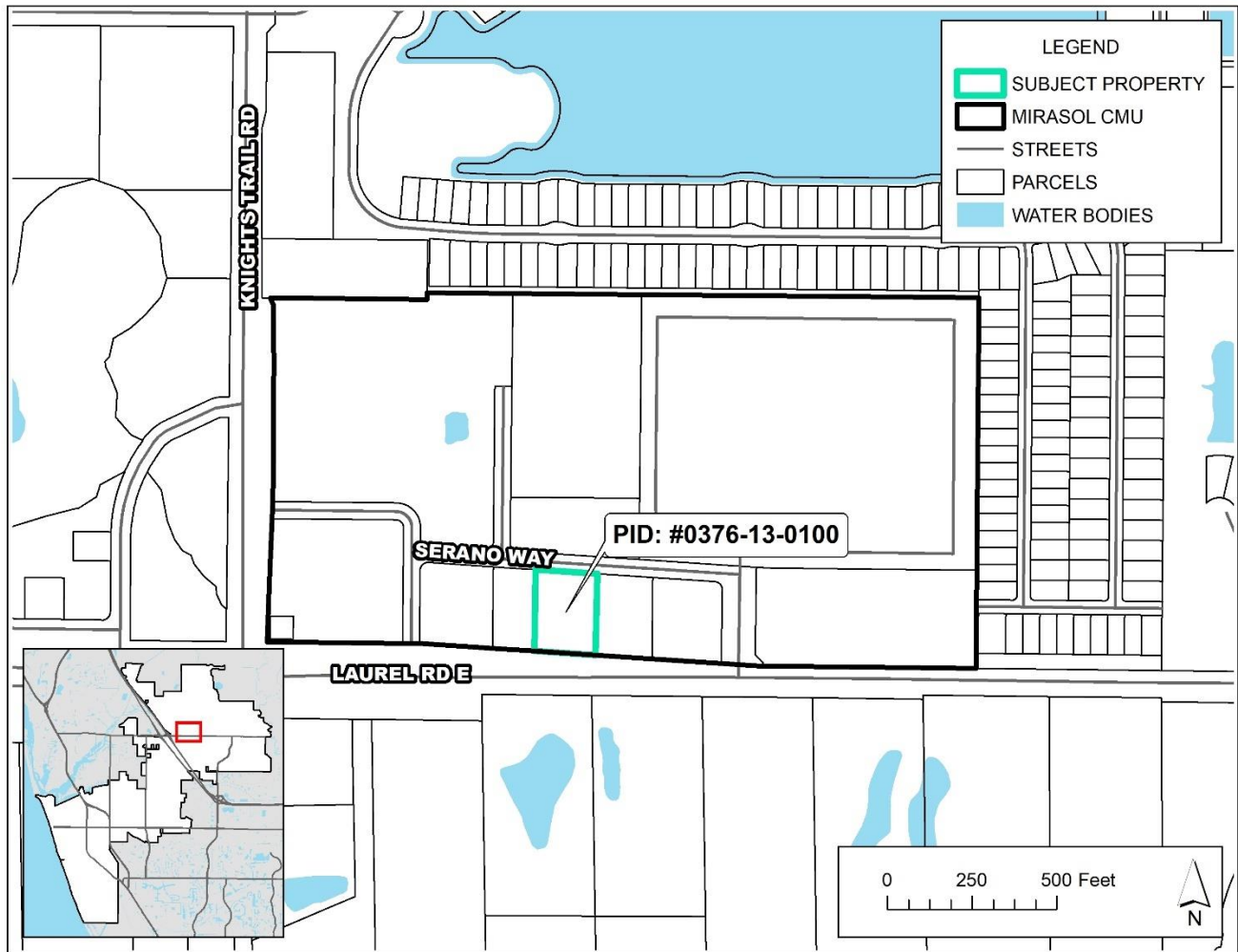


22-48SP Laurel Rick Johnson Tire & Auto Staff Report



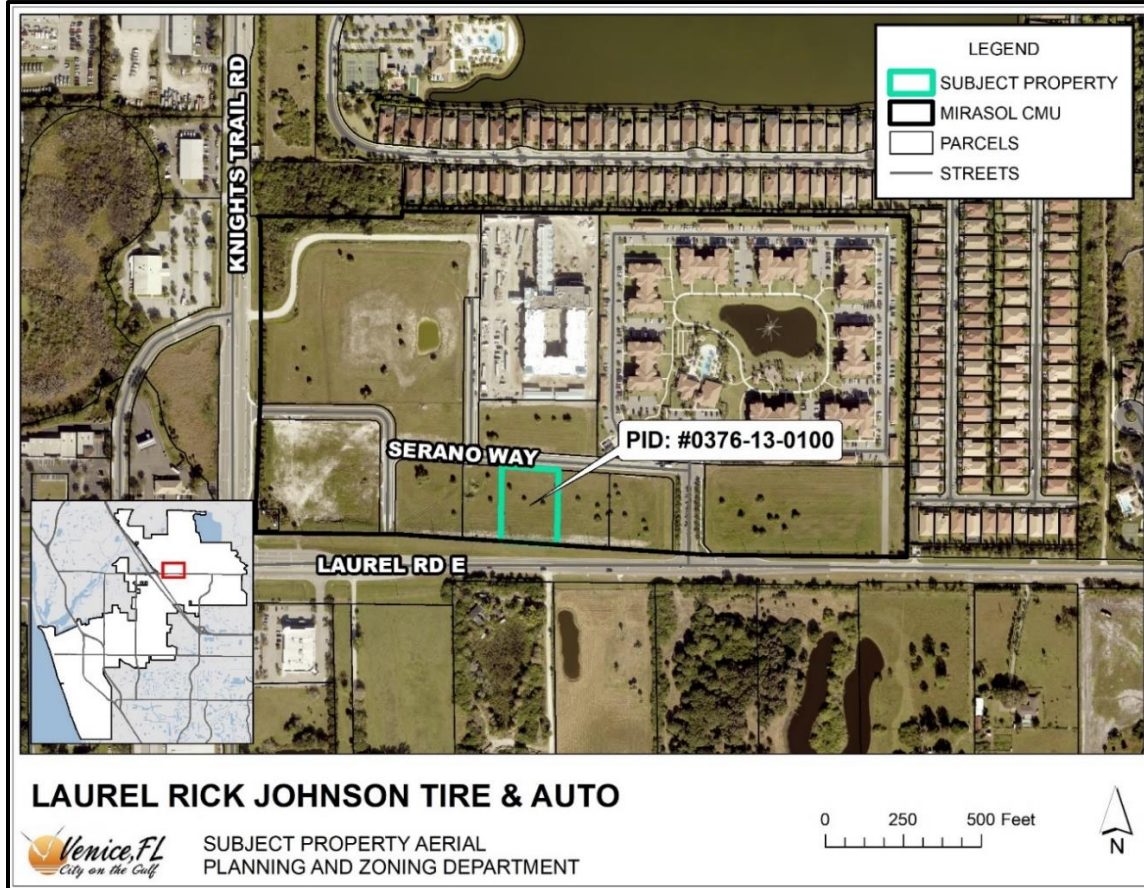
GENERAL INFORMATION

Address:	301 Serano Way
Requests:	Request to construct an 8-bay tire and auto center
Owner:	RAJ Store 23, LLC
Agent:	Boreal Engineering & Design, LLC
Parcel ID:	0376130100
Parcel Size:	.95 ± acres
Future Land Use:	Mixed Use Corridor (MUC)
Zoning:	Laurel East
Comprehensive Plan Neighborhood:	Laurel Road
Application Date:	July, 27 2022

I. BACKGROUND AND EXISTING CONDITIONS

The subject ±.95 acre property is proposed to be developed as a tire and auto center and is part of the Portofino CMU (CMU). The parcel is level, cleared, and vacant. Vehicular access to the parcel will be provided off of Serano Way which connects to Laurel Road.

Aerial Photo



Site Photographs





Flood Zone Information

The FEMA Flood Insurance Rate Map (FIRM) shows the majority of the subject property with the designation of Zone X: outside the 500 year floodplain.

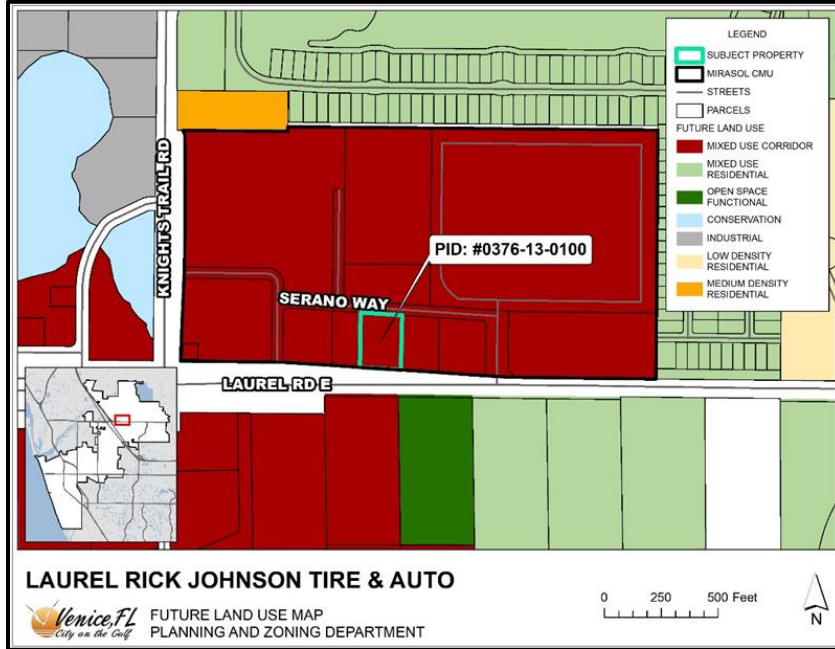
Surrounding Land Uses

Direction	Existing Land Uses(s)	Current Zoning District(s)	Future Land Use Map Designation(s)
North	Vacant	Laurel East	Mixed Use Corridor (MUC)
South	Single family detached	OUE-1 (potential future Laurel East)	MUC
East	Vacant	Laurel East	MUC
West	Vacant	Laurel East	MUC

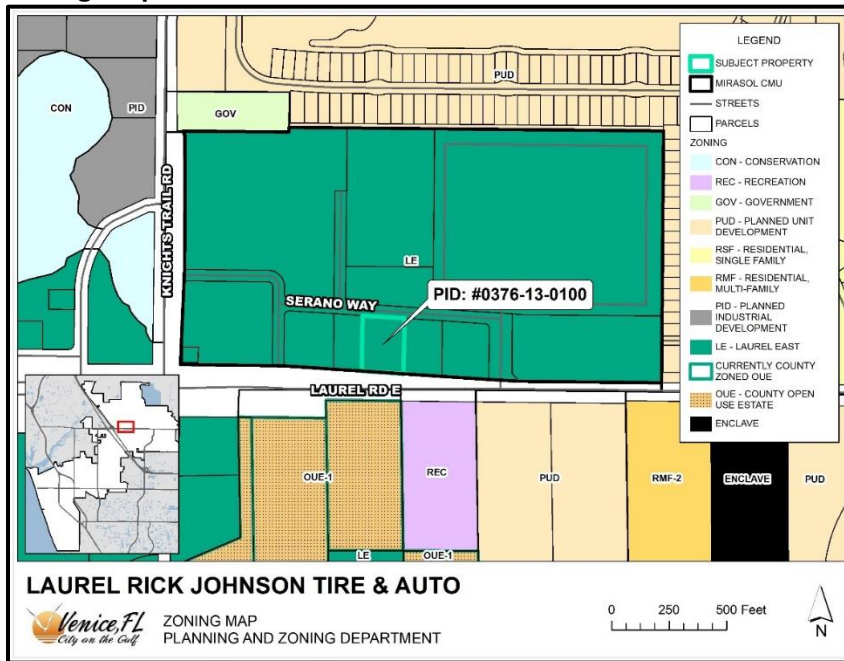
Future Land Use and Zoning

The Future Land Use designation for the subject property is Mixed Use Corridor and the zoning is Laurel East, as depicted on the maps below.

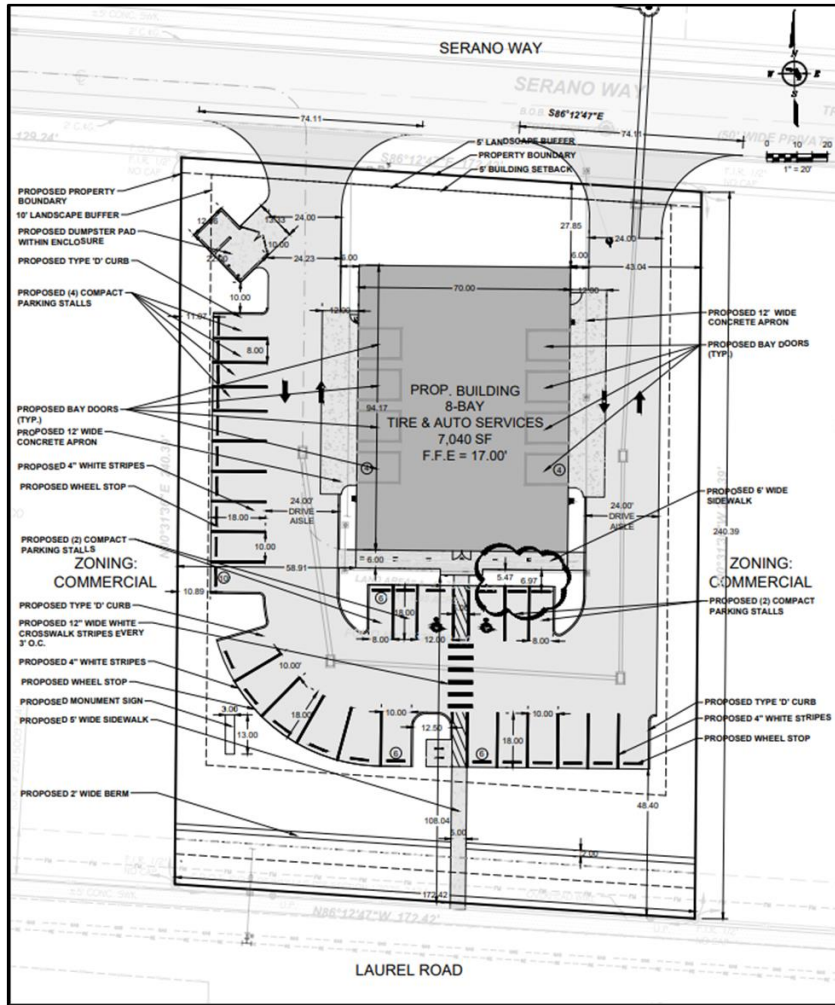
Future Land Use Map



Zoning Map

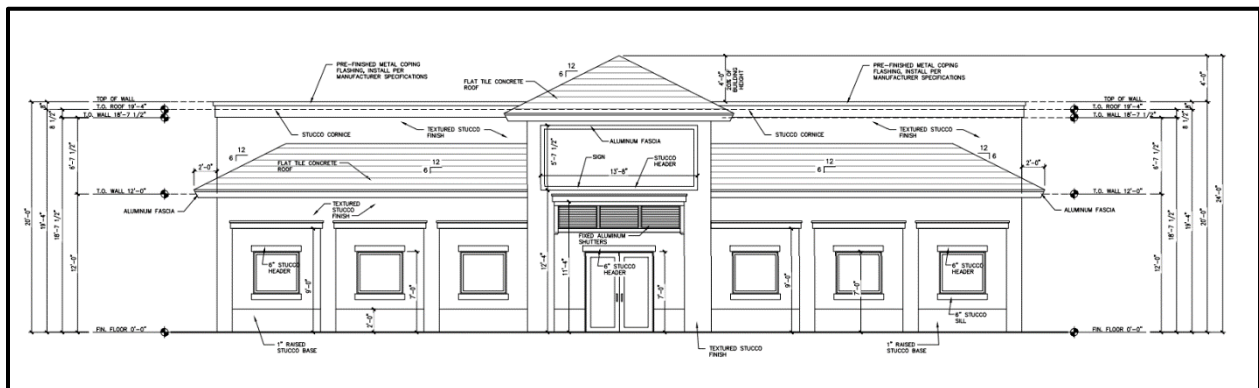


Site and Development Plan

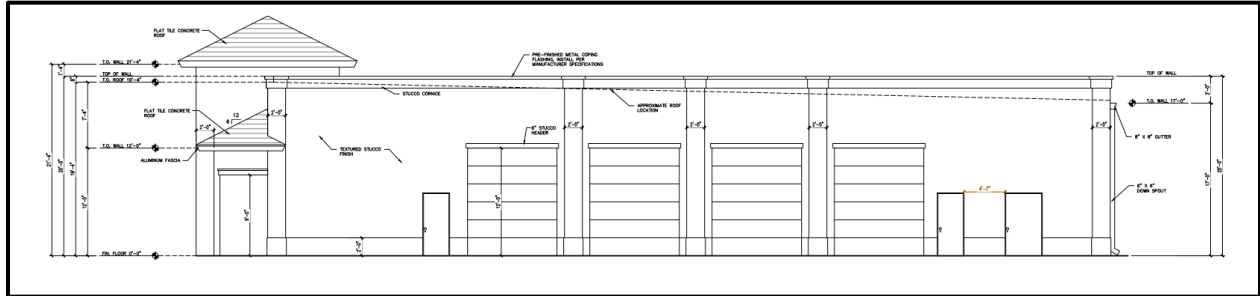


Architectural Elevations

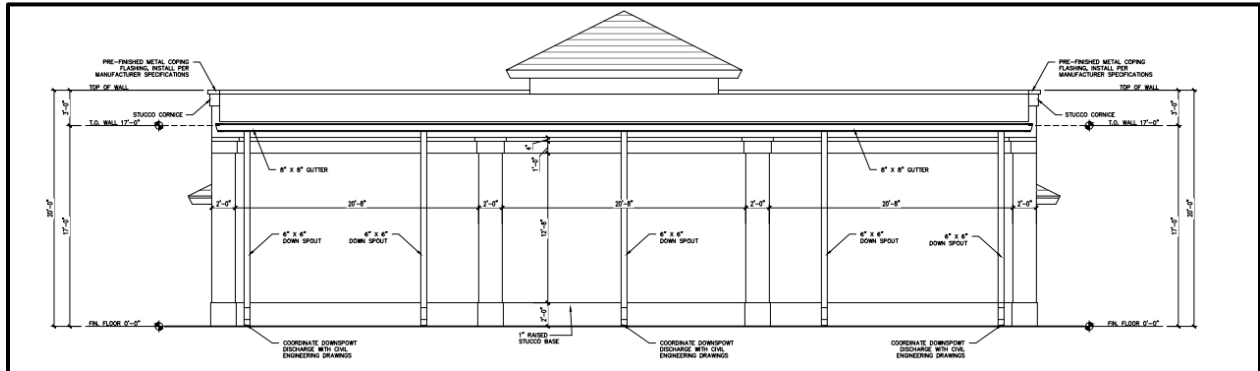
Front Elevation



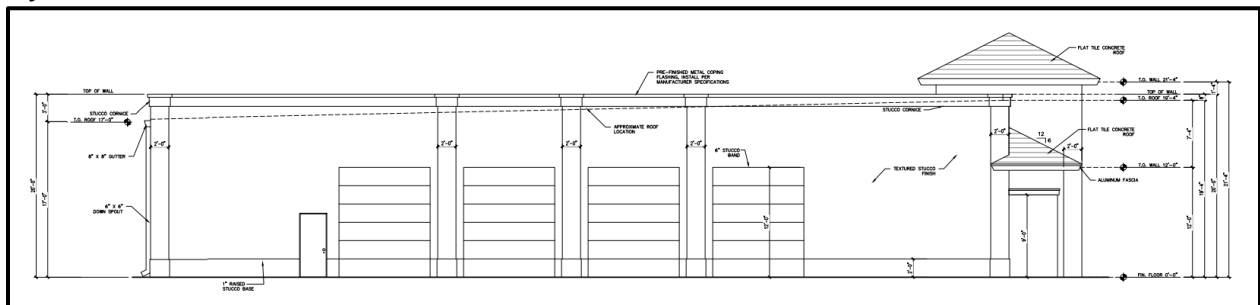
Right Side Elevation



Rear Elevation



Left Side Elevation



II. PROJECT DESCRIPTION

The proposed site and development plan is for the development of an 8-bay Tire and Auto Center in the Portofino CMU to include a 7,040 SF building with a 28-space parking lot (2 ADA spaces and 8 compact spaces), landscaping, lighting, and utility infrastructure. Signage will be on the front elevation and on a monument sign, both of which meet the measurement and/or lighting requirements provided in the CMU. The parcel is level, cleared and vacant. Vehicular access to the parcel will be provided off of Serano Way, which is internal to the overall CMU.

Northern Italian Renaissance architectural elements are provided on the building and are consistent with the requirements of the CMU.

III. PLANNING ANALYSIS

In this section of the report, analysis of the subject site and development plan petition evaluates 1) consistency with the Comprehensive Plan, and 2) compliance with the City's Land Development

Regulations (LDRs), 3) consistency with the Portfolio CMU and 4) compliance with requirements for Concurrency/Mobility.

Consistency with the Comprehensive Plan

The subject property has the Future Land Use designation of Mixed Use Corridor, which is consistent with the proposal for retail services and/or minor vehicle repair. The property is located in the Laurel Road Neighborhood, which is predominantly Mixed Use Commercial, and on the eastern side of I-75.

Strategy LU 1.2.11 – Mixed Use Development Principles

The proposed use includes sidewalks. When the Portofino CMU development is complete, connections will be provided through an internal sidewalk network. These sidewalks will in turn connect to sidewalks along Laurel Road and Knights Trail Road. All uses permitted internal/within a mixed use category shall be deemed to be compatible.

Strategy LU-LR 1.1.1 – Mixed Use Corridor (MUC)

The Laurel Road Neighborhood has 299 acres for MUC, including for the proposed tire and auto store within the Portofino CMU. The maximum non-residential intensity for the overall area is calculated based on a designation-wide FAR of 0.50 with 1.0 allowed for individual sites. The project does not exceed the permitted square footage for the MUC.

Conclusions/Findings of Fact (Consistency with the Comprehensive Plan)

Analysis has been provided to determine consistency with the Land Use Element strategies applicable to the Mixed Use Corridor future land use designation, strategies found in the Laurel Road Neighborhood, and other plan elements. No inconsistencies have been identified. This analysis should be taken into consideration upon determining Comprehensive Plan consistency.

Compliance with the Land Development Code

Site and Development Plan

The proposed site and development plan includes a 7,040 square-foot tire and auto store with 8-bays and associated improvements and has been reviewed for consistency with the LDRs. The proposed plan complies with the LDRs as it is within the Portofino CMU and consistent with the requirements outlined within the CMU – including permitted uses, setbacks, land area, height, parking and lot coverage.

Landscaping requirements not covered by the CMU have been integrated into the overall landscaping plan for the proposed development and are consistent with the requirements found in the LDRs. The requirement for a Resource Management Plan has been waived as the overall CMU has already previously conducted environmental review and habitat assessment.

Site and Development Plan applications require a review of 1.9.4 *Decision Criteria* to ensure compatibility with surrounding properties. The items from this policy are reproduced below with applicant responses and staff comments.

1.9.4 Decision Criteria states that in reaching a decision regarding the site and development plan as submitted, the Commission shall be guided in its decision to approve, approve with conditions, or deny by the following considerations:

1. Compliance with all applicable elements of the Comprehensive Plan.

Applicant Response: The proposed project within the Portofino CMU demonstrates consistency with the City's Comprehensive Plan.

Staff Comment: The proposed use is consistent with the Comprehensive Plan.

2. Compatibility consistent with Section 4 of this LDR.

Applicant Response: Petition No. 22-48SP is consistent with Section 4 of the LDC with the perimeter setbacks and perimeter buffers being located on all sides of the property, so that consideration is in play with the adjacent zonings and uses.

Staff Comment: Mixed Use Districts are deemed to be internally compatible and do not require compatibility setbacks or additional buffering standards unless required in Section 4.5: Mixed Use Considerations. Under Section 4.5 Mixed Use Considerations a buffer type 3 would be required along Laurel Road, though in the case of this Petition the proposed site is within the Portofino CMU and buffering requirements outlined in the CMU for Laurel Road have been met.

3. General layout of the development including access points.

Applicant Response: The project consists of an 8-bay tire and auto center with (28) parking spaces that have a mix of standard, compact and handicap. The site consists of two access points along Serano Way that will provide a two-way travel lane.

Staff Comment: Access would be provided from two points off Sereno Way and would provide access from the Tire and Auto Store to the pedestrian walkways along Laurel Road on the south side of the property.

4. General layout of off-street parking and off-street loading facilities.

Applicant Response: There are (8) compact spaces, (18) standard spaces and (2) handicap spaces, totaling to (28) parking spaces. This development does not propose any designated off-street loading areas, for the business itself only has deliveries made before/after the hours of operation.

Staff Comment: The CMU states "The property owner reserves the right to determine the appropriate number of spaces based on specific tenants and to propose an alternative parking standard based on a parking study at the time of each site and development plan review and may exceed these minimum provisions to accommodate design, projected uses and tenant requirements." Applicant has provided a Parking Study which demonstrates that the parking provided is appropriate to accommodate design, projected uses and tenant requirements. Additionally, the parking provided meets the parking standards for 'minor vehicle services' outlined in the LDRs.

5. General layout of drainage on property.

Applicant Response: The storm drainage for the development will be conveyed off-site via 12" – 24" storm drainpipe, with no on-site storage area. The storm water will then be transported to an existing detention/retention facility within the Portifino CMU.

6. Adequacy of recreation and open spaces.

Applicant Response: The Portofino CMU has been designed so that the overall development can maintain an area of open space, such as pocket parks or linear park areas. Our development proposes that our open areas are maintained with buffer canopy trees and shrubs, a pedestrian walkway and trash receptacles, as recommended in the Portofino CMU standards.

7. General site arrangement, amenities, convenience, and appearance.

Applicant Response: The site consists of (1) building, (28) parking spaces, perimeter buffer landscaping, internal parking landscaping, (1) dumpster, (2) access points with a pedestrian walkway. The layout of this site provides a convenience of traveling through out the development. The (2) two-way access points provide an at-ease accessibility that allows customers to come and go, without being obstructed by any vehicles entering the auto-bays for

maintenance. The pedestrian walkway allows customers that are being serviced, an easy pathway to go and explore the other amenities within the surrounding community.

8. Other standards, including but not limited to, architectural requirements as may be required.

Applicant Response: The architectural features of the building are consistent with the Portofino CMU requirements when it comes to presenting a more Mediterranean aesthetic. Along with the architectural style we are utilizing accent building features and landscape islands with vertical plantings. With this architectural Design, we are complementing the same desired look as the surrounding community.

Staff Comment: Northern Italian Renaissance architectural elements are provided on the building and the architectural design is consistent with requirements of the Portofino CMU. Design is also consistent with similar design features of recent petitions approved in the surrounding proximity.

Conclusions/Findings of Fact (Compliance with the Land Development Regulations and the Portofino CMU)

The proposed site and development plan is compliant, and no inconsistencies have been identified with the LDRs.

Portofino CMU Binding Master Development Plan

The proposed site and development plan is a permitted land use allowed in the Portofino CMU Binding Master Development Plan and follows CMU requirements for lighting, buffering, and signage.

Portofino (Mirasol) CMU Standards

Standard	Required/ Allowed	Provided
Front Setback (Serano)	10'	25.84'
Side Setback-East	0'	40.14'
Side Setback-West	0'	56.91'
Rear Setback (Laurel)	5'	108.26'
Building Height	42'	24'0"
Parking	36	28
Landscape Buffer Laurel	40'	40'
Landscape Buffer Serano	5'	5'
Landscape Buffer Side	10'	10'

Conclusions/Findings of Fact (Compliance with the Portofino CMU Binding Master Plan)

The site and development plan has been deemed compliant with the Portofino CMU Binding Master Development Plan. Parking has been addressed through a parking study and is comparable to the parking needs of other tire and auto stores similar to the proposed development. This adjustment to parking requirements is permissible under the CMU and is therefore compliant.

Concurrency

The Technical Review Committee has reviewed all relevant materials submitted for the site and development plan.

Facility	Department	Estimated Impact	Status
Potable Water	Utilities	167 ERUs	Compliance confirmed by Utilities
Sanitary Sewer	Utilities	167 ERUs	Compliance confirmed by Utilities
Solid Waste	Public Works	Non-residential	Compliance confirmed by Public Works
Parks & Rec	Public Works	Non-residential	N/A
Drainage	Engineering	Will not exceed 25-year, 24-hour storm event	Compliance confirmed by Engineering
Public Schools	School Board	Non-residential	N/A

Conclusions/Findings of Fact (Concurrency)

No issues have been identified regarding adequate public facilities capacity to accommodate the development of the project per Chapter 94 of the Land Development Regulations.

Mobility

The proposed development is covered under mobility for the Portofino CMU. A traffic statement was submitted and reviewed by the City staff and the number of peak trips do not require the applicant or agent to submit a traffic impact report. The project is internal to the overall Portofino CMU, which means any roadway connections will be internal as well. The overall Portofino CMU connects to Laurel Road and Knights Trail Road, both of which are Sarasota County roads. The applicant is responsible for all necessary county permits.

Facility	Department	Estimated Impact	Status
Transportation	Planning & Zoning	27 PM Peak Hour Trips	Traffic Statement was received; the number of peak trips does not require applicant to undergo a traffic impact report.

Conclusions/Findings of Fact (Mobility)

The applicant has provided a traffic statement that has been reviewed by City staff. No additional issues have been identified.

IV. CONCLUSION

Planning Commission Report and Action

Upon review of the petitions and associated documents, Comprehensive Plan, Land Development Regulations, Portofino CMU, staff report and analysis, and testimony provided during the public hearing, there is sufficient information on the record for the Planning Commission to take action on Site and Development Plan Petition No. 22-48SP.