



**SUPPLEMENTAL STAFF REPORT
COLLIER COUNTY PLANNING COMMISSION**

FROM: COMMUNITY DEVELOPMENT & ENVIRONMENTAL SERVICES DIVISION
COMPREHENSIVE PLANNING DEPARTMENT
CORBY SCHMIDT, AICP, PRINCIPAL PLANNER

HEARING DATE: SEPTEMBER 18, 2008 (Continued from August 29, 2008)

SUBJECT: 2006 CYCLE OF GROWTH MANAGEMENT PLAN AMENDMENTS –
PETITIONS CP-2006-7 AND CP-2006-8 ONLY
(Adoption Hearing)

ELEMENTS: FUTURE LAND USE ELEMENT (FLUE) AND FUTURE LAND USE MAP
AND MAP SERIES

This staff report supplement addresses only two petitions, both of which were continued from the August 29 CCPC 2006 Cycle GMPA hearing, petitions CP-2006-7 and CP-2006-8. This staff report supplements its parent staff report, which also addressed petitions CP-2006-7 and CP-2006-8 only.

CCPC ADOPTION RECOMMENDATION and COMMENTS: At their August 29, 2008 hearing, the CCPC, by consensus vote, recommended that modifications be prepared, recognizing changes made since Transmittal hearings, including combining the two proposed subdistricts into the single, Orange Blossom/Airport Crossroads Commercial Subdistrict, as noted herein, and as proposed by petitioners' agents - (vote: 5/0) subject to text revisions appearing below, and the following:

- (1) Intersection work is to be under construction before a building permit is issued, and is to be completed before the issuance of a certificate of occupancy (CO);
- (2) Separate the responsibility for contributing to the cost of intersection improvements to each individual party, as entry now reads like one party's delay in entering into a DCA could hold up the others' on-site development;
- (3) Address FDOT question/concern in our ORC Response document, properly dismissing comments regarding consideration of traffic impacts extending to US 41 and I-75;

[Single underline / ~~single strike-through~~ entries denote August 29 CCPC *consensus action* for formal Adoption consideration on September 18.]

(4) CP-06-7 attorney, Rich Yovanovich's suggested revisions, including; how the vehicular interconnection is required "**when it becomes available**" between the one property and the other; scrutinize value of the phrase, "**to minimize the impacts on the surrounding street system**" in subsection (c); consider timing required by the phrase, "**construction per the approved plan must be completed before the issuance of any certificate of occupancy**" in subsection (d); consider timing required by the phrase, "**prior to a certificate of occupancy can be issued**" in subsection (e); scrutinize value of the provision, "**All principal buildings shall be set back a minimum of one (1) foot from the Subdistrict boundaries for each foot of building height.**" as subsection (f); and, the use of the term, "**interconnections**" need not be in plural form;

(5) Staff directed to consider and use best planning discretion to revise/remove the setback standards entry from Subdistrict provisions, Parcel 2 subsection (d)(iii); and whether the height limitation, from same subsection, should apply to entire Subdistrict, or revise/remove it;

(6) Prior to further CCPC adoption consideration, CP-06-7 and CP-06-8 agents will prepare and submit to Transportation Planning staff a unified analysis, design, funding and construction plan for Orange Blossom Drive-Airport Road intersection improvements. Such plan must **sufficiently accommodate project traffic through intersection design, including additional background failures as part of that design** and be accepted by the Transportation Planning Director; and provide and present the accepted improvements plan (*as it now appears as part of the supplemental materials provided to you for your September 18 Adoption hearing*) to the CCPC;

(7) Prior to further CCPC adoption consideration, CP-06-8 marketing consultant, Russ Weyer of Fishkind & Associates will prepare, submit to staff (and present) substantiating materials/text document (*as it now appears as part of the supplemental materials provided to you for your September 18 Adoption hearing*) to show justification for utilizing the analysis method which bases office allocation needs on a 2:1 ratio, particularly highlighting how this number/relationship was derived, and how it has been tailored to local area in their Office Needs Analysis; and,

(8) Revise language to the Subdistrict provisions, reflecting changes presented by the applicant's agent and as made part of the motion, including a general reference to fraternal and civic associations other than the Italian American Club, the deletion or revision to, subsections (c)(v) and (d)(v) (*as they now appear below*). Such revision may include the phrase "sufficient to accommodate its project traffic through intersection design, and its additional background failures as part of that design".

[Single underline / ~~single strike-through~~ entries denote August 29 CCPC *consensus action* for formal Adoption consideration on September 18.]

11. Orange Blossom/Airport Crossroads Commercial Subdistrict

This Subdistrict consists of two parcels comprising approximately 10 acres and is located on the southwest corner of Orange Blossom Drive and Airport Road. This Subdistrict allows for existing institutional uses, such as the Italian American Club clubhouse or another fraternal or civic association, future institutional uses for a school, and limited commercial, professional and general offices, and similar uses to serve the nearby community, along with senior housing in the form of an Assisted Living Facility, Continuing Care Retirement Center, or other similar housing for the elderly.

Development intensity for this Subdistrict shall be limited to a maximum of 74,000 square feet of gross leasable area for financial institutions, schools, professional, medical and general offices, adult and child day care, personal and business services, and a maximum of 20,000 square feet for the clubhouse facility, all of which uses are allowed by right or by conditional use in the C-1 Zoning District, as identified in the Collier County Land Development Code, Ordinance No. 04-41, as amended. Uses will be further evaluated at the time of rezoning of each parcel to ensure compatibility with surrounding properties. Any senior housing facility is not subject to this square footage limitation but must meet all other provisions in the Collier County Land Development Code, Ordinance No. 04-41, in effect as of the effective date of this amendment. The development of this Subdistrict shall be governed by the following criteria:

- a. Rezones are encouraged to be in the form of a Planned Unit Development and must contain development standards to ensure that all uses will be compatible with neighboring residential and institutional uses.
- b. An Orange Blossom Drive – Airport Road intersection improvements plan sufficient to accommodate project traffic and additional background failures through intersection design, must be approved prior to any development order approval. A development order shall not be approved unless it is made subject to a Development Contribution Agreement with the Collier County Board of County Commissioners requiring the property owner of each parcel to pay a proportionate share of the cost of improvements to Orange Blossom Drive and the intersection of Orange Blossom Drive and Airport Road, as mitigation for their impacts to the intersection and local street network. Construction per the approved Orange Blossom Drive – Airport Road intersection improvements plan must commence prior to the issuance of a building permit for a parcel and be completed prior to the issuance of any certificate of occupancy.
- c. ~~All principal buildings shall be set back a minimum of one (1) foot from the Subdistrict boundaries for each foot of building height.~~

[Single underline / ~~single strike-through~~ entries denote August 29 CCPC *consensus action* for formal Adoption consideration on September 18.]

c. Parcel 1

This approximately 5-acre parcel is located on the southwest corner of Orange Blossom Drive and Airport Road. This parcel is limited to a maximum of 34,000 square feet of gross leasable area for financial institutions, schools, professional, medical and general offices, and personal and business services, in addition to a maximum of 20,000 square feet for the clubhouse facility. Parcel 1 is governed by the additional following criteria requirements:

i. Pedestrian interconnections to access Parcel 2 and property immediately to the west must be pursued by the property owner, and incorporated into the overall site design.

ii. Vehicular interconnection with Parcel 2 must be secured with a formal commitment, and is required when it becomes available, particularly to provide southbound traffic direct egress onto Airport Road. ~~Traffic and parking~~ Vehicular use areas, buildings and structures, landscape buffering and open ~~areas~~ space, and other uses shall be designed in such a manner that does not impede or interfere with access to or from the adjacent parcel to the south.

iii. ~~Discontinuing any use of, and physically closing off,~~ The existing easternmost vehicular access drive onto Orange Blossom Drive ~~must be completed~~ shall be removed or permanently closed-off by the property owner ~~before~~ prior to the issuance of any certificate of occupancy ~~can be issued~~ for any further development or redevelopment of the site.

iv. Development within Parcel 1 shall have common site, signage and building architectural elements, including on-site directional signs assisting motorists toward southbound egress through Parcel 2 onto Airport Road.

v. ~~The intensity of uses within Parcel 1 shall be limited by the maximum Trip Generation equivalent to 171 total PM peak net new trips, as enumerated by the TR Transportation Consultants, Inc. Traffic Impact Statement dated July 21, 2008.~~

d. Parcel 2

This approximately 5-acre parcel is located on the west side of Airport Road, approximately 330 feet south of the intersection of Airport Road and Orange Blossom Drive. This parcel is limited to a maximum of 40,000 square feet of gross leasable area for financial institutions, professional, medical and general offices, adult and child day care, personal and business services, and an Assisted Living Facility, Continuing Care Retirement Center, or other similar housing for the elderly. Parcel 2 is governed by the additional following criteria requirements:

[Single underline / ~~single strike-through~~ entries denote August 29 CCPC *consensus action* for formal Adoption consideration on September 18.]

i. Pedestrian interconnections to access Parcel 1 and properties immediately to the south and to the west must be pursued by the property owner, and incorporated into the overall site design.

ii. Vehicular interconnection with Parcel 1 must be secured with a formal commitment, and is required when it becomes available, particularly to provide eastbound traffic direct egress onto Orange Blossom Drive. ~~Traffic and parking~~ Vehicular use areas, buildings and structures, landscape buffering and open ~~areas~~ space, and other uses shall be designed in such a manner that does not impede or interfere with access to or from the adjacent parcel to the north.

~~iii. All principal buildings shall be set back a minimum of fifteen (15) feet. Commercial, professional and general offices, or other uses shall be limited to three stories.~~

iv. Development within Parcel 2 shall have common site, signage and building architectural elements, including on-site directional signs assisting motorists toward northbound egress through Parcel 1 onto Orange Blossom Drive.

~~v. The intensity of uses within Parcel 2 shall be limited by the maximum Trip Generation equivalent to 203 total PM peak net new trips, as enumerated by the TR Transportation Consultants, Inc. Traffic Impact Statement dated July 21, 2008.~~

Policy 1.1

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The URBAN Future Land Use Designation shall include Future Land Use Districts and Subdistricts for:

C. URBAN – COMMERCIAL DISTRICT

11. Orange Blossom/Airport Crossroads Commercial Subdistrict

- add the new Subdistrict in the FLUE policy that lists all Designations/Districts/Subdistricts.

FUTURE LAND USE MAP SERIES

[added next in order]

Orange Blossom/Airport Crossroads Commercial Subdistrict

- include a new inset map depicting the Subdistrict, in addition to revision to the Countywide FLUM. Do NOT number the inset map, only provide map title.

[Single underline / ~~single strike-through~~ entries denote August 29 CCPC *consensus action* for formal Adoption consideration on September 18.]

I. URBAN DESIGNATION

[Page 27]

Orange Blossom/Airport Crossroads Commercial Subdistrict

- add name of that inset map in FLUE text where various Subdistricts that allow non-residential uses are listed (in FLUE, Urban Designation, I(b)(12), p. 27).

FUTURE LAND USE MAP SERIES

[Page 124]

Orange Blossom/Airport Crossroads Commercial Subdistrict

add name of that inset map in the FLUE where FLUM Series is listed.

[Planning Commissioners: Please note that the CP-2006-7 agent is not in full agreement with the revisions appearing above, and has prepared a memo to that effect with his version suggesting alternative revisions. Not all of the agent's suggested revisions were part of the August 29 CCPC motion and decision, and as a consequence, the proposed Subdistrict provisions appearing above do not include them. This memo, provided by Robert Duane, AICP is included as part of the supplemental materials provided to you for your September 18 Adoption hearing.]

G:\Comprehensive\Comp. Planning GMP DATA\Comp. Plan Amendments\2006 Cycle Petitions\CP-2006-7c FLUE combining 06-7 & 06-8 Subdistricts\Staff Reports\Supplemental CCPC Adoption Staff Report – for 06-7c

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