General store indicates that it will provide 27% glazing on the front of the store. In addition, the development is providing faux windows along the other three sides of the store. The proposed regulations do not require either real glazing or faux windows along the sides or rear of buildings.
- The Dollar General store is providing a single corner entrance that halfway faces the parking lot and halfway faces the street. It is not clear from existing or the proposed standards whether or not this meets the requirement for an entrance on the building front.

### **South Main Family Dollar**

This project is proposed within the MU-1 district in an Edge Activity Center.

- This project is located on the corner of South Main Street and SE 16<sup>th</sup> Avenue. The new standards do not address where buildings should be located for developments on street corners – it is not clear whether the build-to line would apply along both street frontages. As it is proposed, the building will meet the build-to line along Main Street but not on 16<sup>th</sup> Avenue. The building is sited further south from 16<sup>th</sup> Avenue in order to preserve a large live oak tree. The proposed standards do allow for an increase in the build-to line in order to provide for the healthy growth of existing live oak trees.
- The proposed regulations require 50% minimum glazing on all sides of a building that face a street. The Family Dollar store was evaluated to provide the minimum glazing of 25% on Main Street, but not along 16<sup>th</sup> Avenue. The

glazing would have to be enhanced on both sides to meet the proposed standards.

### **Highway 441 Super Wal-Mart**

This project is proposed within the MU-2 district in an Edge Activity Center.

- The proposed street connectivity standards allow for a maximum block perimeter of 2000 feet. The block on which the Wal-Mart is proposed has a perimeter of almost 5700 feet. Therefore, this redevelopment would be required to include multiple new streets (or private drives meeting Figure 30-64A) in order to meet the maximum block perimeter. These streets would likely connect to NW 23<sup>rd</sup> Street and NW 62<sup>nd</sup> Avenue and stub out to the existing multifamily development to the southwest.
- This project fronts multiple existing streets and would likely include new streets. The new standards do not clearly prescribe the preferred location for a building in this situation. It is not clear whether the build-to line would apply along multiple street frontages or just along one street. Either way, the building as proposed would meet the maximum build-to line of 80' from the property line on both NW 34<sup>th</sup> Street and NW 23<sup>rd</sup> Street.
- The minimum building height is 25' – the proposed Wal-Mart building is 26'.
- The Wal-Mart appears to meet the proposed standards for building materials.
- The proposed regulations require 50% minimum glazing on all sides of a building that face a street. The Super Wal-Mart was evaluated to provide the minimum glazing of 25% on 34<sup>th</sup> Street, but not along the sides of the store that face NW 23<sup>rd</sup> Street or NW 62<sup>nd</sup> Avenue. The glazing would have to be enhanced on all three of these sides to meet the proposed standards.
- The proposed Super Wal-Mart would meet the minimum setback of 100' from residential, which is required for projects between 50,000 and 100,000 square feet. Both the loading areas and the closest portion of the store are located at least 100' away from the adjacent multifamily property. It is worth noting that the new regulations would allow loading areas within 50' of a residential property.
- Since the project is over 150,000 square feet it is required to provide a mix of uses. However, this requirement would be met with the adjacent multifamily residential areas, as long as direct pedestrian access was provided.
- A minimum of 500 square feet of community space would be required. It is debatable whether the proposed outdoor café would meet this requirement.
- The proposed Super Wal-Mart meets the proposed building orientation standards for entrance location and design. However, it would not meet the requirement for frequency of customer entries (one every 250'). Two more entrances would have to be added on the NW 23<sup>rd</sup> Street frontage, and one

additional entrance would be required on each of the other two frontages of the building.