

**SITE PLAN REVIEW AND APPEARANCE BOARD
MEMORANDUM STAFF REPORT**

Applicant: Edwards, CDS, LLC

Project Name: Atlantic Crossing

Project Locations: The property is located between NE 6th Avenue and Veterans Park and between Atlantic Avenue and NE 1st Street.

ITEM BEFORE THE BOARD

The item before the Board is a Class II Site Plan Modification for **Atlantic Crossing**, pursuant to Land Development Regulations (LDR) Section 2.4.5(G)(1)(b):

- Site Plan Modification; and
- Landscaping Plan Modification.

The request is in conjunction with the provision of a one-way surface driveway (westbound) that connects NE 7th Avenue to NE 6th Avenue in addition to the previously approved ingress driveway from SE 6th Avenue that leads to the subgrade parking area. The project is located between NE 6th Avenue (Federal Highway) and Veterans Park and between Atlantic Avenue and NE 1st Street, along with the parking lot at the northeast corner of SE 1st Street and NE 7th Avenue.

BACKGROUND

The site plan for Atlantic Crossing was approved on January 21, 2014. The site plan consists of a mixed use project that contains 37,642 square feet of retail floor area, 39,434 square feet of restaurant floor area (include 1,443 square feet of outdoor dining area), 83,462 square feet of office floor area, and 343 dwelling units. It is noted that the site plan application is for the driveway/landscaping and that all other aspects of the plan remain unchanged.

At a special meeting of June 16, 2015, the City Commission discussed an option for a vehicular connection between NE 7th Avenue and NE 6th Avenue. The City Commission directed staff to obtain outside professional services to review the applicant's Traffic Engineering study that included the vehicular connection. At its meeting of July 7, 2015, Simmons and White (City's traffic engineering consultant) presented their analysis to the City Commission. Simmons and White analyzed the option to have a two-way surface driveway connection from NE 6th Avenue to NE 7th Avenue and the option to have an ingress driveway from NE 6th Avenue to the subgrade parking area that includes a one-way surface driveway from NE 7th Avenue to NE 6th Avenue. Simmons and White concluded that the option to provide ingress from NE 6th Avenue to the subgrade parking area with a one-way driveway surface egress from NE 7th Avenue to NE 6th Avenue was the optimal of the two options. Of the two options, this one provided the more desirable access for ingress and egress and circulation alternative.

A site plan modification has been submitted to provide a one-way westbound surface driveway that connects NE 7th Avenue to NE 6th Avenue.

DEVELOPMENT PROPOSAL

The site plan modification consists of the following:

- Elimination of seating area, fire pit, landscaping, and meandering sidewalk.
- Construction of a 12-foot wide one-way westbound driveway that connects NE 7th Avenue to NE 6th Avenue that replaces the egress driveway from the subgrade parking area.
- Construction of a paver crosswalk mid-block between NE 7th Avenue and NE 6th Avenue.
- Construction of a 5-foot wide sidewalk along the north side of the driveway between NE 7th Avenue and NE 6th Avenue.
- Installation of associated landscaping.

The item is now before the Board for action.

REQUIRED FINDINGS

Pursuant to LDR Section 2.4.5(G)(1)(b) [Class II Site Plan Modification], a Class II site plan modification is a modification to a site plan (other than Class I applications) which requires no review of the Performance Standards found in LDR Section 3.1.1, but which requires action by a Board. The reason for the Class II site plan modification is due to the proposed construction of the driveway and landscaping. A Class III site plan modification involves the increase in the intensity of a use such as a building expansion.

LDR Section 2.4.5(G) (5) (Findings)

Pursuant to LDR Section 2.4.5(G)(5), formal findings are not required for a Class I or II modification.

SITE PLAN MODIFICATION ANALYSIS

COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development proposal.

Traffic Review and Analysis:

The Planning and Zoning Department was directed to retain additional professional traffic consulting services from a firm that was not in the local market. The firm of Greenman-Pedersen, Inc. (GPI) of Tampa, Florida, was contracted to conduct an independent review of the Atlantic Crossing Class II Site Plan Modification and to further provide an opinion with respect to the best street configuration for access between NE 6th and 7th Avenues. Where the Simmons and White analysis concentrated on the two options, the Greenman-Pedersen review was not limited to picking the better of the two options which included (1) one-way ingress from NE 6th Avenue with a one-way surface egress driveway from NE 7th Avenue to NE 6th Avenue and (2) a two-way surface driveway. As a result, GPI concluded that the two-way driveway connection to the subgrade parking area from NE 6th Avenue was the optimal design and that the one-way or two-way surface driveways added too much internal conflict along NE 7th Avenue with no

Site Plan Review and Appearance Board Staff Report – January 27, 2016
Atlantic Crossing - Class II Site Plan Modification

material benefit to traffic flow in or around the project site. The GPI report recommends that the two-way driveway directly to the subgrade parking area with no surface driveway be maintained.

The following are the three main points raised in the Greenman-Pedersen report:

1. The report indicates that most of the intersections in the area have sufficient capacity to accommodate the new traffic. The impact at the NE 1st Street and NE 6th Avenue intersection is sufficient to warrant the installation of the traffic signal. This signalization is addressed in the previous site plan approval for the project. The applicant is required to fund the installation of traffic signalization at this intersection.
2. The report finds that there are insignificant differences in traffic volumes outside of the development regardless of which vehicular access is utilized. The report indicates that traffic increase off site at the intersections will have a less than 50 vehicle and that a 100 vehicle increase would be needed to noticeably impact traffic operations at any of the surrounding intersections.
3. In the event that it is determined that a surface driveway is necessary or desired, the report suggests that a portion of NE 7th Avenue become a one-way street essentially from the ingress to the egress of the valet queue located on the east side of NE 7th Avenue. The report also suggests that the mid-block cross walk on the north side of the valet queue exit be relocated or removed due to safety concerns since vehicles will be hitting it at an angle due to its proximity to the garage entrance and valet queue.

Photometric Plan:

Per LDR Section 4.6.8, the maximum illumination for the driveway is 12 foot candles (2.9 foot candles proposed) and a minimum of 1 foot candles (1.0 foot candles proposed). The proposed driveway complies with the City's illumination levels.

LANDSCAPE ANALYSIS

The Senior Landscape Planner has reviewed the proposed landscape plan and found that it complies with LDR Section 4.6.16. The landscaping along the driveway consists of Dwarf Chenille Plant, Variegated Shell Ginger, Cat Palm, Croton, Japanese Privet, Petra Bromeliad, Bay Rum, Pringles Podocarpus, Bowstring Hemp, Confederate Jasmine, Thatch Palm, Mirror Leaf Viburnum, Sandankwa, Winin Palm, and Coontie.

ASSESSMENT AND CONCLUSION

The proposed modification is a result of discussions between the applicant and the City Commission to address concerns of the community with respect to traffic flow and improving vehicular access from NE 7th Avenue to NE 6th Avenue. As noted in the Greenman-Pedersen report, the optimal configuration is a two-way driveway that has direct access to the subgrade parking area. Based on this analysis, staff is recommending denial of the site plan modification, which reverts the site plan back to the approved two-way driveway to the subgrade parking area with no surface driveway. Based on the above, a positive finding cannot be made that the request is consistent with Comprehensive Plan and complies with the Land Development Regulations.

ALTERNATIVE ACTIONS

- A. Postpone with direction.

Site Plan Review and Appearance Board Staff Report – January 27, 2016
Atlantic Crossing - Class II Site Plan Modification

- B. Move approval of the Class II site plan modification and landscape plan for **Atlantic Crossing**, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and complies with the criteria set forth in the Land Development Regulations.
- C. Move denial of the Class II site plan modification and landscape plan for **Atlantic Crossing**, by adopting the findings of fact and law contained in the staff report, and finding that the request is inconsistent with the Comprehensive Plan and does not comply with the criteria set forth in the Land Development Regulations.

RECOMMENDATION

By Separate Motions:

Site Plan Modification:

Move denial of the Class II site plan modification for the **Atlantic Crossing**, by adopting the findings of fact and law contained in the staff report, and finding that the request is not consistent with the Comprehensive Plan and meets criteria set forth in Section 2.4.5(G) of the Land Development Regulations.

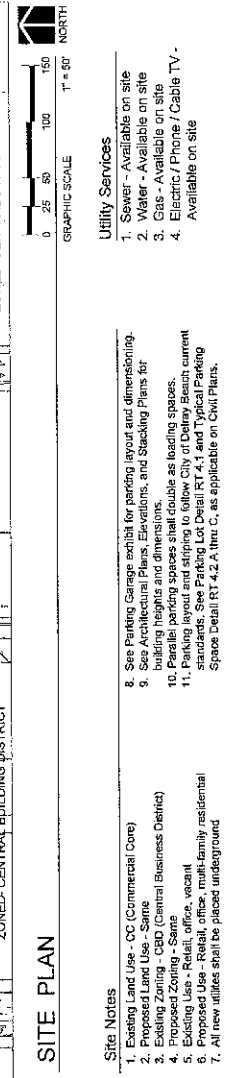
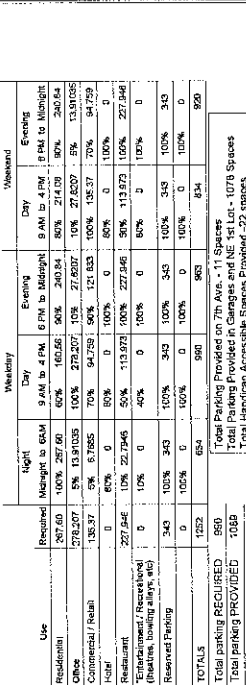
Landscape Plan:

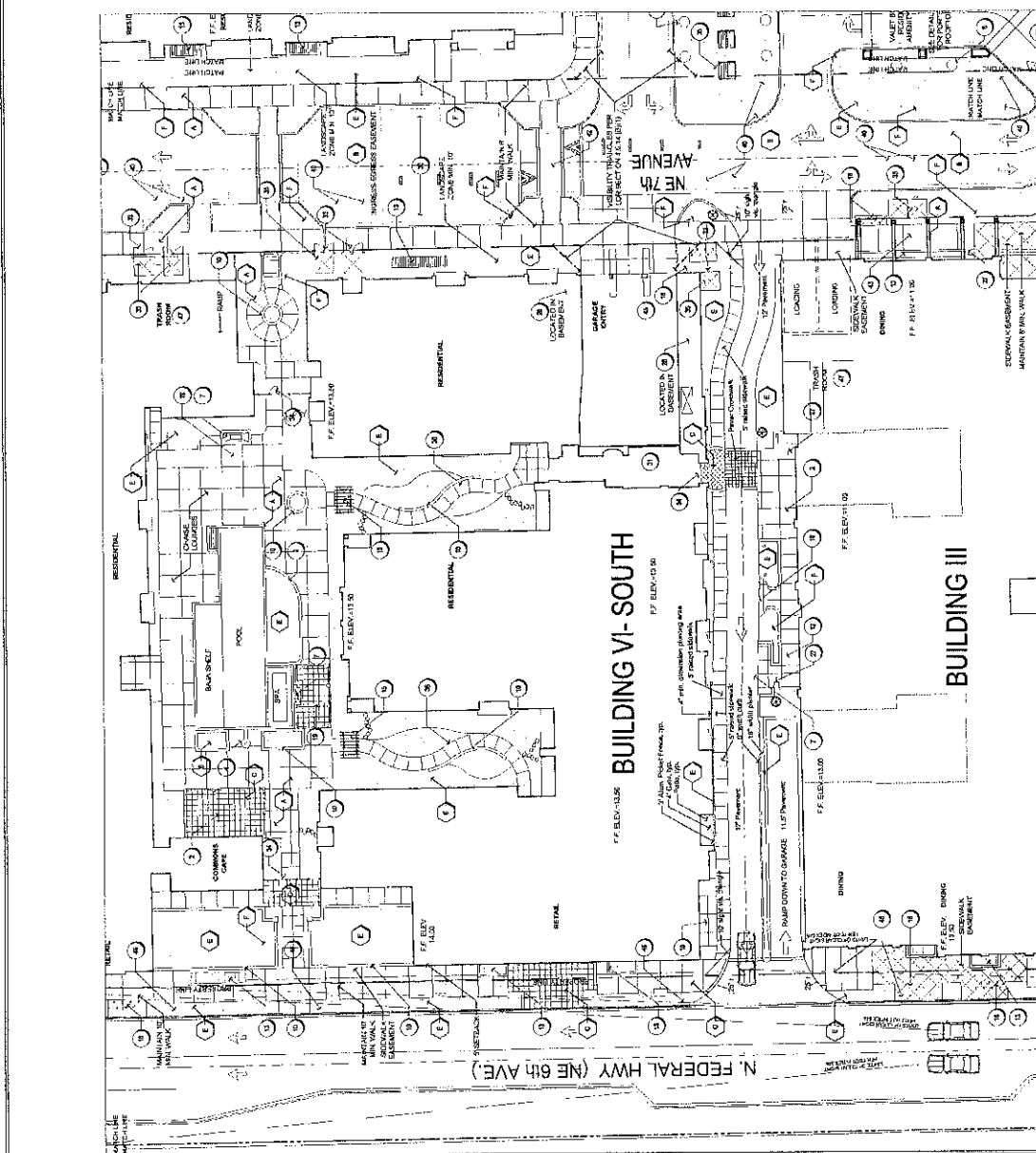
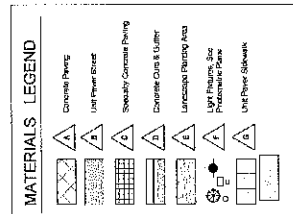
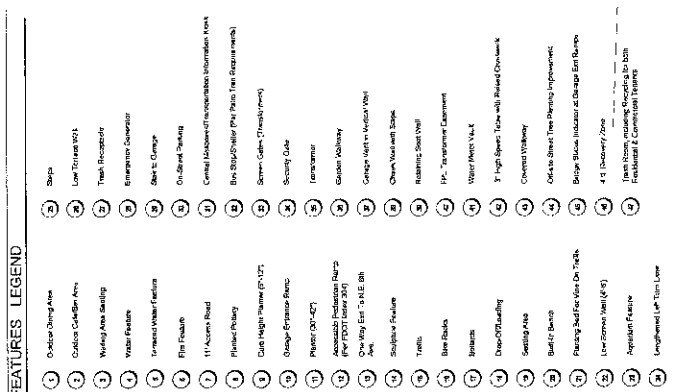
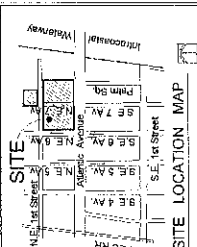
Move denial of the landscape plan for **Atlantic Crossing** based on a failure to make positive findings with respect to Section 4.6.16 of the Land Development Regulations.

Attachments:

- Site Plan and Landscape Plan

Report prepared by: Scott D. Pape, AICP, Principal Planner





SITE PLAN

