

Planning Commission Recommendation

During its regular meeting on July 12, 2023, by a vote of 4-1, the Planning Commission recommended in favor of APPROVAL of the ordinance adopting a mixed-use concept plan and development conditions for the Andell Mixed-Use project, subject to the proposed development conditions and conceptual site plan included in the applicants' submittal, and subject to the following additional conditions:

- 1) Revisit trip generation assumptions in the TIA to reflect maximum project impact, specifically, if the maximum number of trips (based on building occupancy) were to take place during the peak traffic hours;
- 2) Explore the feasibility of providing a right-turn deceleration lane at the project entry from Betsy Kerrison Parkway;
- 3) Confirm the design and feasibility of the internal road connection to Andell Bluff Boulevard; and
- 4) Require final site plan approval by the Planning Commission prior to the issuance of development permits.

Staff Comments

Condition #1

As recommended by the Planning Commission, the applicant's traffic engineer, Bihl Engineering, conducted a Peak Occupancy Traffic Analysis to determine the projected traffic impact for the peak occupancy scenario. A copy of the "Peak Occupancy Scenario Transportation Review" memo, prepared by Jennifer T. Bihl, P.E., is included as an attachment.

The town's third-party transportation consultant, the Reveer Group, reviewed the engineer's findings and provided a separate memo to town staff. A copy of the Reveer Group memo, prepared by Paul Ford, P.E., is also included as an attachment.

Condition #2

As recommended by the Planning Commission, the applicant has amended the concept plan to include a right-turn deceleration lane from Betsy Kerrison Parkway into the project entrance.

Should Town Council desire to formalize this recommendation, staff would recommend amending Section 5 (Vehicular Access and Road Improvements) of the Development Conditions by adding the following subsection:

C) SUBJECT TO REVIEW AND APPROVAL BY SCDOT, THE APPLICANT SHALL INSTALL A RIGHT-TURN DECELERATION LANE FROM BETSY KERRISON PARKWAY INTO THE SITE'S MAIN ACCESS POINT FROM BETSY KERRISON PARKWAY. UNLESS REQUIRED TO BE COMPLETED EARLIER BY SCDOT, THE RIGHT-TURN DECELERATION LANE SHALL BE COMPLETED PRIOR TO THE

Condition #3

As recommended by the Planning Commission, the applicant has updated the Concept Plan to show the inter-parcel connectivity between the site and the neighboring Bohicket Marina parcel. To accomplish this connection, the outdoor boat storage area adjacent to the existing dry stack building must be modified. These changes are now reflected on each of the updated Concept Plan attachments.

Condition #4

The Planning Commission has recommended that the final site plan must be reviewed and approved by the Planning Commission prior to the issuance of development permits.

Should Town Council desire to formalize this recommendation, staff would recommend amending Section 21 (Amendments) of the Development Conditions, as follows:

21. FINAL PLAN OR SITE-SPECIFIC PLAN; PLAN AMENDMENTS

A) FINAL PLAN OR SITE-SPECIFIC PLAN. THE FINAL PLAN OR SITE-SPECIFIC PLAN SHALL BE REVIEWED AND APPROVED, AS PROVIDED IN SECTION 7.4(D) OF THE DSO; PROVIDED, HOWEVER, THE PLANNING COMMISSION, RATHER THAN THE ZONING ADMINISTRATOR, SHALL SERVE AS THE REVIEWING AUTHORITY.

A)B) AMENDMENTS. AMENDMENTS TO THESE DEVELOPMENT CONDITIONS, THE CONCEPT PLAN AND/OR ANY FINAL OR SITE-SPECIFIC DEVELOPMENT PLAN SHALL BE SUBJECT TO THE FOLLOWING REVIEW PROCEDURES:

i)j) MINOR AMENDMENTS. PROVIDED THE PROPOSED AMENDMENTS COMPLY WITH ALL OTHER APPLICABLE PROVISIONS OF THE DSO AND THESE DEVELOPMENT CONDITIONS, THE ~~ZONING ADMINISTRATOR~~ PLANNING COMMISSION SHALL HAVE THE AUTHORITY TO APPROVE:

ii)a) CHANGES WHICH RESULT IN A DECREASE IN APPROVED NON-RESIDENTIAL BUILDING DENSITY OR BUILDING SIZE;

ii)b) CHANGES IN LAND USE DESIGNATIONS WITHIN THE SITE FROM ONE ALLOWABLE NON-RESIDENTIAL USE TO ANOTHER ALLOWABLE NON-RESIDENTIAL USE, OR FROM AN ALLOWABLE NON-RESIDENTIAL USES TO DEDICATED OPEN SPACE;

ii)c) CHANGES IN INFRASTRUCTURE FEATURES INCLUDING:

a)1. LOCATIONS OF SITE INGRESS/EGRESS;

b)2. LOCATIONS OF INTERNAL STREETS AND DRIVEWAYS;

~~e)3.~~ LOCATIONS OF WATER AND SEWER INFRASTRUCTURE;

~~d)4.~~ LOCATIONS AND DIMENSIONS OF STORM DRAINAGE INFRASTRUCTURE;

~~e)5.~~ LOCATIONS AND DIMENSIONS OF BOARDWALKS, DOCKS, OPEN SPACE AMENITIES, TRAILS/PATHWAYS AND SIDEWALKS;

~~iv)d)~~ MOVEMENT OF BUILDINGS, INCLUDING ACCESSORY STRUCTURES, WITHIN THE SAME GENERAL VICINITY AS SHOWN ON THE CONCEPT PLAN;

~~v)e)~~ INTERNAL REARRANGEMENT OF PARKING LOTS, PROVIDED THE REQUIRED NUMBER OF PARKING SPACES IS NOT REDUCED; AND

~~vi)f)~~ ALL OTHER MINOR CHANGES EXPRESSLY AUTHORIZED BY THESE DEVELOPMENT CONDITIONS.

ii) **MAJOR AMENDMENTS.** ALL OTHER CHANGES SHALL BE CONSIDERED AS A NEW APPLICATION AND PROCESSED IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 7.4(C) AND (D) OF THE DSO.