

October 5, 2017 Land Use Meeting
Agenda Item #12

Subject

PDMU-16-16(Z)(G) - FLM, Inc.,/Parrish Lakes - DTS20100092 - MEPS605 - Quasi-Judicial - Stephanie Moreland, Principal Planner

Briefings

Briefing Provided Upon Request

Contact and/or Presenter Information

Presenter:

Stephanie Moreland, Principal Planner, 941-748-4501 ext. 3880

Contact:

Bobbi Roy, Planning Coordinator, 941-748-4501 ext. 6878

Action Requested

RECOMMENDED MOTION:

Based upon the staff report, evidence presented, comments made at the Public Hearing, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan, the action of the Planning Commission, and the Manatee County Land Development Code, as conditioned herein, and making a determination that the proposed buildings exceeding 35 feet in height are consistent with Land Development Code (LDC) Section 402.7.D.9, I move to ADOPT Manatee County Zoning Ordinance No. PDMU-16-16(Z)(G); APPROVE the General Development Plan with Stipulations; GRANT Special Approval for a project: 1) in the MU FLUC; 2) adjacent to a perennial stream; 3) partially in the 25 year floodplain; ADOPT the Findings for Specific Approval and GRANT Specific Approval for an alternative to LDC Section 403.12.D.3(k)[reduction of rear yard setbacks for accessory structures in NC Overlay District], as recommended by the Planning Commission.

(Commissioner Trace)

Enabling/Regulating Authority

Manatee County Comprehensive Plan

Manatee County Land Development Code

Background Discussion

- FLM, Inc., applicant for Parrish Lakes requests approval of a Development of Regional Impact (DRI) to allow a two phased mixed-use development to include 3,300 residential units; 400,000 square feet of retail space and 50,000 square feet of office space.
- The 1,155± acre site is on the south side of Moccasin Wallow Road, approximately 0.74 miles east of I-75, and north side of Erie Road in northern Manatee County approximately three (3) miles south of the Hillsborough County line.
- Historically, the site was used for agricultural uses.
- A 330-foot wide Florida Power and Light transmission line easement runs across the eastern part of the site extending from north to south.
- The Buffalo Canal traverses the site from east to west, near the center of the site. Special Approval is required for a project adjacent to a perennial stream.
- The 2020 Manatee County Comprehensive Plan designates the site as MU (Mixed Use). The 330-foot wide FPL Easement is designated as P/SP-1(Public/Semi-Public-1) on the Future Land Use Map.
- The site is currently zoned A (General Agriculture- one dwelling unit per five acres) and A-1(Suburban Agriculture-one dwelling unit per one acre). The site is partially in the NC (North County Overlay District).
- The proposed densities (3.0) dwelling units per acre) and intensities (F.A.R. 0.22) are consistent with the maximum potential density and intensity allowed for the MU (nine dwelling units per acre), and P/SP-1 (zero dwelling units allowed) FLUCs.
- The General Development Plan shows Carter Road dissects the site from Moccasin Wallow Road to the north to Erie Road to the south. Sawgrass Road runs in a northerly to southerly direction connecting a future right-of-way to the north and Erie Road to the south. There are three access points connecting Moccasin Wallow Road, eight access points connecting Carter Road, six access points connecting Sawgrass Road and one access connecting Erie Road.
- There are 13.0± acres of wetlands on-site, of which 0.40± acres will be impacted due to the proposed alignment of Sawgrass Road.
- There are 26± acres proposed for recreational amenities to include community open space/park and private recreational facilities.
- Staff recommends approval subject to the recommended stipulations.
- On July 13, 2017, by a vote of 7 – 0, the Planning Commission continued the public hearing to August 10, 2017. On August 10, 2017, by a vote of 5 – 0, the Planning Commission recommended approval. Mr. Rahn and Mr. Rutledge were absent.
- On August 3, 2017, by a vote of 6 – 0, the Board of County Commissioners continued the public hearing to September 7, 2017. Commissioner Smith was absent. On September 7, 2017, by a vote of 6 – 0, the Board of County Commissioners continued the public hearing to October 5, 2017. Commissioner Benac was absent.

Manatee County Government Administrative Center
First Floor, Chambers
9:00 a.m. - October 5, 2017

- A summary of the public comments heard at the August 10, 2017 Planning Commission and September 7, 2017 Board of County Commissioners public hearings is in the staff report attached to this memo.

County Attorney Review

Other (Requires explanation in field below)

Explanation of Other

Sarah Schenk reviewed and responded by email to Matter 2017-0381 on July 11, 2017.

Reviewing Attorney

Schenk

Instructions to Board Records

Please forward a copy of the executed document and Letter from the Florida Department of State to bobbi.roy@mymanatee.org.

Cost and Funds Source Account Number and Name

N/A

Amount and Frequency of Recurring Costs

N/A

Attachment: [Parrish Lakes staff report for Rezone and GDP for 100517BCC .pdf](#)

Attachment: [2 - Maps and Aerials - Parrish Lakes GDP - PDMU-16-16\(Z\)\(G\) - 100517 BCC.pdf](#)

Attachment: [3 - General Development Plan - Parrish Lakes PDMU-16-16\(Z\)\(G\) 100517 BCC.pdf](#)

Attachment: [4 - Zoning Disclosure Affidavit - Parrish Lakes GDP 100517 BCC.pdf](#)

Attachment: [5 - Newspaper Advertising - Parrish Lakes GDP 100517 BCC.pdf](#)

Attachment: [6 - Parrish Lakes Zoning Ordinance 100517 BCC.pdf](#)

B.C.C. 10/05/17

PDMU-16-16(Z)(G) dts 20100092, MEPS 605 – FLM, INC/Parrish Lakes

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance No. 15-17, the Manatee County Land Development Code) relating to zoning within the unincorporated area; providing for the rezoning of approximately 1,155 acres on the south side of Moccasin Wallow Road, approximately 0.74 miles east of I-75, and north side of Erie Road, at 7205, and 8505 Moccasin Wallow Road, and 7400, 7205, 7707, and 7800 Sawgrass Road, extending from Moccasin Wallow Road to Erie Road, Palmetto and Parrish (Manatee County), from the A-1 (Suburban Agriculture-One Dwelling Unit Per Acre) and A (General Agriculture-One Dwelling Unit per five Acres) and A/NCO (General Agriculture/North Central Overlay District) to the PDMU (Planned Development Mixed Use) zoning district, retaining the NC Overlay District; approval of a General Development Plan for a Development of Regional Impact project to include: 3,300 residential units (consisting of 2,200 lots for single-family attached, detached and semi-detached residences, and 1,100 multi-family units); 400,000 square feet of retail space; 50,000 square feet of office space to be completed in two phases with build-out in 2036; and approval of a Land Use Equivalency Matrix (LUEM) to allow conversion between various approved project uses within specific ranges; for a project known as Parrish Lakes subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

P.C.: 07/13/17, 08/10/17

B.O.C.C.: 08/03/2017, 09/07/17, 10/05/2017

RECOMMENDED MOTION:

Based upon the staff report, evidence presented, comments made at the Public Hearing, and finding the request to be **CONSISTENT** with the Manatee County Comprehensive Plan, the action of the Planning Commission, and the Manatee County Land Development Code, as conditioned herein, and making a determination that the proposed buildings exceeding 35 feet in height are consistent with Land Development Code (LDC) Section 402.7.D.9, I move to **ADOPT** Manatee County Zoning Ordinance No. PDMU-16-16(Z)(G); **APPROVE** the General Development Plan with Stipulations; **GRANT** Special Approval for a project: 1) in the MU FLUC; 2) adjacent to a perennial stream; 3) partially in the 25 year floodplain; **ADOPT** the Findings for Specific Approval and **GRANT** Specific Approval for an alternative to LDC Section 403.12.D.3(k)[reduction of rear yard setbacks for accessory structures in NC Overlay District], as recommended by the Planning Commission.

(Commissioner Trace)

PLANNING COMMISSION ACTION:

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BOARD OF COUNTY COMMISSIONERS ACTION:

On August 3, 2017, by a vote of 6 – 0, the Board of County Commissioners continued the public hearing to September 7, 2017. Commissioner Smith was absent.

On September 7, 2017, by a vote of 6 – 0, the Board of County Commissioners continued the public hearing to October 5, 2017. Commissioner Benac was absent.

PUBLIC COMMENT AND CORRESPONDENCE:

There was no public comment and nothing was entered into the record at the July 13, 2017 Planning Commission and August 10, 2017 Board of County Commissioners public hearings.

The following people spoke at the August 10, 2017 Planning Commission:

Tonya Byerley, area resident, read her email into the record regarding flooding on her property due to the canal and expressed concern with density.

Glen Gibellina comments on the lack of recommendation from the engineer on the proffered revised Stipulation G(2) and affordable housing fees.

A revised Development Order, letter from applicant regarding presentation time, public comment and County Attorney's office comments regarding affordable housing was entered into the record at the August 10, 2017 Planning Commission public hearing.

The following person spoke at the September 7, 2017 Board of County Commissioners public hearing:

Tonya Byerley expressed concern for flooding in area.

Nothing was entered into the record at the September 7, 2017 Board of County Commissioners public hearing.

PROJECT SUMMARY	
CASE#	PDMU-16-16(Z)(G) DTS# 20100092
PROJECT NAME:	Parrish Lakes
AUTHORIZED AGENT:	Diane Chadwick, Agent Stantec Consulting Services Inc 2205 N 20 th Street Tampa FL 33605
OWNER:	FLM, Inc. 4602 dogwood Hills Ct. Brandon, FL 33511 Mr. Claude Melli, President
FUTURE LAND USE CATEGORY:	MU (Mixed Use) P/SP-(1) [Public/Semi-Public (1)]
EXISTING ZONING:	A (General Agriculture – One dwelling unit per five acres), A-1(Suburban Agriculture-one dwelling unit per acre)
PROPOSED ZONING:	PDMU (Planned Development Mixed Use)
PROPOSED USES:	3,300 residential units; 400,000 square feet of retail space; and 50,000 square feet of office space
CASE MANAGER:	Stephanie Moreland
STAFF RECOMMENDATION:	Approval
DETAILED DISCUSSION	
<p>FLM, Inc., applicant for Parrish Lakes requests approval of a Development of Regional Impact (DRI) to allow a two phased mixed-use development to include;</p> <ol style="list-style-type: none"> 1. 3,300 residential units; 2. 400,000 square feet of retail space; 3. 50,000 square feet of office space; <p>The 1,155± acre site is on the south side of Moccasin Wallow Road, approximately 0.74 miles east of I-75, and north side of Erie Road in northern Manatee County approximately three (3) miles south of the Hillsborough County line.</p> <p>Historically, the site has been used for agricultural uses (i.e. citrus groves, improved pastures, field crops, cattle grazing). Other prominent features include a 330-foot wide Florida Power and Light transmission line easement which runs across the eastern part of the site extending from north to south. The Buffalo Canal traverses the site. Special Approval is required for a project adjacent to perennial stream.</p> <p>The 2020 Manatee County Comprehensive Plan designates the site as MU (Mixed Use). The 330-foot wide FPL Easement is designated as P/SP-1(Public/Semi-Public-1) on the Future Land Use Map. Special Approval is</p>	

required for a project in the MU FLUC.

The current A (General Agriculture – one dwelling unit per five acres) zoning district is “intended to preserve agricultural lands, promote general agricultural economic activity, and allow for the co-existence of other uses generally consistent with agricultural activities. In addition, it is intended that agricultural areas be protected from the encroachment of incompatible uses and that development be guided within the district.”

The current A-1 (Suburban Agriculture - one dwelling unit per acre) zoning district provides for limited transition areas and allows agricultural and related uses on short term agricultural lands.

The site is partially in the NC (North Central Overlay District).

The proposed PDMU zoning district provides greater flexibility for a project having a mix of uses (commercial, office, and residential) when establishing appropriate buffers and setbacks to help mitigate any potential adverse impacts relative to the adjacent roadways; Moccasin Wallow Road, Carter Road, Sawgrass Road, and Erie Road.

The General Development Plan indicates a mixed-use development allowing residential, commercial, and office uses to be placed together throughout the site, including the vertical integration of uses. This form of development allows for a more efficient form of traffic distribution spread throughout the project, and encourages a scale of development that is walkable by using neo-traditional block patterns. Neo-traditional development creates a more cohesive community allowing people to live and work within their neighborhoods. The applicant also proposes the option for conventional development design.

PARRISH LAKES DEVELOPMENT SCHEDULE

Land Use	PHASE 1	PHASE 2	TOTAL
Commercial			
Retail	250,000 sq. ft.	150,000 sq.ft.	400,000 square feet
Office		50,000 sq.ft.	50,000 square feet
Total square feet			450,000 square feet
Residential	1,500 units	1,800 units	3,300 units
Multi-Family	600 units	500 units	1,100 units
Single-Family	900 lots	1,300 lots	2,200 lots

The proposed densities (3.0 dwelling units per acre) and intensities (F.A.R. 0.22) are consistent with the maximum potential density and intensity allowed for the MU (nine dwelling units per acre), and P/SP-1 (zero dwelling units allowed) FLUCs.

According to LDC Section 1001.1.C, “All residential developments or parts of phases thereof, containing more than one hundred (100) residential dwelling units; and all professional, commercial, and manufacturing development, or parts of phases thereof, containing more than fifty (50) lots shall have a second separate means of access (street).”

The General Development Plan shows Carter Road dissects the site from Moccasin Wallow Road to the north to Erie Road to the south. Sawgrass Road runs in a northerly to southerly direction connecting a future right-of-way to the north and Erie Road to the south. There are three access points connecting Moccasin Wallow Road, eight access points connecting Carter Road, six access points connecting Sawgrass Road and one access connecting Erie Road.

Developments within the MU FLUC are not required to achieve compliance with commercial locational criteria. Additionally, Policy 2.10.4.2, exempts DRI’s and Large Project developments (which have mixed uses with a residential component and meet minimum development characteristics, have commercial uses internal to neighborhoods), whose main neighborhood access is on a road designated as a collector or higher, from

commercial locational criteria.
 The maximum number of residential dwelling units is 3,300. Ten percent (10%) or 330 residential units will be designated as affordable or work-force housing.

There are 13.0± acres of wetlands on-site, of which 0.4± acres will be impacted.

There are 26± acres proposed for recreational amenities to include community open space/park and private recreational facilities.

Transportation concurrency was evaluated for the project and a Traffic Impact analysis (TIA) prepared and reviewed to determine impacts Moccasin Wallow Road, Erie Road, Carter Road, Sawgrass Road, and associated intersections near the project site. The results of the TIA indicated that level of service deficiencies exist at studied intersections and roadway segments. The project-related concurrency improvements and requirements are detailed in the Transportation Section of the staff report.

A traffic analysis will be required with future submittals (Preliminary/Final Site Plans) to ensure that the traffic generated by this project can be accommodated by the existing and planned infrastructure.

Off-street parking and loading will be provided in accordance with the requirements of the Land Development Code. Staff recommends an overall layout of the entire project be submitted with the future Preliminary and Final Site Plan submittals for administrative review.

The General Development Plan shows the following proposed landscaped roadway buffers: 50-feet along Moccasin Wallow Road; and 50 feet on each side along Carter Road. A 20-foot perimeter buffer is proposed along the project perimeter boundaries.

The General Development Plan shows taller buildings will be placed adjacent to Moccasin Wallow Road and Carter Road. The multi-family residential buildings are proposed to be a maximum height of 45 feet. LDC Section 402.7.D.9 requires a determination be made by the Board of County Commissioners, for increases in residential height above 35 feet. The height analysis is included further in the staff report.

The applicant requests Specific Approval for a reduced setback from 15' to 5' for accessory structures in the NC Overlay district.

Staff recommends approval subject to the recommended stipulations.

SITE CHARACTERISTICS AND SURROUNDING AREA

ADDRESS:	7205, and 8505 Moccasin Wallow Road, and 7400, 7205, 7707, and 7800 Sawgrass Road
GENERAL LOCATION:	South side of Moccasin Wallow Road, approximately 0.74 miles east of Interstate I-75, and north side of Erie Road
ACREAGE:	1,155± acres
INTENSITY (Floor Area Ratio – F.A.R.):	0.22 (overall)
DENSITY:	3.0 (overall) gross 3.2 (overall) net
SPECIAL APPROVAL:	1. A project in MU FLUC 2. A project adjacent to a perennial stream 3. Project in 25 year floodplain
OVERLAY DISTRICT(S):	North Central
SPECIFIC APPROVAL(S):	1. Setback reduction for accessory structures in North Central Overlay District

SURROUNDING USES & ZONING									
NORTH	Across Moccasin Wallow Road is the eastern part of Robinson Gateway DRI zoned PDMU; residential subdivisions (Eagle Point), zoned PDR/NCO, (Villages of Amazon) zoned PDMU, vacant land zoned A								
SOUTH	Across Erie Road is Harrison Ranch zoned PDMU/NCO, Pristine Point Subdivision, Ancient Oaks zoned PDR/NCO, Erie Road Village Center zoned PDC/NCO, vacant land and single-family homes zoned A/NCO.								
EAST	Residential Subdivisions (Summer Woods, Copperstone, Villages of Amazon South, and Morgans Glen) zoned PDR/NCO								
WEST	Buffalo Creek Golf Course zoned PDPI (Planned Development Public Interest), Regency Oaks zoned RSF-1 (Residential Single-Family, one dwelling unit per acre) and Imperial Lakewoods zoned PDR.								
SITE DESIGN DETAILS									
RESIDENTIAL SETBACKS:	Traditional Neighborhood Design Standards and Conventional Design Standards - setbacks are as shown in tables further in the staff report and on the General Development Plan								
COMMERCIAL SETBACKS:	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">Front: 40' (Conventional Design)</td> <td style="width: 50%; border: none;">Front: 40' (Traditional Design)</td> </tr> <tr> <td style="border: none;">Side: 15'/20'</td> <td style="border: none;">Side: 0/5'</td> </tr> <tr> <td style="border: none;">Rear: 20'</td> <td style="border: none;">Rear: 0/5'</td> </tr> <tr> <td colspan="2" style="border: none;">Waterfront: 30 feet</td> </tr> </table>	Front: 40' (Conventional Design)	Front: 40' (Traditional Design)	Side: 15'/20'	Side: 0/5'	Rear: 20'	Rear: 0/5'	Waterfront: 30 feet	
Front: 40' (Conventional Design)	Front: 40' (Traditional Design)								
Side: 15'/20'	Side: 0/5'								
Rear: 20'	Rear: 0/5'								
Waterfront: 30 feet									
MAXIMUM BUILDING HEIGHTS:	35' for single-family type buildings; 45' for multi-family buildings; 35' for commercial; 45' for office								
OPEN SPACE:	20% open space required; 20% provided								
RECREATIONAL ACREAGE:	26± acres								
RECREATIONAL AMENITIES:	Community Open space/park and private recreational facilities								
ACCESS:	Three (3) along Moccasin Wallow Road One (1) along Erie Road Eight (8) along Carter Road Extension Six (6) along Sawgrass Road One (1) on EE Road								
FLOOD ZONE(S):	X, A, and AE per FIRM 120181C 0176E and 122081C0177E								
HURRICANE EVACUATION LEVEL(S):	D and E								
AREA OF KNOWN FLOODING:	Yes, Rainfall 50% reduction in allowable runoff for Buffalo Canal is required. The project is partially located within the FEMA 2014 FIRM 100-year floodplain (Effective Date March 17, 2014). 100-Year floodplain delineation identified from Buffalo Canal Watershed Study.								

UTILITY CONNECTIONS	County Water and Sewer
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ENVIRONMENTAL INFORMATION

Overall Wetland Acreage:	13.0± acres
Proposed Impact Acreage:	0.4± acres

Wetlands:

The applicant has depicted wetlands on the GDP of 13.0 acres with impacts of 0.4 acres at this time. The wetlands have not yet been verified by the District. It appears the applicant has depicted the required minimum 30 foot wetland buffers around all wetlands within the project area.

Uplands:

According to the GDP and FLUCCS Map information provided with the original ADA, there are 10 acres of Live Oak (Code – 427) and 10 acres of Hardwood-Conifer Mixed (Code-434) within the project area. The applicant has indicated on the GDP that 5.6 acres of the Hardwood Conifer Mix and 6.55 acres of the Live Oak habitat will be preserved, along with the 12.6 acres of wetlands, for a total of 24.75 acres of native habitat preservation.

Endangered Species:

Updated listed species reports will be required with each individual project that comes in for approval within the DRI.

Trees

Tree removal and replacement requirements of the LDC will be addressed with each individual project submitted for approval within the DRI.

Landscaping/Buffers:

Requirements of LDC Sections 701 (Landscaping & Screening) and 403.12 (North Central Overlay) will be addressed with each individual project submitted for approval within the DRI, with the exception of Specific Approvals requested and granted through this hearing process. The applicant requests Specific Approval for a reduction of setback in Section 403.12.D.3(k) [rear yard setbacks for accessory structures in NC Overlay District] of the LDC. The analysis for Specific Approval is included further in the report.

NEARBY APPROVED DEVELOPMENTS

Project	Lots/units	Density /Intensity	Minimum Lot/Unit size	Approved
Robinson Gateway DRI	542 units, 900,000 sq. ft. retail, 600,000 sq. ft. office, 350 hotel rooms, & 1,750 theatre	1.88 /0.15	Not shown	2015
Wellington Lake Manor	169 lots	1.08	7,500 sq. ft.	2005
Regency Oaks I	153 lots	1.81	10,000 sq. ft.	1991
Regency Oaks II	72 lots	0.77	10,000 sq. ft.	1995
Regency Oaks Preserve	28 lots	0.34	36,018 sq. ft.	2002
Stone Dam Preserve	667 lots/124 units	1.88	5,400 sq. ft. 1,500 sq. ft.	2005
Eagle Pointe	740 lots/860 units	2.37	6,000 sq. ft.	2006

Summer Woods	562 lots	2.1	3,321 sq. ft. (semi-det.) 6,800 sq. ft.(sfd)	2014
Morgan's Glen	286 units, 227,121 sq. ft. commercial & office	2.72	6,050 sq. ft. (sfd) 4,875 sq.ft. (semi det.) 2,200 sq. ft.(sfa)	2009
Copperstone/Valencia Grove	624 units	2.22	6,600 sq. ft.(sfd) 2,000 sq. ft.(sfa)	2005
Villages of Amazon	1999 residential units/ 40,000 sq. ft. commercial & 20,000 sq. ft. office	1.66	4,800 sq. ft.	2014
Woods of Moccasin Wallow	340,000sq. ft. industrial, 75,946 sq. ft. commercial, 43,680 office, & 246 MF units/ revised to 103 sfd lots	5.44	8,400 sq. ft.	2004
sfa = single-family attached sfd = single-family detached				
POTENTIAL POSITIVE ASPECTS				
<ul style="list-style-type: none"> Commercial and office uses will provide convenience for nearby residents, motorists, and visitors in the area. The nearby area is transitioning from agricultural uses to single-family residential development and commercial uses developing at commercial nodes. The timing of the request is appropriate and consistent with development trends in the area. The proposed overall gross density is significantly less than the maximum potential density allowed in MU FLUC. PDMU zoning is consistent with the development trends in the area, and will allow a variety of land uses compatible with uses in the nearby area. 				
POTENTIAL NEGATIVE ASPECTS				
Level of detail presented is minimal with a General Development Plan and difficult to review to ensure mixed-use neo traditional is designed appropriately.				
MITIGATING MEASURES				
Staff recommends an overall layout of the project be submitted with future Preliminary and Final Site Plan submittals for administrative review and approval.				
STAFF RECOMMENDED STIPULATIONS				
See Attached Zoning Ordinance				

REMAINING ISSUES OF CONCERN – NOT RESOLVED OR STIPULATED				
None. All issues raised by staff and the reviewing agencies have been resolved or addressed as stipulations				
COMPLIANCE WITH LDC				
Standard(s) Required	Design Proposal	Compliance		Comments
		Y	N	
BUFFERS				
50' wide roadway buffers required along Moccasin Wallow Road, Carter Road, Sawgrass Road and Erie Road	50' wide	Y		Project in North Central Overlay
20' wide perimeter buffers	20 feet	Y		Project in North Central Overlay District
TREES				
Tree replacement is based on tree removal	Trees removed to be replaced	Y		
SIDEWALKS				
5' wide sidewalks, interior		Y		
5' wide sidewalks, exterior	5' on all exterior roads adjacent to project	Y		
ROADS & RIGHTS-OF-WAY				
50' internal rights-of-way	Not shown	Y		GDP indicates internal streets may be public with option for private
24' paved roadways	Not shown	Y		GDP indicates streets to be constructed to Manatee County Standards
COMPLIANCE WITH THE LAND DEVELOPMENT CODE Factors for Reviewing Proposed Site Plans (LDC Section 402.6) Planned Districts - Rezone Review Criteria (LDC Section 342.3)				
<i>LDC Section 402.6 Factors for Reviewing Proposed Site Plans.</i>				
<u>Physical Characteristics:</u>				
The site has frontage on the south side of Moccasin Wallow Road, approximately one mile east of Interstate 75, and north side of Erie Road in northern Manatee County approximately three (3) miles south of the Hillsborough County line. Buffalo Canal, a perennial stream, traverses the site from west to east. A 330± foot wide Florida Power and Light easement extends across the eastern part of the property from north to south. Historically, the site has been used for agricultural uses (i.e. citrus groves, improved pasture, and field crops). The site is bordered to the west and south by a segment of the proposed Ellenton-Willow Trail which is planned to run along Carter Road and Erie Road.				
The project site lies in Zones X, A and AE per FIRM Panels 12081C0176E, 12081C0177E, 1208C0178E, and 12081C0179E.				

The site is in Hurricane Evacuation Level D and E.

Natural and Historic Features, Conservation and Preservation Areas:

There are 13.0± acres of wetlands within the project boundaries. There are 0.4± acres are proposed to be impacted.

Native upland habitats include 10 acres of Live Oak (Code – 427) and 10 acres of Hardwood-Conifer Mixed (Code-434) within the project area. The applicant has indicated on the GDP that 5.6 acres of the Hardwood Conifer Mix and 6.55 acres of the Live Oak habitat will be preserved, along with the 12.6 acres of wetlands, for a total of 24.75 acres of native habitat preservation. Staff recommends the applicant provide updated listed species reports with each individual project that comes in for approval within the DRI consistent with Policy 3.3.2.1 of the Comprehensive Plan, for threatened and endangered plant and animal species prior to Final Site Plan approval.

Except for the historic Buffalo Canal (8MA1445), there are no additional known historic or archaeological resources on the site. The applicant is required to contact the Florida Department of State, Division of Historical Resources, Compliance and Review Section if prehistoric or historic artifact, or physical remains associated with Native American cultures, or early colonial or American settlement are encountered within the site.

According to the applicant, the site provides groundwater recharge to the surficial aquifer but is not expected to have any Floridan Aquifer recharge areas. Groundwater elevations within the site range from a high of 30' NGVD to a low of 15' NGVD within the Buffalo Canal. The proposed stormwater management system will employ grassed swales, surface water detention ponds and stormwater attenuation ponds to treat stormwater before it is discharged to existing wetlands and waterways.

All existing on-site wells not used for development will be plugged and abandoned. Wells to be utilized are subject to the Southwest Florida Water Management District requirements.

The project is in a segment of Buffalo Canal (WBID) 1823) that is impaired for dissolved oxygen and fecal coliform.

No ground or surface water quality measurements were provided. Therefore a Surface and Groundwater Quality Monitoring Plan shall be submitted and approved by the County prior to approval of the first Preliminary Site Plan. A copy of this Plan shall also be provided to the Southwest Florida Water Management District, who will submit technical assistance comments to Manatee County as part of the review and approval process.

Stormwater Management:

The project area is historically and presently used as an orange grove. The project area consists of a drainage network to both irrigate and drain the orange grove. The project area is bisected by Buffalo Canal, which ultimately drains westward towards Terra Ceia Bay. In addition, Wade Canal runs along a portion of the southern boundary of the project, and then along the west boundary of the project, and drains into Buffalo Canal. There is also a drainage ditch coming from the intersection of Carter Road and Moccasin Wallow Road which drains southward into Buffalo Canal. The general lay of land is towards Buffalo Canal either from the south or from the north.

The project area is located within the Buffalo Canal Watershed. Manatee County and Southwest Florida Water Management District (SWFWMD) has completed and adopted a watershed study of Buffalo Canal. The 100-year floodplain delineation and associated flood stages were incorporated into the FEMA Flood Insurance Rate Maps (FIRM), effective March 17, 2014. The Project area is partially within the FEMA 2014 FIRM 100-year floodplain (Zones "A" and "AE"). Base Flood Elevation (B.F.E.) within the project area varies from 27.53-19.31 feet (NAVD). The Base Flood Elevation shall be determined for areas designated as Zone "A". Floodplain mitigation is required through compensatory storage of floodplain impacts; or use of the Buffalo Canal watershed study to demonstrate no adverse impact condition.

Buffalo Canal Watershed is identified by the County as a flood prone area, therefore subject to requirement to reduce the pre-development allowable rate of discharge by fifty (50) percent; or demonstration of no adverse impact condition through use of the Buffalo Canal watershed study.

As identified above, Buffalo Canal, Wade Canal, and other tributaries are located within the project area. Therefore, the County request dedication of a Drainage Easement and a Maintenance Access Easement for continued maintenance of the existing drainage ditch along Buffalo Canal, Wade Canal, and tributary systems.

Relation to Public Utilities, Facilities and Services:

The site will be served by County water and sewer.

Information from Manatee County Public Works Department indicates the following wastewater facilities are in the vicinity of this development:

North Project Boundary

There is an existing 30" potable water main, an existing 20-inch DIP reclaimed water main, a 20-inch PVC sanitary force main along Moccasin Wallow Road. There is not any public sanitary gravity sewer along Moccasin Wallow Road.

West Project Boundary

According to Manatee County GIS, there are parallel force mains with diameters of 20-inch PVC and 16-inch PVC respectively that are located near the western side of FLM property via 30-foot wide utility (future Carter Road Extension). The 20-inch PVC force main diameter increases to 24-inch diameter approximately 1,300 linear feet north of the Buffalo Canal. The 16-inch PVC force main remains the same diameter. The parallel force mains with diameters of 24-inch PVC and 16-inch PVC respectively continues until approximately 100 linear feet north of Wade Canal, the 24-inch PVC increase in diameter to 30-inch HDPE. The 16-inch PVC force main remains the same diameter. The parallel force mains with diameters of 30-inch HDPE and 16-inch PVC end connects to a 36-inch DIP force main, which continues until reaching a junction at the Manatee County North Water Reclamation Facility.

At the wastewater plant, there is a 48-inch DIP force main that discharges to the wastewater headworks facility (to the west) and a 30-inch DIP that stub-out approximately 45 linear feet east from the force main junction located at Carter Road. The 36-inch DIP force main continues south from the force main junction approximate 450 linear feet to a second junction to connection to 24-inch PVC force main that parallels a 20-inch force main. The parallel force mains with diameters of 20-inch PVC and 24-inch PVC/DIP continue south down Carter Road. Approximately, 1,300 linear feet north of Erie Road, the parallel force main splits the 24-inch DIP force main continues west and the 20-inch PVC continues south to Erie Road.

There is an existing 20-inch diameter DIP reclaimed water main that continues south to Buffalo Canal at which a second existing 30-inch diameter DIP reclaim water main turns south. Both the 20-inch DIP and 30-inch DIP reclaim water mains run parallel until reaching a junction near the Manatee County North Water Reclamation Facility. At this junction, the 20-inch DIP reclaimed water main reduces to an 8-inch PVC reclaimed water main that runs south approximately 175 linear feet then goes east approximately 625 linear feet and terminates at an 8-inch gate valve. The 20-inch DIP terminates at a 20-inch butterfly valve. Also at the same junction, a 16-inch diameter PVC reclaimed water main continues to run south along Carter Road and turns to the west just north of the rail road tracks and Erie Road.

East Project Boundary

According to Manatee County GIS, there are no existing public utilities, except for those within the Copperstone Subdivision and a 30-inch DIP reclaimed water main that runs east across open farm fields to a vacant parcel owned by Moccasin Wallow, LLC, then travel north approximately 1,600 linear feet to connect to 30-inch DIP reclaimed water main on Moccasin Wallow Road.

South Project Boundary

Manatee County GIS indicates an existing 20-inch PVC sanitary force main which travels east along Erie Road and decreases to a 16-inch PVC sanitary force main at the Erie Road and Harrison Ranch Boulevard intersection. The 16-inch PVC sanitary force main continues east along Erie Road.

There is an existing 24-inch potable water main that runs east on Erie Road to a junction which the 24-inch along Erie Road terminates at a 24-inch butterfly valve, then a 10-inch pipe stub to a blow-off. At the same junction, an existing 10-inch PVC potable water main continues south down Harrison Ranch Boulevard.

There is an existing 16-inch PVC reclaimed water main that runs east along Erie Road to a junction which the 16-inch along Erie Road terminates at a 16-inch gate valve and stub-out. At the same junction, an existing 16-inch PVC reclaimed water main continues south down Harrison Ranch Boulevard.

The current Local Development Agreement (LDA) draft will include language for a proposed 20-inch or 24-inch water main which will run along the easterly right-of-way of the future Carter Road extension down to the intersection of Erie Road.

The project will utilize the Manatee County Landfill for solid waste disposal. Commercial and office tenants shall be provided with information at the time of purchase or lease which identifies hazardous and/or medical materials and proper procedures for the handling and disposal of such materials.

Schools

According to the Manatee County School Board, the site is in School Service Area 1. Schools serving this area are Virgil Mills Elementary, Buffalo Creek Middle and Palmetto High Schools. This number includes 446 elementary school students, 165 middle school students and 206 high school students.

Police and Fire Protection

Police and Fire Protection are provided by Manatee County Sheriff's Office and North River Fire District.

Compatibility and Relationship to Adjacent Property:

The site is approximately 0.74 miles east of I-75. In the last decade, there have been several approvals with a mix of commercial, residential, and office developments at I-75 and Moccasin Wallow Road interchange. There are currently no commercial establishments existing along this corridor of I-75. Existing retail establishments including Ellenton Premium Outlets and North River Shopping Center, a multi-family development (Tuscany Lakes) and three hotels are farther south at I-75 and U.S.301.

To the north, across Moccasin Wallow Road and west side of Carter Road, is the Robinson Gateway DRI, approved for 900,000 square feet of commercial, 600,000 square feet of office, 542 residential units, 350 hotel rooms and a 1,750 seat movie theatre (not yet constructed).

On the east side of Carter Road, is a large residential subdivision (Eagle Point), not yet constructed. Eagle Point Subdivision is approved for 1,600 residential units to include 740 lots for single-family detached residences, 260 single-family attached residences and 600 multi-family units. Farther east is the Villages of Amazon, approved for 1,999 residential units, 40,000 square feet of commercial and 20,000 square feet of office uses.

Across Erie Road, to the south, are residential subdivisions (Harrison Ranch, and Ancient Oaks) and single-family homes on acreages.

To the west, is Regency Oaks, Phases I, & II and Regency Oaks Preserve, an established residential subdivision, approved for a total of 253 lots for single-family detached residences. Adjacent to the southwestern boundary of the site is the North County Wells, and North County Fuel Depot. Farther west is Buffalo Creek Golf Course and Buffalo Creek Middle School.

To the southwest, across I-75 is the Woods of Moccasin Wallow, approved for 340,000 sq. ft. industrial, 75,946 sq. ft. commercial, 43,680 office, & 246 MF units later revised administratively to 103 single-family detached residences.

To the west, across I-75 is the Stonedam Preserve Subdivision approved for 791 residential units (not constructed) and private school. The Gateway North DRI is across I-75. This multi-use project is approved for 2,800 residences, 445,200 square feet of commercial space, 397,500 square feet of office/warehouse space, 960,500 square feet of office space, a 24.3 acre park, a 20 acre school, and a 22.1 acre recreation center.

Given the development trend for mixed-use developments along the Moccasin Wallow Road and I-75 corridor, the site may be considered compatible for commercial, office, and residential developments. The proposed amendment can be found to be compatible and consistent with the development patterns and zoning of nearby properties.

Transitions:

The site is in an area which is gradually transitioning from suburban agricultural uses to a mix of commercial, industrial, office and residential uses.

Prior to the approval of the Robinson Gateway DRI in 2015, commercial development in the area (along Moccasin Wallow Road), east of I-75 was limited. Other interchanges along I-75 (U.S. 301, SR 64, SR 70 and University Parkway) have experienced an increase in commercial development since the adoption of the 1990 Land Development Code. PDMU zoning is consistent with the development trends in the area, and will allow a variety of land uses to be responsive to existing uses and features in the area.

The site is within 1,500 feet of two functionally classified roadways (Moccasin Wallow Road and Carter Road). Projects in the MU FLUC are exempt from commercial locational criteria. The timing of the request is appropriate and consistent with development trends in the area. Planned Development Mixed Use projects can be designed to provide a transition between I-75 and residential uses and permit development consistent with the growing commercial residential trends in the area.

Design Quality:

The General Development Plan indicates a mixed-use form of development allowing commercial, office and residential development. Parcel A-1 (26 acres) and Parcel A-2 (22 acres), at the south east and southwest corners of Moccasin Wallow Road and Carter Road are designated for retail and office commercial uses. The remaining eight parcels, indicated as C1-C8, are designated for various types of residential uses to include; single-family attached, single-family detached, single-family semi-detached and multi-family.

Height Analysis:

The proposed General Development Plan indicates maximum heights for multi-family buildings to be 45 feet. According to LDC Section 402.7.D.9, for increases in residential height above 35 feet, a determination must be made by the Board “that the proposed development is compatible with surrounding area and will not create any external impacts that would adversely affect surrounding development, existing or proposed, waterfront vistas or entranceways.”

The following criteria listed in Section 402.7.D.9 details the basis of such review.

1. Compatibility

The site is in the North Central Overlay District (NCO), approximately 0.74 miles east of I-75.

The project is bounded by Moccasin Wallow Road to the north, and Erie Road to the south. Carter Road and Sawgrass Road extends north and southward through the site. The proposed General Development Plan shows the required 50-foot wide buffers adjacent to the thoroughfare roadways and 20-foot wide buffers along the perimeters of the project. The buffers with the required landscaping for NCO provide for separation between proposed structures and roadways, consistent with NCO requirements. The proposed site design includes elements that will ensure compatibility of the development with the surrounding area.

The proposal is consistent with Eagle Point Subdivision, across Moccasin Wallow Road to the north, and east of Carter Road. Eagle Point Subdivision is approved for a maximum residential building height of 40 feet.

Robinson Gateway DRI, on the north side of Moccasin Wallow Road is approved for 40-60 foot tall mixed use buildings with residential above commercial and office uses.

The Villages of Amazon on the north side of Moccasin Wallow Road, was recently approved for 1,999 residential units.

Given the development trend in the surrounding area, the height of the proposed development should not create any external impacts that would adversely affect surrounding development, existing or proposed, waterfront vistas or entranceway areas.

2. Relationship to Adjacent Properties

- a) For buildings adjacent to thoroughfare streets in the NC Overlay District, setbacks will be established, in accordance with requirements in LDC Section 403.12.D.3(l) for the NC Overlay District. The Design standards of the North Central Overlay District require buildings to be set back from the existing edge of pavement to minimize the visual impact of residential structures on major thoroughfare roads.

Given the strict height and buffer requirements of the NC Overlay district, the proposed building height will not create external impacts that would adversely affect surrounding development. Enhanced landscaping will soften any potential views of the proposed buildings that may exceed 35' in height.

- b) The heights of buildings step down will provide an appropriate transition to adjacent properties. Building heights are required to provide appropriate transitions to adjacent properties in the NC Overlay District. Since this is a mixed use development, residential buildings may be separated from other phases of development by roads, wetlands and lakes, or incorporated into mixed use areas, in order to offer a destination with a mix of residential and commercial uses. Specific elements associated with building location will be reviewed in greater detail with future submittals. Compliance with NCO buffer and setback requirements from thoroughfares will ensure compatibility between Parrish Lakes and adjacent properties.
- c) The site will be designed to provide a desirable transition from the street, pedestrian areas, and parking areas to the buildings. According to the applicant, the site will be designed to provide desirable transitions. Residential structures are proposed to have a maximum height of 45 feet to the midpoint of the roof. Since this is a mixed use development, appropriate transitions to other phases of the development, or incorporation of additional height with commercial uses, will be included as the site is designed.

3. Roofline Design

According to the renderings submitted with this request, the design of the buildings include architectural elements such as dormers, balconies and ornamentation as a means of articulating rooflines. The renderings further show varied rooflines and façade modulation features such as windows, balconies, pedestrian scale entry features that project outward, as well as, variation in paint schemes and exterior finishes of brick or stone accents.

No additional step down is proposed for residential structures greater than thirty-five (35) feet in height. The maximum height proposed is 45 feet which is consistent with development approvals in the surrounding area.

4. Building Materials

The renderings show a range of options for building materials and designs that will be suitable and complimentary to future development in the area and provide superior architectural character for this mixed use development.

5. Open Space

The project will meet or exceed minimum open space requirement of 20%. At time of future Preliminary and Final Site Plan the exact amount of open space will be determined with the site design.

6. The project as proposed is designed to implement the policies of the Comprehensive Plan. The site plan and architectural renderings provide a site design consistent with Objective 2.6.5., and Objective 2.9.1, which encourages the creation of communities to have connection, integration and compatibility with surrounding land uses, community spaces, protection of the natural environment, connection and integration of pedestrian, bicycle, and vehicular systems, unifying design elements and features, a variety of housing stock, and connection to recreational facilities, schools, employment opportunities and commercial uses. This proposal also complies with Policy 2.9.1.4 which encourages development of a variety of housing options and architectural styles within a community.

The proposed development can be found to be compatible in terms of building height with the surrounding area and is not anticipated to create any external impacts that would adversely affect surrounding development, existing or proposed, or entranceways.

Access, Streets, Drives, Parking and Service Areas:

The LDC requires a second means of access for a project with more than 100 residential units and 50 lots for commercial or professional developments. The General Development Plan shows Carter Road dissects the site from Moccasin Wallow Road to the north to Erie Road to the south. Sawgrass Road runs along in a northerly to southerly direction connecting a future right-of-way to the north and Erie Road to the south. There are three access points connecting Moccasin Wallow Road, eight access points connecting Carter Road, six access points connecting Sawgrass Road and one access connecting Erie Road.

Subdivision "Streets" shall be constructed to Manatee County Transportation Department Highway, Traffic & Stormwater Standards and privately owned and maintained by a Home Owners Association (HOA) or by a Stewardship District. Subdivision "Collector Streets" shall be constructed to Manatee County Transportation Department Highway, Traffic & Stormwater Standards and owned and maintained by Manatee County.

Developments within the MU FLUC are not required to achieve compliance with commercial locational criteria. Additionally and according to Manatee County Comprehensive Plan, Policy 2.10.4.2, DRI's and Large Project developments, which have mixed uses with a residential component and meet minimum development characteristics, have commercial uses internal to neighborhoods, and whose main neighborhood access is on a road designated as a collector or higher, are exempt from commercial locational criteria.

The required number of parking spaces will be calculated and provided in accordance with LDC parking requirements in Section 1005.3, Table 10-2. Parking details are required to be shown and will be reviewed with future Preliminary and Final Site Plans.

Pedestrian Systems:

The site is within two miles of an elementary and middle school. Five-foot wide sidewalks are required along both sides of Carter Road and Moccasin Wallow Road. The Development Order includes conditions requiring the developer to provide pedestrian connections to perimeter roads and community open space or park sites and bicycle or pedestrian facilities on both sides of any road designated as a collector or higher, in accordance with standards of Manatee County Land Development Code. All pedestrian facilities will be reviewed further with future Preliminary and Final Site Plans.

Density:

The proposed gross density (3.0 dwelling units per acre) is below the maximum potential density (nine dwelling units per acre) allowed for the MU FLUC.

According to Manatee County Comprehensive Plan, Policy 2.2.1.22.3, the maximum net density allowed in the P/SP-1 FLUC is zero. "Property designated as P/SP(1), shall, during the development review process, be counted toward gross residential acreage..."

Intensity:

The proposed Floor Area Ratio (FAR) of 0.22 is below the maximum intensity threshold (1.0) allowed for the MU FLUC.

According to Manatee County Comprehensive Plan, Policy 2.2.1.22.3, the maximum FAR allowed in the P/SP-1 FLUC is zero. "Property designated as P/SP(1), shall be counted toward gross non-residential acreage..."

Fences and Screening:

No fences are proposed at this stage. Screening will be provided in more detail with future Preliminary Site and Final Site Plans.

Trash and Utility Plant Screens:

Screening will be provided with all common trash containers and will be reviewed with future Preliminary and Final Site Plans. Solid waste disposal and recycle curb service will be provided by Manatee County.

Signs:

A separate sign permit is required to be issued by the Building Official prior to construction or placement of any proposed signs.

Landscaping:

The General Development Plan indicates adequate 50-foot wide buffers along Moccasin Wallow Road, both sides of Carter Road and Sawgrass Road. Twenty (20) foot-wide perimeter buffers are proposed along project boundaries. Tree removal and replacement will be addressed with future Preliminary and Final Site Plans.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The site is in the MU, and P/SP-1 Future Land Use Categories. This project was specifically reviewed for compliance with the following policies:

Policy 2.1.2.7 Appropriate Timing. The site is in an area which is primarily single-family residences. The nearest constructed multi-family development (Tuscany Lakes Apartments) is south of the site, at I-75 and Mendoza Road. There are some retail commercial establishments farther south. The timing is appropriate given development trends in the area.

Policy 2.2.1.12.1 Intent. The uses are consistent with the intent of the MU FLUC which provides for commercial and residential land uses.

Policy 2.2.1.21.2 Range of Potential Uses - MU FLUC includes retail, wholesale, office uses, light industrial uses, research/corporate uses, warehouse/distribution, suburban or urban residential uses, lodging places, recreational uses, public or semi-public uses, schools, hospitals, short-term agricultural uses, other than special agricultural uses, agriculturally-compatible residential uses, and water-dependent uses.

Policy: 2.2.1.22.2 General Range of Potential Uses – P/SP-1 FLUC includes Recreational uses, sanitary landfills, permanent water and wastewater treatment/storage/disposal facilities and other major public facilities including, but not limited to, airports owned or operated by a public entity, major maintenance facilities, solid waste transfer stations, major utility transmission corridors. Also, when the P/SP (1) designation is an easement on privately-held property, other uses consistent with the adjacent future land use category or categories, where

consistent with the purpose of the easement and consistent with all other goals, objectives, and policies of this Comprehensive Plan, may also be considered. (See also Policy 2.1.1.5)

Policy 2.6.1.1 Compatibility. The General Development Plan shows minimal detail at this stage. Planned development allows the project to be designed with future preliminary and final site plans to be compatible with surrounding development. Appropriate buffers are provided for compatibility and transition between existing developments.

The proposed PDMU zoning has the potential to allow development consistent with these policies of the FLUC. Given the site's location is near to I-75 and adjacent to Moccasin Wallow Road, Carter Road, Erie Road, and Sawgrass Road, a mixed use development appears appropriate for this site.

SPECIAL APPROVAL - ANALYSES, RECOMMENDATIONS, FINDINGS

Manatee County Comprehensive Plan defines Special Approval as a development order review and approval process entailing, at a minimum, project review and approval by the Manatee County Board of County Commissioners; or the specific delegation of any specific review and approval process, or part thereof, to one or more County departments with option for appeal to the BOCC.

The Tampa Bay Regional Planning Council (TBRPC) recommended approval of the DRI on 06/12/17. A DRI is a development of regional impact which because of its character, magnitude, or location would have a substantial effect upon the health, safety, or welfare of citizens of more than one county. The DRI process is governed by Chapter 380.06, Florida Statutes ("F.S.") and Florida Administrative Code.

1. Manatee County Comprehensive Plan requires Special approval for a project in the MU Future Land Use Category (FLUC). According to the implementation mechanism in Manatee County Comprehensive Plan, Policy 2.6.5.1.e., planned development zoning is required to grant special approval for all projects within the MU FLUC category, except single-family homes and related accessory uses on lots of record. The planned development process allows the Board of County Commissioners to approve stipulations to ensure compatibility with surrounding zoning and land uses and address any specific issues related to the development.

The analysis in the staff report represents a true evaluation of the proposed design for potential impacts on natural resources, adjacent land uses and public facilities.

FINDING FOR SPECIAL APPROVAL FOR A PROJECT ADJACENT TO A PERENNIAL STREAM

The Board finds that the purpose of the Special Approval regulation is satisfied by the analysis provided in the staff report and proposed design which indicates the proposed design will have no significant detrimental impacts on natural resources, adjacent land uses, and public facilities.

2. Special approval is required for a project adjacent to a perennial stream, Buffalo Canal. The design of the project avoids impacts to the stream. There are no adverse impacts from the proposed stormwater ponds which are designed to retain runoff from the development.

The planned development process allows the Board of County Commissioners to approve stipulations to address any specific issues related to the development's proximity to the perennial stream.

FINDING FOR SPECIAL APPROVAL FOR A PROJECT ADJACENT TO A PERENNIAL STREAM

The Board finds that the purpose of the Special Approval regulation is satisfied by the analysis provided in the staff report and proposed design which indicates the proposed design will have no significant detrimental impacts on natural resources, adjacent land uses, and public facilities.

SPECIFIC APPROVAL- ANALYSES, RECOMMENDATIONS, FINDINGS

1. Request:

LDC Section 403.12.D.3(k) requires that, to avoid conflicts with buffer vegetation, lots adjacent to roadway and greenbelt buffers provide a minimum fifteen (15) foot building setback for buildings, swimming pools, pool cages, or other structures that would potentially conflict with buffer vegetation. The request is to allow a reduction from 15 feet to 5 feet for the rear setback for pool cages and accessory structures.

Staff Analysis and Recommendation:

Staff is in support of the request for Specific Approval for an alternative to LDC Section 403.12.D.3(k) to allow a reduction of the 15 foot rear setback to 5 feet for pool cages and accessory structures. The applicant proffered a condition requiring planting of canopy trees within the adjacent roadway and perimeter landscape buffers to be planted within the middle of such buffers, which will lessen or prevent any conflicts between canopy trees and pool cages and accessory structures on adjacent lots.

Finding for Specific Approval:

Notwithstanding the failure of this plan to comply with the requirements of LDC Section 403.12.D.3(k), the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree by the proposed design because the condition to be placed on the approval, through stipulation, will eliminate the chance of conflicts between the buffer trees and the structures within rear yards of adjacent lots.

TRANSPORTATION

Major Transportation Facilities

Thoroughfares

The site is adjacent on the north to Moccasin Wallow Road, and on the south to Erie Road, east of I-75 and west of US 301 Parrish. The development is traversed by future thoroughfare segments of Carter Road, Sawgrass Road, and 'EE' Road. Moccasin Wallow Road is designated as a six lane arterial roadway with a planned right-of-way width of 150 feet. Erie Road, Carter Road Extension and Sawgrass Road Extension are designated as four lane collectors, each with a planned right-of-way width of 120 feet. 'EE' Road is designated as a two lane collector with a planned right-of-way width of 84 feet.

Regional Trail Access

Willow-Ellenton Trail is one of the County's highest-priority planned regional trail facilities, and it is expected to lie within the Florida Power & Light and Erie Rd rights-of-way adjacent to the development. The DRI's Master Development Plan depicts two thoroughfares and one local road/driveway connection to Erie Rd over the FPL right of way. These present opportunities to create non-motorized connections from pedestrian and bicycle facilities within the development to the trail. Such connections will improve connectivity and accessibility for non-motorized trip-making within the development and to adjacent developments.

Transportation Concurrency

Transportation concurrency was evaluated for the project. The Applicant prepared a Traffic Impact Analysis (TIA) to determine impacts on Moccasin Wallow Road, Erie Road, Carter Road, Sawgrass Road and associated intersections near the project site. The results of the approved study indicated that level of service deficiencies exist at studied intersections and roadway segments. The project-related concurrency improvements and requirements are as follows:

- 1) With each Final Site Plan (FSP) application, the Developer shall submit to the County a limited traffic study which addresses the following:
- a. An external P.M. peak hour trip generation table, an estimate of cumulative project trips, plus previously approved site plans, to demonstrate whether any improvement thresholds are reached; and
 - b. An assessment of the estimated traffic operations and turning movements together with the conceptual design of the driveways serving the project covered by the FSP application.

Intersections:	Improvement	Threshold (PM Peak Hour Trips)
Erie Road and 69th St E	<ul style="list-style-type: none"> • Signalize - Semi-Actuated (60 seconds cycle length) or Roundabout 	779
Erie Road and Harrison Ranch Boulevard/Carter Road	<ul style="list-style-type: none"> • Change pavement markings on Northbound right-turn lane to allow through movements • Add Eastbound exclusive left-turn lane (1 total) • Add Southbound exclusive left-turn lane (1 total) • Add Westbound exclusive right-turn lane (1 total) • Optimize signal timing 	<p>To be constructed concurrent with construction of Carter Road connection to Erie Road</p> <p>1,567 (Westbound exclusive right-turn lane to be constructed concurrent with construction of Carter Road connection to Erie Road)</p>
Erie Road and Sawgrass Road	<ul style="list-style-type: none"> • Add Eastbound exclusive left-turn lane (1 total) • Add Westbound exclusive right-turn lane (1 total) 	To be constructed concurrent with construction of Sawgrass Road connection to Erie Road
Moccasin Wallow Road and Carter Road	<ul style="list-style-type: none"> • Signalize - Semi-actuated (120 seconds cycle length) • Change Southbound pavement markings to allow through movements • Add Eastbound exclusive right-turn lane (1 total) • Add Westbound exclusive left-turn lane (1 total) • Add Northbound exclusive left-turn lane (1 total) • Change pavement markings on Southbound left-through lane to through-only lane • Add Southbound exclusive left-turn lane (1 total) • Optimize signal timing • Add Northbound exclusive left-turn lane (2 total) 	<p>To be constructed concurrent with construction of Carter Road connection to Moccasin Wallow Road</p> <p>2,110</p>
Moccasin Wallow Road and Sawgrass Road	<ul style="list-style-type: none"> • Add Westbound exclusive left-turn lane (1 total) 	To be constructed concurrent with construction of Sawgrass Road connection to Moccasin Wallow Road

	<ul style="list-style-type: none"> • Add Eastbound exclusive right-turn lane (1 total) • Signalize 	1,752 (Eastbound right-turn lane to be constructed concurrent with construction of Sawgrass Road connection to Moccasin Wallow Road)
Ft. Hamer Road and Golf Course Road	<ul style="list-style-type: none"> • Add Northbound exclusive right-turn lane (1 total) 	1,411
Buckeye Road and Carter Road	<ul style="list-style-type: none"> • Change Northbound pavement markings to right-turn only lane • Add Northbound exclusive left-turn lane (1 total) 	2,888
US 301 and Erie Road (Parrish)	<ul style="list-style-type: none"> • Change Eastbound pavement markings to right-turn only lane • Add Eastbound exclusive left-turn lane (1 total) 	2,431

Access

The project's main external access points are located on Erie Road and Moccasin Wallow Road, east of I-75. The four access points are as follows:

- Erie Road and Carter Road
- Erie Road and Sawgrass Road
- Moccasin Wallow Road and Carter Road
- Moccasin Wallow Road and Sawgrass Road

The following table indicates location and length of site's main access improvements:

Intersection	Movement	Required Total Length (feet)
Erie Road at Carter Road	Eastbound Left	485
	Westbound Right	185
Erie Road at Sawgrass Road	Eastbound Left	435
	Westbound Right	185
Moccasin Wallow Road at Carter Road	Westbound Left	805
	Eastbound Right	405
Moccasin Wallow Road at Sawgrass Road	Westbound Left	455
	Eastbound Right	405

The development is traversed by future thoroughfare segments of Carter Road, Sawgrass Road, and 'EE' Road. In addition to the primary thoroughfare connections along the boundary, minor access locations are proposed along the external and internal thoroughfares. Each of these additional access locations and internal intersections shall be designed based on appropriate operational analysis undertaken prior to approval of the associated construction plans.

CERTIFICATE OF LEVEL OF SERVICE (CLOS) COMPLIANCE			
TRANSPORTATION CONCURRENCY			
CLOS APPLIED FOR: Yes with the DRI			
TRAFFIC STUDY REQUIRED: Yes			
NEAREST ROADWAY	LINK(S)	ADOPTED LOS	FUTURE LOS (W/PROJECT)
Buckeye Road	2200	D	B
Buffalo Road	2230	D	C
Carter Road	2275	D	C
CR 675/Rutland Road	2360	D	C
Moccasin Wallow Road	2400	D	C
69 th St. E.	2470	D	D
Erie Road	2480	D	D*
Erie Road	2485	D	C
Erie Road	2490	D	D
Ft. Hamer Road	2520	D	C
Ft. Hamer Road	2521	D	C
Ft. Hamer Road	2522	D	D
Moccasin Wallow Road	2740	D	C
Moccasin Wallow Road	2745	D	C
Moccasin Wallow Road	2749	D	C*
Moccasin Wallow Road	2750	D	C*
Moccasin Wallow Road	2751	D	C*
Moccasin Wallow Road	2752	D	C
US 301	3405	D	B*
US 301	3406	D	B*
US 301	3407	D	B*
US 301	3410	D	B*

US 301	3412	D	C
US 301	3413	D	C
US 301	3414	D	C
US 301	3415	D	C
US 301	3420	D	C
US 301	3421	C	C
Harrison Ranch Blvd	5092	D	D

(*) With Arterial Analysis

OTHER CONCURRENCY COMPONENTS

Potable water, waste water, and school facilities will be reviewed at the time of Final Site Plan/Construction Drawings. Parks, preliminary drainage, and solid waste will be granted with the approval of the DRI.

ATTACHMENTS

1. Applicable Comprehensive Plan Policies
2. Map and Aerials
3. General Development Plan
4. Zoning Disclosure Affidavit
5. Newspaper Advertising
6. Ordinance PDMU-16-16(Z)(G)

APPLICABLE COMPREHENSIVE PLAN POLICIES

Policy: 2.1.2.3 Permit the consideration of new residential and non-residential development with characteristics compatible with existing development, in areas which are internal to, or are contiguous expansions of existing development if compatible with future areas of development.

Policy: 2.1.2.4 Limit urban sprawl through the consideration of new development and redevelopment, when deemed compatible with existing and future development, and redevelopment area planning efforts when applicable in areas which are internal to, or are contiguous expansions of the built environment.

Policy: 2.1.2.7 Review all proposed development for compatibility and appropriate timing. This analysis shall include:

- 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)

Policy: 2.2.1.21 **MU:** Establish the Mixed-Use future land use category as follows:

Policy: 2.2.1.21.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Map, areas which are established as major centers of suburban/urban activity and are limited to areas with a high level of public facility availability along functionally classified roadways. Also, to provide incentives for, encourage, or require the horizontal or vertical integration of various residential and non-residential uses within these areas, achieving internal trip capture, and the development of a high quality environment for living, working, or visiting.

Policy: 2.2.1.21.2

Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Retail, wholesale, office uses, light industrial uses, research/corporate uses, warehouse/ distribution, suburban or urban residential uses, lodging places, recreational uses, public or semi-public uses, schools, hospitals, short-term agricultural uses, other than special agricultural uses, agriculturally-compatible residential uses, and water-dependent uses.

Policy: 2.2.1.21.3

Range of Potential Density/Intensity:

Maximum Gross Residential Density:
9 dwelling units per acre

Minimum Gross Residential Density: 7.0 only in CRA's and 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

24 dwelling units per acre within the CRA's and UIRA for residential projects that designate a minimum of 25% of the dwelling units as "Affordable Housing".

Maximum Floor Area Ratio: 1.0
2.0 inside the CRA's and UIRA.

Maximum Square Footage for Neighborhood,
Community, or Region-Serving Uses:
Large (300,000sf)

Policy: 2.2.1.21.4

Other Information:

- a) All projects require special approval and are subject to the criteria within b, c, d below, unless all the following are applicable:
 1. The proposed project consists of a single family dwelling unit located on a lot of record which is not subject to any change in property boundary lines during the development of the proposed land use, and
 2. The proposed project is to be developed without generating a requirement for either subdivision review, or final site or development plan review, or equivalent development order review.
- b) Non-Residential uses exceeding 150,000 square feet of gross building area (region-serving uses) may be considered only if consistent with the requirements for large commercial uses, as described in this element.
- c) Development in each area designated with the Mixed Use

category shall:

contain the minimum percentage of at least three of the following general categories of land uses;

- 10 %Residential,
- 10 %Commercial / Professional,
- 10 %Light Industrial / Distribution.
- 5 %Recreation / Open Space,
- 3 %Public / Semi Public,

d) Access between these uses shall be provided by roads other than those shown on the Major Thoroughfare Map Series of this Comprehensive Plan or alternative vehicular and pedestrian access methods acceptable to the County:

(e) Development or redevelopment within the area designated under this category shall not be required to achieve compliance with the commercial locational criteria described in Objectives 2.10.4.1 and 2.10.4.2 of this element.

Policy: 2.2.1.22

P/SP (1): Establish the Public/Semi-Public (1) future land use category as follows:

Policy: 2.2.1.22.1

Intent: To recognize major existing and programmed public/quasi-public facilities, primarily those facilities associated with public or private utilities, including electrical transmission corridors occupied by transmission lines of 240KV or more. Also, to recognize, and provide a unique designation within the Future Land Use Element, for those public or semi-public facilities which have adverse aesthetic or health, safety, or welfare impacts on adjacent property or residents. Additional areas under this category may be recognized by amendments to the Future Land Use Map, if appropriate, and why such uses are programmed.

Policy: 2.2.1.22.2

General Range of Potential Uses: Recreational uses, sanitary landfills, permanent water and wastewater treatment/storage/disposal facilities and other major public facilities including, but not limited to, airports owned or operated by a public entity, major maintenance facilities, solid waste transfer stations, major utility transmission corridors. Also, when the P/SP (1) designation is an easement on privately-held property, other uses consistent with the adjacent future land use category or categories, where consistent with the purpose of the easement and consistent with all other goals, objectives, and policies of this Comprehensive Plan, may also be considered. (See also Policy 2.1.1.5)

Policy: 2.2.1.22.3

Range of potential Density/Intensity:

Maximum Net Residential Density:
0 dwelling units per acre

except where the area designated as P/SP (1) is utility easement on property owned by applicants for a proposed project. Under this exception, property designated as P/SP (1) shall, during the development review process, be counted toward gross residential acreage, as defined herein, and the limits on gross density associated with the category adjacent to the P/SP (1) designation shall be applied to the area shown as P/SP (1). When there are different future land use categories designated adjacent to the P/SP (1) category, the area shown on the Future Land Use Map as P/SP (1) shall be reviewed as being designated under both adjacent future land use categories, with the centerline of the easement utilized as the line separating both adjacent categories.

Maximum Net Residential Density:

0 dwelling units per acre

Maximum Floor Area Ratio:

0 FAR

(except for structures reasonably related to the operation of the public or quasi-public facilities)

However, where P/SP (1) is an easement on privately-held property, the property designated as P/SP (1) shall be counted toward gross non-residential acreage, as defined herein, and the Maximum Floor Area Ratio associated with adjacent category or categories shall be applied to the area designated as P/SP (1), and included in the definition of Gross Non-residential Acreage.

Policy: 2.2.1.22.4

Other Information:

- a) Recognizing that the relocation of any utility transmission corridor may occur to the benefit of current and future Manatee County residents, or visitors, any such relocation within the boundaries of a proposed project site may be considered without the approval of a plan amendment, as defined in § 1631.31.87, F.S., only if such relocation is determined, during the review of a proposed project through the special approval process, to reduce any adverse impact of such corridor on adjacent existing and future land uses. Where such proposed relocation generates an increased adverse impact on adjacent land uses, a plan amendment would be required unless mitigation of such increase in adverse impact is successfully accomplished through the special approval process.
- b) In all instances where the P/SP(1) future land use category is applied, except regarding utility easements as is provided in Policy 2.2.1.22.3 above, the following shall apply:
 - l) An applicant shall be required to declare a specific use or uses for a specific piece of property for which the applicant is proposing to amend the existing future land use category to P/SP(1).

- II) At such time the applicant is proposing to amend the existing future land use category of a specific piece of property to P/SP(1), the applicant shall provide information and analysis on the compatibility of the proposed use or uses, as specified according to paragraph (ii) above, with surrounding development.
- III) Property with the future land use category of P/SP(1), shall required Planned Development zoning to be developed.

Policy: 2.6.1.1

Require all adjacent development that differs in use, intensity, height, and/or density to utilize land use techniques to mitigate potential incompatibilities. Such techniques shall include but not be limited to:

- use of undisturbed or undeveloped and landscaped buffers
- use of increased size and opacity of screening
- increased setbacks
- innovative site design (which may include planned development review)
- appropriate building design
- limits on duration/operation of uses
- noise attenuation techniques
- limits on density and/or intensity [see policy 2.6.1.3]

Policy: 2.6.2.8

Utilize the techniques of policy 2.6.1.1, as appropriate, to mitigate noise and/or other traffic impacts for residential development adjacent to roadways classified as arterials and limited access facilities.

Policy: 2.9.1.2

Promote the connection and integration of community pedestrian, bicycle, and vehicular systems to the larger county systems. (See also Obj. 3.3.3)

Policy: 2.9.1.3

Provide vehicular access between neighborhoods, particularly (but not exclusively) when part of a planned unit development containing more than one neighborhood.

Policy: 2.9.1.4

Encourage the development of a variety of housing options and architectural styles within a community. (See also Obj. 6.1.1)

Policy: 2.9.1.5

Promote the development of pedestrian friendly designs.

Policy: 2.9.1.6

Promote the use of unifying design elements and features.

Policy: 2.9.1.7

Encourage the development of community spaces, including usable open space and public access to water features.

Policy: 2.9.1.8 Encourage the design of residential projects providing continuous green space connecting neighborhoods.

Policies: 2.9.1.9 Require where feasible, pedestrian and bicycle access to community spaces, schools, recreational facilities, adjacent neighborhoods, employment opportunities, professional and commercial uses. (See also Obj. 3.3.3)

Policy: 2.10.1.2 Promote the development of commercial uses in planned commercial centers, and discourage scattered, incremental commercial development.

Policy: 2.10.1.3 Allow for neotraditional development projects that functionally mix residential and commercial (retail/office) uses.

Policy: 2.10.3.1 Require that access to commercial uses be established on at least one roadway, operating at, or better than, the adopted level of service. Access which is limited only to roadways that carry traffic within residential neighborhoods shall be considered unacceptable for commercial uses. An exception shall be made for neotraditional projects that have commercial uses located internally to the project and whose main project access is located on a road designated as a collector or higher. An exception shall be made for DRIs and Large Project developments that have mixed uses with a residential component and meet minimum development characteristics to have commercial uses located internally to neighborhoods if the main neighborhood access is located on a road designated as a collector or higher.

Policy: 2.10.3.2 Require that all proposed small and medium commercial uses can be directly accessed from at least one roadway shown on the Roadway Functional Classification Map as collector or higher, at time of issuance of a development order. An exception shall be made for neotraditional projects that have commercial uses located internally to the project and whose main project access is located on a road designated as a collector or higher. An exception shall be made for DRI's and Large Project developments that have mixed uses with a residential component and meet minimum development characteristics to have commercial uses located internally to neighborhoods if the main neighborhood access is located on a road designated as a collector or higher.

Policy: 2.10.4.1 Limit the location of all new commercial development to well-defined nodes, or compact groupings, to:

- Provide a reasonable compromise of predictable, yet flexible, commercial locations for all residents and business interests in Manatee County.
- Increase safety and maintain the vehicular capacity of public roads by discouraging linear "strip" commercial development and the multiple access points which are likely to accompany such linear commercial development.

- Facilitate compliance with the commercial project access criteria contained in Objective 2.10.3.
- Maximize the accessibility and viability of commercial development by using location and grouping to maximize the number of trips to the commercial site.
- Establish conveniently located commercial uses for residents of Manatee County.

Policy: 2.10.4.2

Prohibit the consideration of any development order establishing the potential for commercial development, where the proposed project site is inconsistent with commercial locational criteria. Consistency shall be determined through the application of the commercial location review process described in the operative provisions contained in this Element. Permitted exceptions to these requirements are limited to:

- Existing commercial uses that are legally permitted, and that are in place at time of comprehensive plan adoption. However, where such uses are nonconforming to other development regulations, nothing in this policy shall render those uses conforming to the subject regulations.
- Redevelopment of an existing commercial use which does not meet the commercial locational criteria, subject to the finding by the Board of County Commissioners that the proposed project is consistent with the general welfare of Manatee County residents.
- Locations designated as Retail/Office/ Residential or Low Intensity Office (OL), Medium Intensity Office (OM) or Mixed Use (MU) or within the MU-C Mixed Use Community and its Sub Areas which are inconsistent with commercial locational criteria [see 2.2.1.16.4(b) and 2.2.1.17.4(e)].
- Recreational vehicle parks. However, compliance with Policy 2.10.5.2 shall be required.
- Establishments providing nursing services as described in Chapter 464, F.S.
- Sale of agricultural produce at roadside stands.
- Small commercial uses associated with a permanent roadside agricultural stand. Maximum commercial square footage shall be 3,500 square feet of the project. Development must be located on functionally classified rural arterial or rural collector roadway. Planned development approval required.
- Agricultural service establishments (e.g. farm equipment sales and service).

- Low intensity commercial recreational facilities (e.g., driving range).
- Rural recreational facilities located in the Ag/R future land use category meeting adverse impact standards as established within the Manatee County Land Development Code. All such uses must receive Special Approval.
- Appropriate water-dependent, water -related, and water-enhanced commercial uses, as described under Objective 4.2.1.
- Commercial uses located within Port Manatee.
- Professional office uses not exceeding 3,000 square feet in gross floor area within the Res-6, Res-9, RES-12, and Res-16 future land use categories may be exempted from compliance with any locational criteria specified under Policies 2.10.4.1 and detailed in the operative provisions provided such office is located on a roadway classified as a minor or principal arterial on the roadway functional classification map, however, not including interstates, and shall still be consistent with other commercial development standards and with other goals, objectives, and policies in this Comprehensive Plan (see also 2.2.1.12.4, 2.2.1.13.4, 2.2.1.15.4).
- Commercial uses located within the rural community of Myakka City which is designated as those lands on Sheet 29 f the Future Land Use Map shown as Res-3 or Res-1 on May 11, 1989, provided that they are located along State Road 70 within 1,500 feet from its intersection with Wauchula Road, and located within 1,000 feet along Wauchula Road from its intersection with State Road 70. Further, properties developed commercially, or having commercial zoning in place at the time of adoption of this Comprehensive Plan if they have frontage on State Road 70 and are within three-quarters mile of the State Road 70 and Wauchula Road intersection are also exceptions. Furthermore, all commercial uses allowable under this provision will be exempt from the one-half mile spacing requirement denoted in Policy 2.10.4.3(4).
- Small commercial (professional) office uses which operate as an accessory use to a residential religious development. Such accessory office uses which do not serve the general public but which serve the residential religious development may locate in residential future land use categories (RES-1, RES-3, UF-3, RES-6, RES-9, RES-12 and RES-16)
- and may be exempted from compliance with any locational criteria specified under Policies 2.10.4.1 and detailed in the operative provisions (see also 2.2.1.9, 2.2.1.10, 2.2.1.11, 2.2.1.12.4, 2.2.1.13.4, 2.2.1.14.4 and 2.2.1.15.2).

- Neotraditional developments that have commercial and office developments located internal to the project and whose main project access is located on a road designated as a collector or higher.
- DRI's and Large Project developments that have mixed uses with a residential component and meet minimum development characteristics (see Neo-Traditional Development definition for development characteristics), have commercial uses located internal to neighborhoods and whose main neighborhood access is located on a road designated as a collector or higher.
- Commercial uses located within the Parrish area for properties fronting US 301, from Moccasin Wallow Road to the realigned Ft. Hamer Road. These commercial uses are limited to a building footprint of 5,000 square feet except at nodes.

No exception to commercial locational criteria provided for under this policy shall be used as a precedent for establishing other commercial development inconsistent with this Comprehensive Plan.

Nothing in this policy shall require the issuance of a development order solely on the basis of compliance with commercial locational criteria. Compliance with other commercial development standards contained in Policy 2.10.4.3 below, and with all other goals, objectives, and policies of this Comprehensive Plan is also required for issuance of a development order approving commercial uses. In particular, compliance with the policies of Objectives 2.6.1 and 2.6.2 is mandatory for approval of any commercial use within a residential designation.

Policy: 2.10.4.3

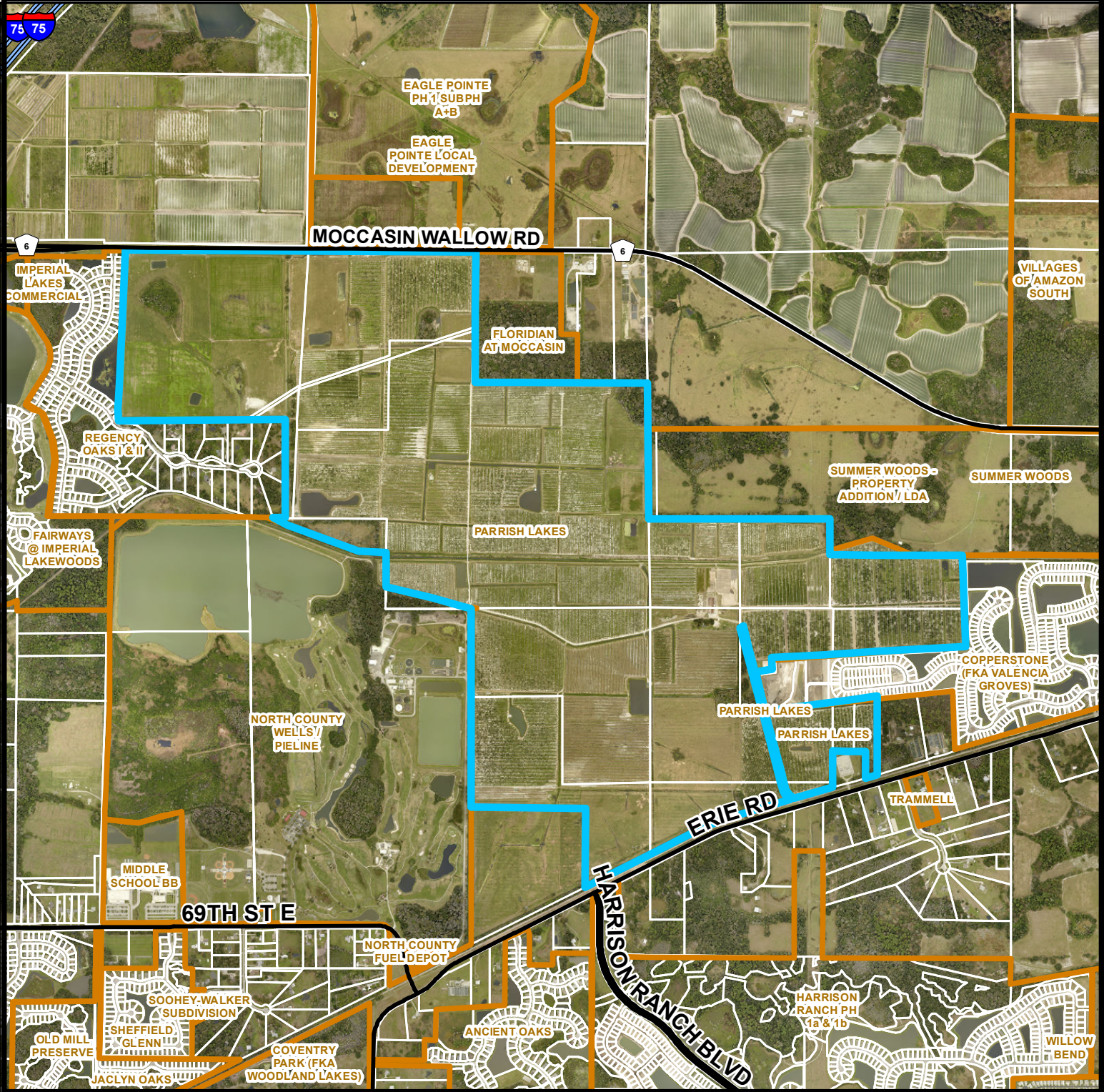
Require that all proposed commercial uses meet, in addition to commercial locational criteria, the following commercial development standards:

- 1) Any proposed commercial site must be sized and configured to provide for adequate setbacks, and buffers from any adjacent existing or future residential uses.
- 2) Any proposed commercial site must be configured and sized to allow for orientation of structures, site access points, parking areas, and loading areas on the site in a manner which minimizes any adverse impact on any adjacent residential use.
- 3) No proposed commercial site shall represent an intrusion into any residential area. As used in this standard, "intrusion" means located between two residential uses or sites which are not separated by the right-of-way of any roadway functionally classified as collector or higher, unless the proposed commercial use meets the definition of "infill commercial development," demonstrated through evaluation of existing land use patterns in this vicinity of the proposed use, and pursuant to guidelines contained in commercial locational criteria found

in the operative provisions of this Element. Permitted exceptions listed in Policy 2.10.4.2 shall not be required to meet this development standard. No such intrusion shall be found in neotraditional developments approved as such by the County, as a mixture of uses are encouraged within those projects. No such intrusion shall be found in DRI and Large Project developments where commercial uses are internal to neighborhoods, approved as such by the County, as a mixture of uses are encouraged within those neighborhoods.

- 4) Commercial nodes meeting the requirements specified in the operative provisions of this Element shall, additionally, be spaced at least one-half mile apart, as measured between the center of two nodes. However, where two commercial nodes have been established by the development of commercial uses prior to plan adoption, and are spaced less than the minimum required one-half mile, then a waiver of this commercial development standard may be considered. Preferentially, in instances where previous development has not established a pattern of land uses inconsistent with commercial locational criteria or development standards, nodes shall be spaced no less than one mile apart. Neotraditional projects shall be exempt from this requirement. DRI and Large Project developments that have mixed uses with a residential component that receive approval to locate commercial uses internal to neighborhoods shall be exempt from this requirement.

AERIAL



Parcel ID #(s) Multiple

Project Name: Parrish Lakes DRI
 Project #: PDMU-16-16(Z)(G)
 DTS#: 20100239
 Proposed Use:

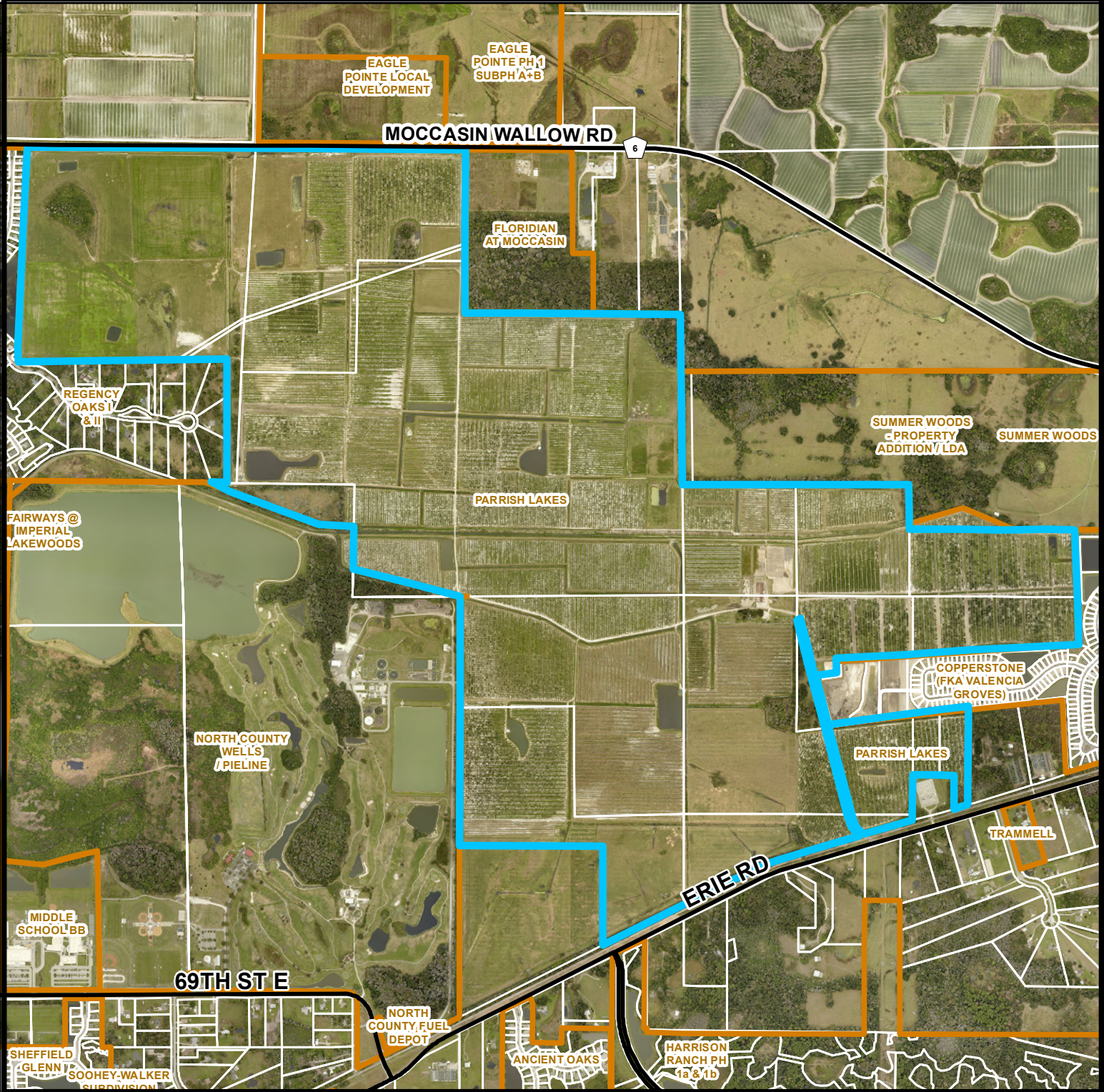
S/T/R: Sec 23 Twn 33S Rng 18E
 Acreage: 1,155
 Existing Zoning: A, A-1
 Existing FLU: MU, PSP-1
 Overlays: NCO
 Special Areas: Greenway

CHH: NONE
 Watershed: NONE
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH
 Commissioner: Priscilla Whisenant Trace



Manatee County
 Staff Report Map
 Map Prepared 5/16/2017
 1 inch = 2,000 feet

AERIAL



Parcel ID #(s) Multiple

Project Name: Parrish Lakes DRI
 Project #: PDMU-16-16(Z)(G)
 DTS#: 20100239
 Proposed Use:

S/T/R: Sec 23 Twn 33S Rng 18E
 Acreage: 1,155
 Existing Zoning: A, A-1
 Existing FLU: MU, PSP-1
 Overlays: NCO
 Special Areas: Greenway

CHH: NONE
 Watershed: NONE
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH
 Commissioner: Priscilla Whisenant Trace

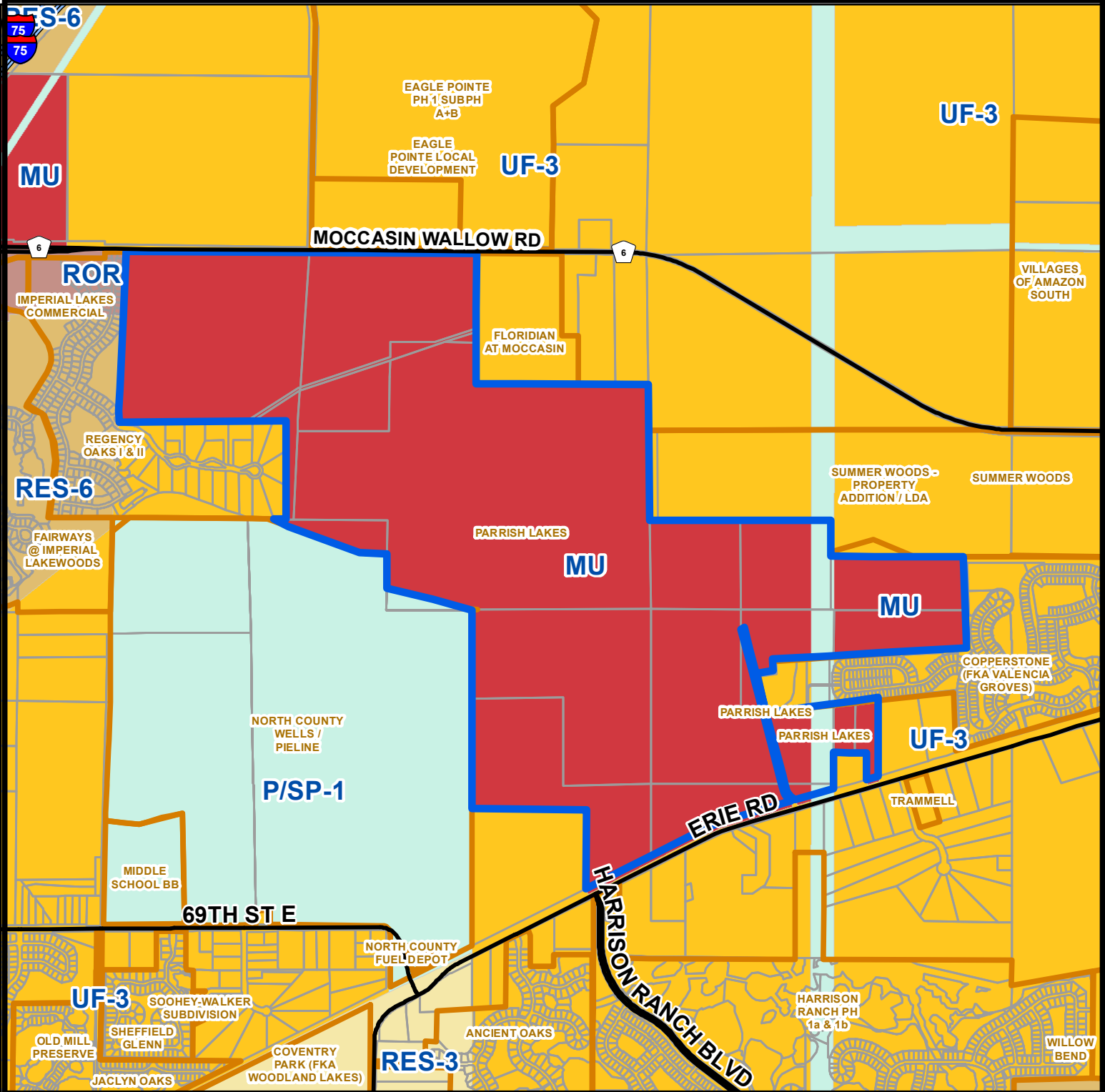


Manatee County
 Staff Report Map

Map Prepared 5/16/2017

1 inch = 1,598 feet

FUTURE LAND USE



Parcel ID #(s) Multiple

Project Name: Parrish Lakes DRI
 Project #: PDMU-16-16(Z)(G)
 DTS#: 20100239
 Proposed Use:

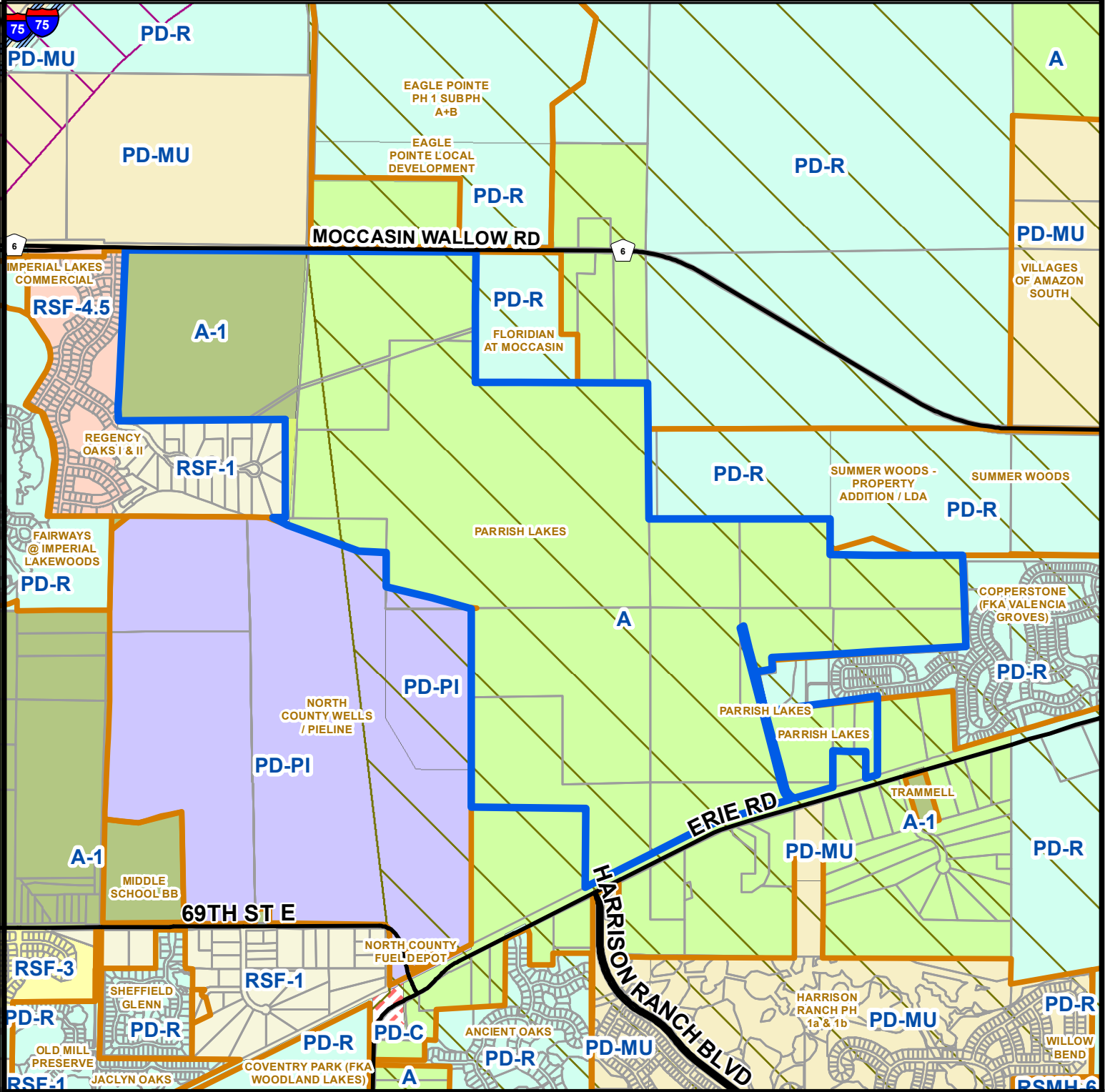
S/T/R: Sec 23 Twn 33S Rng 18E
 Acreage: 1,155
 Existing Zoning: A, A-1
 Existing FLU: MU, PSP-1
 Overlays: NCO
 Special Areas: Greenway

CHH: NONE
 Watershed: NONE
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH
 Commissioner: Priscilla Whisenant Trace



Manatee County
 Staff Report Map
 Map Prepared 5/16/2017
 1 inch = 2,000 feet

ZONING



Parcel ID #(s) Multiple

Project Name: Parrish Lakes DRI
 Project #: PDMU-16-16(Z)(G)
 DTS#: 20100239
 Proposed Use:

 North Central Overlay

S/T/R: Sec 23 Twn 33S Rng 18E
 Acreage: 1,155
 Existing Zoning: A, A-1
 Existing FLU: MU, PSP-1
 Overlays: NCO
 Special Areas: Greenway

CHH: NONE
 Watershed: NONE
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH
 Commissioner: Priscilla Whisenant Trace



Manatee County
 Staff Report Map

Map Prepared 5/16/2017

1 inch = 2,000 feet