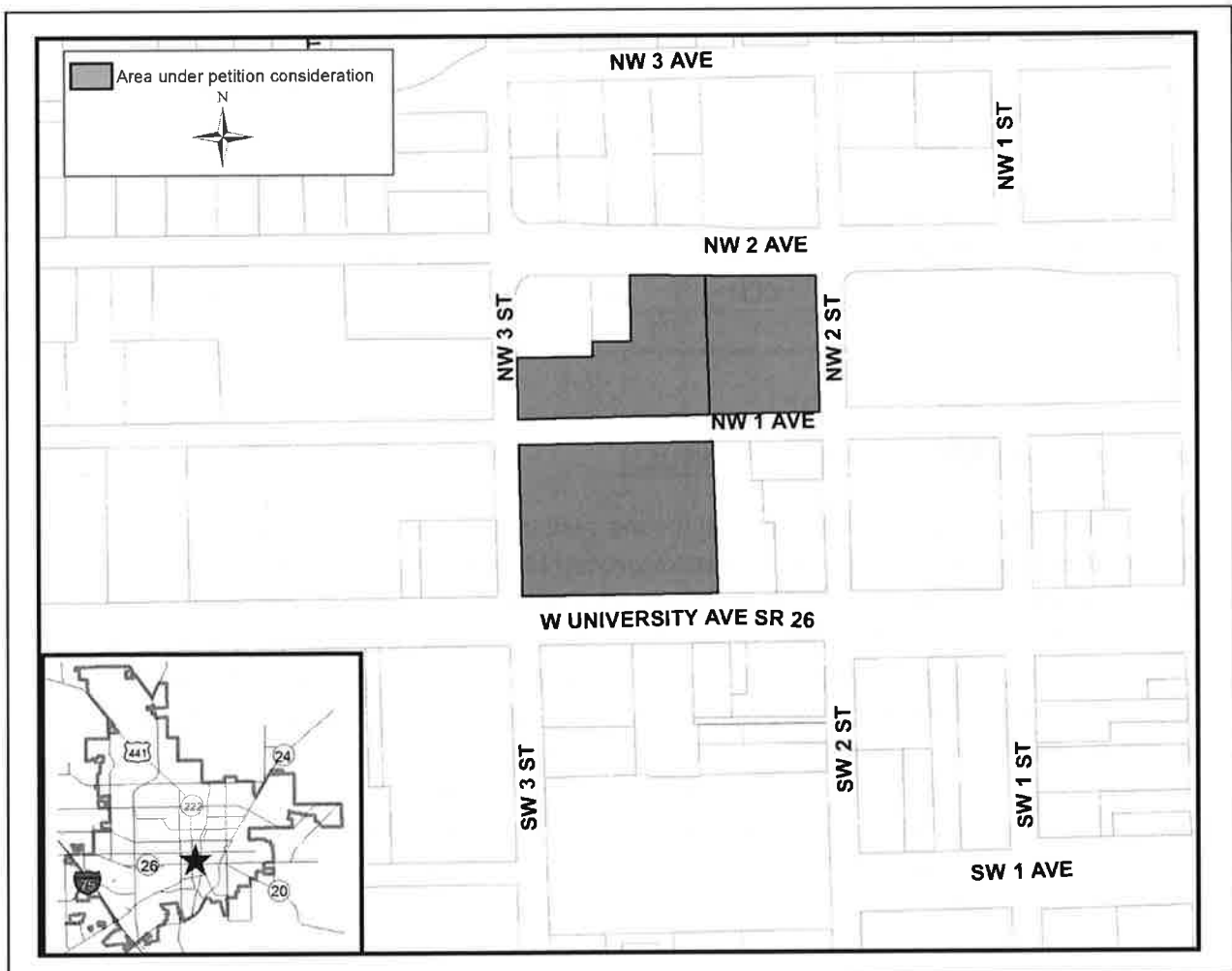


## DEVELOPMENT REVIEW STAFF REPORT

<b>TO:</b>	Development Review Board	<b>Item Number:</b> 2
<b>FROM:</b>	Planning Department Staff	<b>DATE:</b> June 28, 2016
<b>SUBJECT:</b>	<u>Petition DB-16-38 SPL.</u> Chen Moore and Associates (Cristobal Betancourt), agent for 238 Development LLC, owner. Major development plan review to allow the construction of a five-story, mixed-use building with 172 residential units and a five-story, 125 unit residential building. Zoned: CCD (Central city district). Located at 222 NW 1st Avenue & NW 2nd Street.	
<b>PROJECT NAME:</b>	<u>238 University</u>	

### Staff Recommendation:

Development Plan is Approvable with Staff Conditions and Technical Review Committee comments.



## PROJECT ANALYSIS

**PROJECT DESCRIPTION:** Development plan review for the construction of two 6-story multifamily buildings with ground floor parking.

### PROPERTY DESCRIPTION:

Address/Parcel: 14269-000-000, 14260-000-000, 14260-001-000  
Acreage: 2.54 acres  
Land Use: Mixed-Use High  
Zoning: CCD: Up to 150 units/acre central city district.  
Special Features: Traditional City Special Area Plan  
Agent/Applicant: Chen Moore and Associates  
Property Owner: KLM Properties, Inc.  
Related Petitions: NA

### SURROUNDING PROPERTY CHARACTERISTICS

	Land Use Designation	Zoning	Existing Use of Properties
North	MUH	CCD	Commercial/office, parking lot, Pleasant Street Historic District
South	MUH	CCD	University Avenue, commercial
East	MUH	CCD	Offices, commercial, NW 2 <sup>nd</sup> St.
West	MUH	CCD	NW 3 <sup>rd</sup> St., offices (Firestone building), parking lot

### GENERAL DESCRIPTION AND KEY ISSUES:

This petition requests site plan approval for the construction of a new multi-family development on portions of two city blocks located between NW 2<sup>nd</sup> Avenue and University Avenue and NW 2<sup>nd</sup> Street and NW 3<sup>rd</sup> Street. The project site is bisected by NW 1<sup>st</sup> Avenue and does not include the northwestern or southeastern portions of the two city blocks as depicted on page 1 of this report. In addition to this petition for development review, the applicant has also expressed their intent to file a right-of-way vacation application to vacate the portion of NW 1<sup>st</sup> Avenue between NW 2<sup>nd</sup> Street and NW 3<sup>rd</sup> Street. In the event that the applicant filed an application for vacation, this request would be heard by the City Plan Board and the City Commission in a separate process from this petition. A favorable decision by the Development Review Board on this petition should not impact the Plan Board or the City Commission's review of a future petition for a street vacation. In considering whether to vacate NW 1<sup>st</sup>

Avenue, the Board and the Commission will need to apply the criteria and standards of the Comprehensive Plan and the Land Development Code to that petition.

The subject property is currently developed with several existing structures including a 28,000 square foot night club located on the southwest corner of the site, a 6,300 square foot warehouse on the northwestern portion of the site, and a 1,500 square foot store on the northeastern portion along with several associated parking lots. This petition proposes the demolition of the existing onsite buildings and improvements to accommodate the redevelopment of the site with two 6-story multifamily buildings along with associated utility and stormwater infrastructure, landscaping, parking, streetscape and lighting improvements to serve the proposed development.

**Site:**

The site is designated with a Mixed-Use High (MUH) land use and a Central City District (CCD) zoning (Exhibits A-2 and A-3). The site is also located within the Traditional City Special Area Plan (SAP) and is adjacent to the Pleasant Street Historic District to the north on the opposite side of NW 2<sup>nd</sup> Avenue. The site is subject to the requirements of the Traditional City SAP which are discussed in detail later in the report along with several exceptions the applicant is requesting to those standards.

**Buildings:**

The proposed multifamily buildings consist of 5 floors of residential units above a single level of parking. The southernmost building extends across the entire southern portion of the property (Parcel 14269-000-000). The northern building is located on a portion of the remaining property (Parcels 14260-000-000, 14260-001-000). The northern building extends along NW 1<sup>st</sup> Avenue and then turns north along the property's NW 2<sup>nd</sup> Street frontage forming an L shape. The remaining area between the recessed northern building and NW 2<sup>nd</sup> Avenue is comprised of a surface parking lot screened by a decorative wall arrayed along the property's NW 2<sup>nd</sup> Avenue frontage.

The buildings contain approximately 297 dwelling units with a total of 441 bedrooms. The units are divided between the southern and the northern buildings with 57% of the units (172) located in the southern building and 43% (125) in the northern building. The units are primarily a mix of studios, one, and two-bedroom apartments with a small number of 3-bedrooms (5 units). The southern building includes approximately 2,300 of leasing and maintenance office space located at the ground floor entrance at the building's southwestern corner. Along the southern building's University Avenue frontage, the applicant is proposing approximately 1,745 square feet of storage space behind a glass storefront façade. The southern building also includes approximately 1,700 square feet of gym space and a pool deck on the second floor. The northern building contains 4,000 square feet of mechanical room area along the building's NW 3<sup>rd</sup> Street frontage.

**Parking:**

The proposed development project includes the provision of approximately 290 vehicular parking spaces and 52 bicycle spaces. On-site vehicular parking is primarily provided in the form of a single level of parking located at the ground floor of both buildings. As previously referenced, the northern building occupies the southern portion of the site north of NW 1<sup>st</sup> Avenue. The remaining portion of the site contains a surface parking lot that abuts the NW 2<sup>nd</sup> Avenue frontage. The surface parking lot is screened with a 6' masonry wall as depicted in the attached development plans and elevations (Exhibit B-3). Bicycle parking is provided both within the structured parking area and along the street frontages on University Avenue, NW 1<sup>st</sup> Avenue, and NW 3<sup>rd</sup> Street. Eleven motorcycle spaces are also provided on the plans.

### **Streetscape and landscaping:**

The subject property is bordered by public roadways along the majority of the site and is divided by NW 1<sup>st</sup> Avenue as previously stated. The project proposes new brick sidewalks along the site's University Avenue, NW 2<sup>nd</sup> Street, NW 3<sup>rd</sup> Street, NW 1<sup>st</sup> Avenue, and NW 2<sup>nd</sup> Avenue property frontages. The project is proposing a 10' sidewalk along University Avenue, an 8' sidewalk along NW 2<sup>nd</sup> Street, and a 7' sidewalk along NW 2<sup>nd</sup> Avenue. The sidewalk along NW 3<sup>rd</sup> Street tapers from 8.5' south of NW 1<sup>st</sup> Avenue to 5.49' north of NW 1<sup>st</sup> Avenue. The project is proposing a 7' sidewalk along the north side of NW 1<sup>st</sup> Avenue and an 11' sidewalk along the south side. Multifamily developments subject to the Traditional City Special Area Plan are required to provide a minimum 6' sidewalk along local roadways and a 7' sidewalk along arterial and collector roads. The applicant is providing sidewalks that exceed the minimum requirements of the Special Area Plan with the exception for a small portion of the frontage on NW 3<sup>rd</sup> Street.

The project includes the removal of 42 trees on site which includes 28 regulated trees. Installation of 47 new trees is proposed along the project's street frontages. Along the site's University Avenue frontage, seven Dahoon Holly trees are depicted in tree wells. Based on discussions with the City's Urban Forestry Inspector, these trees will be replaced with Cathedral Live Oaks. The existing oaks along University Avenue are currently located within the FDOT restricted planting zone and are proposed for removal per FDOT requirements. Other proposed trees include 26 Winged Elms depicted in tree wells along NW 1<sup>st</sup> Avenue and NW 2<sup>nd</sup> Street, 5 Southern Magnolias along NW 2<sup>nd</sup> Avenue, 3 Live Oaks, and 5 Tulip Trees along the property's eastern border with the adjacent Primrose office building. The project is also proposing to retain an existing 30" Live Oak tree along the site's NW 2<sup>nd</sup> Avenue frontage. The development plans for the site's NW 3<sup>rd</sup> Street frontage do not include street trees south of NW 1<sup>st</sup> Avenue (6 required) due to the placement of the building and right-of-way and utility constraints. The plans propose 1 tree (2 required) along NW 3<sup>rd</sup> Street north of NW 1<sup>st</sup> Avenue. Additionally, 5 new trees and 1 existing preserved tree are provided along the site's NW 2<sup>nd</sup> Avenue frontage (7 required). Ten (10) trees are provided along the north side of NW 1<sup>st</sup> Avenue (11 required). The final location of these trees will required continued coordination with the GRU Gas Department due to the proximity of a proposed gas line project along the roadway. To this end, the applicant has included an exception request to reduce the minimum unobstructed sidewalk width along this section of NW 1<sup>st</sup> Avenue between the curb and the street trees. The

reduction, from 5' to 4' will apply where the street trees are closer to the curb due to the presence of the gas line. The applicant has also requested waivers where the project is not meeting the minimum number of street trees (Exhibit B-2).

### **Lighting:**

Lighting is proposed throughout the project site. LED wall mounted fixtures are provided along the building's University Avenue façade and at building entrances and driveway locations. Ceiling mounted LED fixtures are provided within the enclosed parking structure. LED pole mounted fixtures set at 20' are provided within the surface parking lot north of NW 1<sup>st</sup> Avenue. Finally, pedestrian scaled LED pole mounted fixtures are provided along the south side of NW 1<sup>st</sup> Avenue. The proposed lighting design does not meet the City's requirements related to light trespass along NW 1<sup>st</sup> Avenue. Lighting levels along the City street are higher than the maximum light trespass of 1.0 foot-candles. The applicant has provided a waiver request to exceed the 1.0 foot-candle requirement by 6.2 foot-candles along the roadway (Exhibit B-2). In the event that this section of NW 1<sup>st</sup> Avenue was vacated, the roadway would become part of the private development thereby negating the light trespass issue.

### **LAND DEVELOPMENT CODE CONSISTENCY:**

Following is an analysis of the consistency of the proposed plan with the applicable provisions of the Land Development Code.

As previously stated, the project is subject to the requirements of the City's Traditional City Special Area Plan (SAP). The purpose of the plan is stated here:

*"The Traditional City is established to improve the sense of place and community; improve the environment for businesses, including smaller, locally-owned businesses; support a healthy economy by providing a vibrant mix of commercial, office, retail and residential uses in close proximity; reduce crime by encouraging a 24-hour mix of uses and a significant number of pedestrians; strike a balance between the needs of the car and pedestrian by creating a pleasant ambiance and interesting people-scaled features, and make the pedestrian feel safe and inconvenienced; increase transit viability; and improve independence of people without access to a car. The standards are designed to make Gainesville a more vibrant, livable place, and increase citizen pride in its development and downtown. The standards are designed to establish an important engine in job creation, a strengthened tax base, and an incubator for new, entrepreneurial, locally-owned businesses and entry-level job opportunities. The standards are also intended to protect the property values of nearby residential areas."*

Exhibit A-5 contains the Traditional City Special Area plan for reference by the Board. The SAP guides new development with respect to the placement and design of buildings, the provision and disposition of parking, streetscaping, building articulation and glazing, and screening of mechanical equipment and trash receptacles. The SAP also includes the ability for a project to

request exceptions to those standards from the Development Review Board. In granting an exception the Board must follow the exceptions criteria included below:

*Exceptions.* Exceptions to these standards can be granted by the appropriate reviewing board, city manager or designee, upon a finding that either of the following criteria are met:

1. The proposed construction is consistent with the overall intent of these minimum development standards; or
2. The applicant proves an undue hardship, owing to conditions peculiar to the land or structure and not the result of the action of the applicant, would result from strict adherence to these standards.

In addition to the aforementioned requested waivers for street tree placement, lighting,, and unobstructed sidewalk width, the applicant has requested several exceptions to the Traditional City SAP standards as included in Exhibit B-2 and as discussed below:

**Build-to line:**

The SAP stipulates that in most instances, the build-to line shall be 20' from the back of curb for at least 70% of the building façade. With the exception of the project's NW 2<sup>nd</sup> Avenue façade, the proposed buildings are depicted significantly closer than the 20' stipulated by the SAP. The SAP further states that, "when considering a closer build-to line, the building facade shall, in most instances, be no closer than 14 feet from the curb or edge of pavement along an arterial, 12 feet along a collector, and 11 feet along a local street, in order to leave space for adequate sidewalks and tree strips. When the proposed building is adjacent to existing buildings on an abutting property the facade shall, in most instances, be built at the facade of the adjacent building closest to the street." As stated in the exception letter, the project is requesting reductions to the minimum build-to line requirements in order to provide vehicular parking with the proposed site design.

The build-to lines for the proposed building facades are as follows:

Street frontage:	Required:	Provided:
University Avenue	14'	10'
NW 3 <sup>rd</sup> Street	11'	7'
NW 1 <sup>st</sup> Avenue	11'	7'
NW 2 <sup>nd</sup> Street	11'	7'
NW 2 <sup>nd</sup> Avenue	12'	27.83' - 125'

With respect to the NW 2<sup>nd</sup> Avenue façade, the applicant is providing a screening wall 10'-15' from the edge of curb. The SAP allows the Board to grant a deeper build-to line where either, the proposed build-to line is intended to create a courtyard or outdoor sidewalk café and a screening wall three feet to four feet in height is provided at the required build-to line or when site constraints such as significant tree features or significant design features warrant it. If such

approval by the appropriate reviewing board, city manager or designee is granted, the front yard area must be landscaped to provide shade for pedestrians with tree plantings and to establish the street edge articulation.

### **Parking design:**

The intent of the parking section of the SAP is stated as follows:

*"Parking is one component of the successful commercial area, but should not dominate the streetscape, degrade the public realm, or excessively inconvenience pedestrians or transit users in the traditional city. A good pedestrian environment is important competitive leverage for the traditional city over other commercial areas. Parking areas located in front of buildings are inconvenient and unpleasant for pedestrians. They significantly increase walking distances from the public sidewalk. They create hot expanses of asphalt, prevent the pedestrian on the public sidewalk from enjoying building details and activity within the building, and increase safety problems since pedestrians must dodge cars in the parking area. In addition, they prevent the building from contributing to an intimate, comfortable street edge. Buildings pulled up to the street without intervening parking area have more of a human scale."*

Consistent with the stated intent, the SAP stipulates additional requirements for both structured and surface parking facilities. As stated, parking for motor vehicles shall not be incorporated into the first floor facade so that the first floor building space facing the frontage consists of parking. Structured parking may be allowed in front if retail, office or residential uses are provided on the first floor abutting all public streets and sidewalks (see Figure 12 of Exhibit A-5).

The applicant is requesting exceptions to the SAP requirement that retail, office, or residential uses are provided in front of the structured parking on the first floor facades along NW 3rd Street, NW 1st Ave, NW 2nd Ave, and NW 2nd Street. As stated, the leasing office for the project is located at the corner of University Avenue and NW 3<sup>rd</sup> Street. Along University Avenue, the project is proposing a 12'x135' liner of storage space, which does not meet the requirement for retail, residential, or office use. As a result, an exception is also required for the University Avenue façade.

The intent of the SAP along with several policies within the City's Comprehensive Plan is to promote a vibrant and active streetscape with a mix of uses scaled to pedestrians. The City is directed to discourage ground floor uses such as surface parking facilities that reduce pedestrian activity and to encourage structured parking facilities to be designed for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street.

Regarding surface parking facilities the SAP stipulates that surface parking shall not extend for a width of more than 70 feet along any street frontage, without a building, outdoor cafe, or other vertically prominent and articulated pedestrian scale amenities interrupting the parking

streetscape. When a parking area for motor vehicles is adjacent to a street, it shall be buffered with a screening wall 3 feet to 4 feet in height in order to enclose the portion of the parking exposed (see Figure 15 of Exhibit A-5). Alternatively, landscaping 3 to 4 feet high may be used if it adequately defines the street corridor and screens the parking area with a least 75 percent opacity. However, such walls or landscaping must be broken up at intervals no greater than 50 feet to allow pedestrian access.

The proposed development plans include the provision of a surface parking area located along the site's NW 2<sup>nd</sup> Avenue frontage, which borders the Pleasant Street Historic District. The surface parking area extends for approximately 220'. Consequently, the applicant has requested an exception to the SAP limitation for parking lot width along a street. The plans include the provision of a 6' screening wall with landscaping to screen the parking area. A single entry door from the NW 2<sup>nd</sup> Avenue sidewalk is provided near the northwest corner of the property boundary along NW 2<sup>nd</sup> Avenue. The applicant is requesting an exception to the SAP requirement to break up the wall to allow additional pedestrian access every 50'.

#### **Glazing and building articulation:**

The SAP requires 30% minimum glazing along front building walls between 3 feet above grade and 8 feet above grade on the first floor. A minimum of 10% glazing is required along the side walls. The project does not currently meet the glazing requirements along NW 1<sup>st</sup> Avenue, however, the applicant has indicated in their response to comments letter (Exhibit B-4) that they intend to redesign the façade to comply with the glazing requirement along NW 1<sup>st</sup> Avenue.

The SAP requires that building walls facing a street provide a minimum amount of articulation in the form of pilasters, windows, pedestrian entrances, arcades, awnings, shutters and canopies, or other types of building massing that modulates the building mass or surface texture every 20 horizontal feet. The buildings provide a variety of architectural features and surface treatments that meet the minimum articulation requirements required by the SAP.

#### **Screening of mechanical equipment and trash receptacles:**

The SAP requires that mechanical equipment and trash receptacles are screened from the public sidewalk. Trash collection within the development is proposed within the parking structure. Dumpsters will be rolled out for collection along NW 1<sup>st</sup> Avenue. Mechanical equipment is provided within the building and will be located within the building envelope.

#### **COMPREHENSIVE PLAN CONSISTENCY:**

Following is an analysis of the consistency of the proposed plan with the applicable policies of the Comprehensive Plan.

The proposed project is consistent with the goals, objectives, and policies contained within the Comprehensive Plan and referenced below:



Future Land Use Element:

**GOAL 1:** Improve the quality of life and achieve a superior, sustainable development pattern in the city by creating and maintaining choices in housing, offices, retail, and workplaces, and ensuring that a percentage of land uses are mixed, and within walking distance of important destinations.

**Policy 1.2.3** The City should encourage mixed-use development, where appropriate.

**Policy 1.2.6** The City should encourage or require buildings to put “eyes on the street” with front facade windows and doors.

**Policy 1.3.5** Parking lots and garages should be subordinated and limited in size.

**Policy 1.4.4** In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drivethroughs, warehouses, plasma centers, and street-level parking lots.

**GOAL 2:** Redevelop areas within the city, as needed, in a manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl.

**Objective 2.1** Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.

**Policy 4.1.1** Land Use Categories on the Future Land Use Map shall be defined as follows:

**Mixed-Use High-Intensity (up to 150 units per acre)**

This category allows a mixture of residential, office, business uses and light industrial uses concentrated in mapped areas. This category shall also allow traditional neighborhoods on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Public and private schools, institutions of higher learning, places of religious assembly and community facilities shall be appropriate in this category. Such development shall function as a center serving the urban area. When in accord with all other land use regulations, residential densities up to 150 units per acre shall be permitted. Land development regulations shall be prepared to ensure the compact, pedestrian character of these areas. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 4 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor

area of new development or redevelopment of such sites be residential. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and community facilities. Buildings in this category shall face the street and have modest (or no) front setbacks. Floor area ratios in this district shall not exceed 10.00.

Transportation Mobility Element:

- Policy 3.1.7            The City shall promote walking, transit use, and bicycling in new development and redevelopment by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic, and improved access to transit stops.
- Policy 3.1.9            The City's Land Development Code shall require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to, sidewalks and crosswalks that connect buildings, transit stops, and parking areas at the development site.
- Policy 3.1.10           At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width. Sidewalks shall be free of signs, furniture, and other pedestrian obstacles that reduce the useable width of the sidewalk.
- Policy 10.4.10           Within the Transportation Mobility Program Area, development plans for the placement of new parking garages as a principal or accessory use shall address:
- a. minimizing conflict with pedestrian and bicycle travel routes;
  - b. providing parking for residents, employees, and/or customers to reduce the need for on-site surface parking;
  - c. being located and designed to discourage vehicle access through residential streets; and
  - d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window

**WAIVER AND EXCEPTIONS REQUESTED:**

**1. REDUCTION IN THE NUMBER OF STREET TREES PROVIDED AS DESCRIBED IN EXHIBIT B-2.**

There are significant utilities within the 36' right-of-way along NW 3rd Street that constrain tree placement within this corridor. The City's Landscape ordinance provides methods for reducing the utility separation requirements for tree placement. The applicant is not currently proposing employing these methods and instead is requesting a waiver from compliance.

**2. ALLOW LIGHT TRESPASS ABOVE 1.0 FOOT-CANDLES ONTO NW 1<sup>ST</sup> AVENUE RIGHT-OF-WAY.**

Staff supports the proposed light trespass onto NW 1<sup>st</sup> Avenue. Light spill over onto the roadway will have a positive effect on safety and visibility for pedestrians. The City's light trespass requirements are oriented to protect residential and other adjacent properties from spillover and specifically exempt roadway and street lighting from the requirements of the photometric ordinance.

**3. REDUCE THE MINIMUM UNOBSTRUCTED SIDEWALK WIDTH FROM 5' TO 4' BETWEEN THE STREET TREES AND THE CURB ON THE NORTH SIDE OF NW 1<sup>ST</sup> AVENUE.**

The City's Code and comprehensive Plan allow the reduction of minimum unobstructed sidewalk width to 36" where physical constraints exist. The requested reduction of the clear sidewalk width along NW 1st Avenue only pertains to the area immediately between the proposed trees and the building face. The remainder of the frontage will provide the required minimum of 5' of unobstructed width and 7' of total sidewalk width.

**4. ALLOW BUILD-TO LINES AS DESCRIBED IN THIS REPORT.**

Planning staff can support the proposed exceptions to the build-to line provided the applicant is able to meet the required sidewalks dimensions and provide street trees along the property frontages in compliance with Code.

5. ALLOW STRUCTURED PARKING ALONG UNIVERSITY AVENUE, NW 3RD STREET, NW 1ST AVE, NW 2ND AVE, AND NW 2ND STREET WITHOUT A LINER OF RESIDENTIAL, OFFICE, OR RETAIL USES ON THE GROUND FLOOR.

As stated in the staff report, the City is directed to discourage ground floor uses such as surface parking facilities that reduce pedestrian activity and to encourage structured parking facilities to be designed for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. Therefore, staff cannot support this exception request.

6. ALLOW THE SURFACE PARKING LOT TO EXTEND GREATER THAN 70' ALONG NW 2<sup>ND</sup> AVENUE.

See response below to item 7.

7. ALLOW THE PARKING LOT SCREENING WALL AS PROPOSED WITHOUT PEDESTRIAN ACCESS POINTS EVERY 50'.

The intent of the linear restriction on surface parking lots within the Traditional City SAP is detailed in the parking design section of this report. The applicant has attempted to mitigate through the provision of a 6' decorative screening wall. The SAP states that the parking lot shall be buffered with a wall 3' to 4' in height. The Board can consider other design features in deciding whether to approve or deny the exception requests, including but not limited to, lowering the proposed wall height to 3'-4' to allow for greater visibility into the site, additional wall articulation, or additional entrances into the parking area

### **STAFF RECOMMENDATION:**

Staff finds that **Petition DB-16-38 SPL** is **approvable** with the following conditions and the TRC comments included in Exhibit A-4. These conditions and recommendations must be addressed with the Final Development Plan.

**Condition 1:** Final development approval cannot occur until the proposed vacation of NW 1st Avenue has been approved by the City Commission consistent with the vacation of right-of-way process outlined in the City's Land Development Code and Comprehensive Plan.

**Condition 2:** Final development plan approval cannot be issued without a Utility Construction Permit (UCP) from GRU for the project.

Respectfully submitted,



Ralph Hilliard  
Planning Manager

Prepared by:



Andrew Persons, AICP, LEED GA  
Interim Principal Planner

## List of Appendices

### Appendix A Supplemental Documents

<u>Exhibit A-1</u>	Aerial Photograph
<u>Exhibit A-2</u>	Map: Existing Land Use
<u>Exhibit A-3</u>	Map: Existing Zoning
<u>Exhibit A-4</u>	TRC Comments
<u>Exhibit A-5</u>	Traditional City Special Area Plan

### Appendix B Applicant Documents

<u>Exhibit B-1</u>	Application and neighborhood workshop materials
<u>Exhibit B-2</u>	Exception request letter
<u>Exhibit B-3</u>	Development plans
<u>Exhibit B-4</u>	Response to comments letter

