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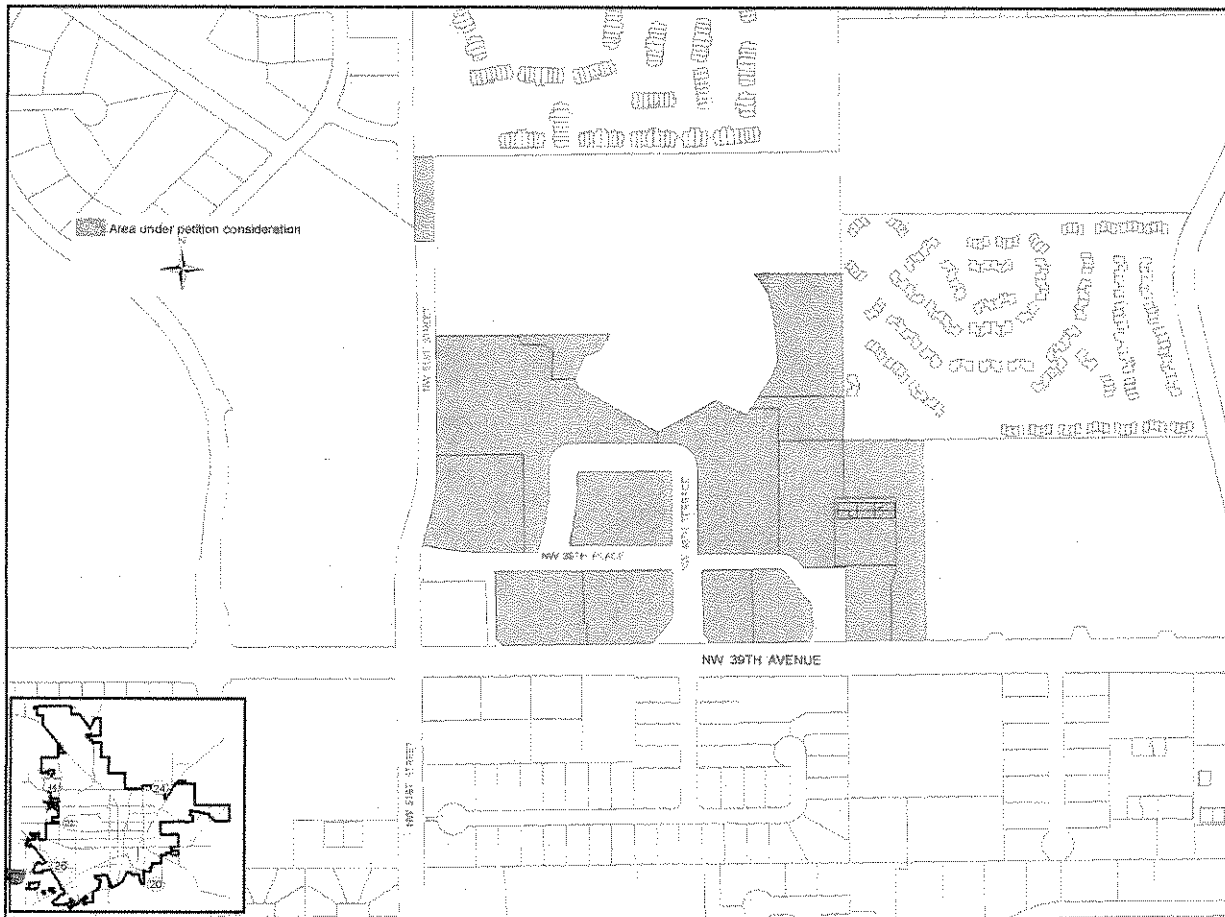
TO: City Plan Board **Item Number: 2**

FROM: Planning & Development Services Department Staff **DATE:** June 27, 2013

SUBJECT: Petition PB-13-55 PDA. Causseaux, Hewett & Walpole, Inc., agent for HCA Federal Credit Union. Amend the Magnolia Parke Planned Development (PD) to add an additional drive-through lane for a financial institution. Located at 4720 NW 39th Avenue.

Recommendation

Planning Division staff recommends approval of Petition PB-13-55 PDA.



Explanation

This petition requests an amendment to a provision in Planned Development (PD) Ordinance 960941 as amended by Ordinance No. 980987 and Ordinance No. 991285 for Magnolia Parke and the associated PD report. The amendment would allow one additional drive-through lane in Pod "A" or Pod "B." The PD allows one drive-through facility in Pod "A" or Pod "B" and only as an accessory use to a financial institution or an eating place. There is an existing building within Pod "A" that was formerly a Schlotzsky's Deli with a single drive-through lane. A financial institution has acquired the site and has an approved development plan that would renovate the building and make minor changes to the site.

The building has one existing drive-through lane and the financial institution would like one additional lane for their operations. Please see the Magnolia Parke Planned Development (PD) Rezoning Application Packet and Justification Report for maps and general information on the PD (Exhibit A-1).

In considering this proposed planned development amendment for approval, the City Plan Board and the City Commission shall evaluate the proposal in consideration of the following criteria:

Conformance with the PD Objectives and Comprehensive Plan

The proposed PD amendment to allow an additional drive-through lane for a financial institution is consistent with the policies of the Comprehensive Plan. The physical character of the site will remain unchanged and the proposed use is appropriate for the site and the building. The drive-through lanes are fully within the PD and do not directly access the external road network. Per the requirements of the Comprehensive Plan, a by-pass lane will be required.

Concurrency

The Magnolia Parke PD is located within Zone B of the Gainesville Transportation Concurrency Exception Area (TCEA). An additional drive-through lane will add additional trips to the proposed financial institution. The number of new average daily trips that will be generated by another drive-through lane has yet to be determined and will be calculated during development plan review for the addition of the second drive-through lane if these amendments are approved. Trip credits are available for the previous use on the site, a fast-food drive-through restaurant. The proposed redevelopment of the subject property must comply with the provisions of Policy 1.1.6 of the Concurrency Management Element or other transportation mitigation program then in effect at the time of development plan review. This site is within the Gainesville Regional Transit System main bus service area. Water and sanitary sewer service are also available at the site. Stormwater management will remain unchanged since no new impervious area is proposed for the site. There is no impact to Public Schools concurrency because this is a non-residential development.

Internal and External Compatibility

The proposed change to the PD ordinance does not affect the types of uses that are allowed in the Magnolia Parke development or within Pod "A." None of the allowed or existing uses within the

PD are incompatible with the properties surrounding the PD. One additional drive-through lane will only slightly alter the existing and approved traffic circulation on the site and it will not have direct access to NW 39th Avenue. The PD also requires that the drive-through facility be designed to gain access internally from the development via a vehicular use area or an internal driveway. An additional drive-through lane will not have an adverse impact on traffic circulation or design of the development because the by-pass lane must be maintained.

Intensity of Development

The proposed amendment does moderately alter the existing development plan, but only within the existing vehicular use area. The amount of building coverage, impervious area and open space will remain the same. This proposal will have no impact on residential density or intensity in the PD and does not change any floor area limitations that are part of the PD conditions.

Useable Open Spaces, Plazas and Recreation Areas

The proposed amendment will only moderately alter the existing development plan within the existing vehicular use area. No new open spaces, plazas or recreation areas are proposed, and no existing open space will be impacted.

Environmental Constraints

There are no environmental constraints related to this property that would prohibit the proposed additional drive-through lane.

Internal and External Transportation Access

The internal and external transportation access for this PD will not change as a result of the proposed amendments. The conditions of the PD prohibit direct access to NW 39th Avenue and an existing internal driveway provides access to the private street system within the Magnolia Parke PD.

Provision for the Range of Transportation Choices

The proposed amendment moderately alters the existing vehicular use area and the approved development plan for the financial institution but does not affect the provision for the range of transportation choices. The existing parking area is adequate to handle office uses. A financial institution is required to have fewer parking spaces than an eating place, so the existing number of spaces will be more than the minimum required for the financial institution. The provision of bicycle parking facilities will not be impacted by this proposed amendment.

This amendment does not affect the provision of bicycle spaces or pedestrian connections internal to the site or externally. The PD was designed to provide an extensive sidewalk system, requiring sidewalk connections from NW 39th Avenue to all the buildings fronting the avenue and from all vehicular entrances into the development. There are also conditions for sidewalk width and crosswalk design. The external and internal sidewalk system will not be adversely

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impacted by the proposed drive-through lane. Based on preliminary drawings for the additional drive-through lane, no changes are proposed to any existing pedestrian connections. The streets within the development are private streets. A bus shelter was built along NW 39th Avenue as a condition of Ordinance 991285. Regional Transit Service (RTS) Route 43 runs along NW 39th Avenue and serves the Magnolia Parke development.

Conclusion

The proposed planned development amendment is to allow an additional drive-through lane for an existing building within Pod "A" of the Magnolia Parke PD. The additional lane would be placed on existing impervious area that is already part of the vehicular use area of the previous fast-food restaurant use. If the PD is amended to allow an additional drive-through, development plan review in accordance with Article VII, Division 1 will be required. Staff recommends approval of Petition PB 13-55 PDA with the following strikethroughs and additions to Ordinance 960941 as amended by Ordinance No. 980987 and Ordinance No. 991285:

Section 4, Condition 13:

"Only one drive-through facility with a maximum of two (2) drive-through lanes shall be permitted in Pod "A" and "B" as identified on the PD Layout Plan and only used as an accessory use to a financial institution or an eating place. One additional drive-through shall be permitted on Pod "G" or "I" as identified on the PD Layout Plan and only used as an accessory use to a financial institution or eating place. If a drive-through is located on Pod "I", it shall be developed in conformance with the design and layout standards of the TCEA, Land Development Code, or other transportation mitigation program then in effect at the time of development plan review, for drive-throughs ~~until such time that it is included in the TCEA~~. If a drive-through is located on Pod "G", it shall adhere to the design and layout standards of the TCEA, Land Development Code, or other transportation mitigation program then in effect at the time of development plan review for drive-throughs. Direct access to the drive-through is not permitted from N.W. 39th Avenue. The facility shall be designed to gain access internally from the Magnolia Parke development via a vehicular use area or an internal driveway. The development plan shall direct drive-through traffic to areas of the development that will have the least conflict with pedestrian and bicycle travel routes."

The following are the proposed changes to Table 2-5 of the Magnolia Parke Planned Development Standards and Conditions. Please note that "eating place" was added to Condition 13 with Ordinance 980987, but that was not reflected in Table 2-5, so it is added here:

Table 2-5: STANDARDS FOR AUTO CIRCULATION AND DRIVE-THROUGH FACILITIES

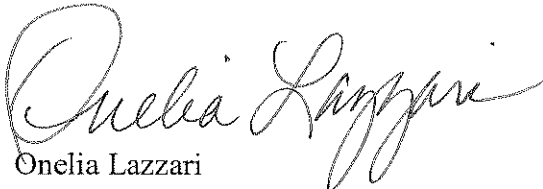
| Pod | A & I | B | C | D | E | F | G |
|--------------------------|--|---|--|--|--|--|---|
| Auto Circulation | Access shown generally on layout plan. Exact location and movement of circulation will be established at the time of development review. | Access shown generally on layout plan. Exact location and movement of circulation will be established at the time of development review. | Generally shown on layout plan. Exact location, dimensions, and movement of circulation will be established at the time of development review. | Generally shown on layout plan. Exact location, dimensions, and movement of circulation will be established at the time of development review. | Generally shown on layout plan. Exact location, dimensions, and movement of circulation will be established at the time of development review. | Generally shown on layout plan. Exact location, dimensions, and movement of circulation will be established at the time of development review. | Generally shown on layout plan. Exact location, dimensions, and movement of circulation will be established at the time of development review. |
| Drive-through Facilities | Only one drive-through <u>facility with a maximum of two (2) drive-through lanes</u> shall be permitted in Pod "A" or "B" as identified on the PD Layout Plan and only in association with financial institutions or <u>eating places</u> . Direct access to the drive-through is not permitted from N.W. 39 th Avenue. The facility shall be designed to gain access internally from the development via a vehicular use area or an internal driveway. The development plan shall direct drive-through traffic to areas of the site that will have the least conflict with pedestrian and bicycle travel routes. | Only one drive-through <u>facility with a maximum of two (2) drive-through lanes</u> shall be permitted to <u>in</u> Pod "A" or "B" as identified on the PD Layout Plan and only in association with financial institutions or <u>eating places</u> . Direct access to the drive-through is not permitted from N.W. 39 th Avenue. The facility shall be designed to gain access internally from the development via a vehicular use area or an internal driveway. The development plan shall direct drive-through traffic to areas of the site that will have the least conflict with pedestrian and bicycle travel routes. | Not allowed. | Not allowed. | Not allowed. | | Pod "C" and "I" shall be allowed <u>only</u> one drive-through facility and only in association with a financial institution or eating place. Direct access to the drive-through is not permitted from N.W. 39 th Avenue. The facility shall be designed to gain from access internally from <u>from</u> the development via a vehicular use area or an internal driveway. The development plan shall direct drive-through traffic to areas of the site that will have the least conflict with pedestrian and bicycle travel |


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| <p>and be designed to maintain the integrity of pedestrian corridors addressed elsewhere. Required sidewalks shall not cross stacking areas. Pod "I" and "G" shall be allowed only one drive-through facility and only in association with a financial institution or eating place.</p> | <p>and be designed to maintain the integrity of pedestrian corridors addressed elsewhere. Required sidewalks shall not cross stacking areas.</p> | | | | | <p>routes; and be designed to maintain the integrity of pedestrian corridors addressed elsewhere. Required sidewalks shall not cross stacking areas.</p> |
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Impact on Affordable Housing

This proposed text amendment has no impact on affordable housing.

Respectfully submitted,


Onelia Lazzari
Principal Planner

Prepared by: 
Jason Simmons
Planner

List of Appendices

- Appendix A Application and Neighborhood Workshop information**
- Exhibit A-1 Magnolia Parke Planned Development (PD) Rezoning Application