

INDIAN RIVER COUNTY, FLORIDA
M E M O R A N D U M

TO: Jason E. Brown; County Administrator

THROUGH: Stan Boling, AICP; Community Development Director

THROUGH: John W. McCoy, AICP; Chief, Current Development

FROM: Ryan Sweeney; Senior Planner, Current Development

DATE: September 12, 2017

SUBJECT: **Konover Acquisitions Corporation's Request to Rezone Approximately 9.66 Acres from CL, Limited Commercial to PD, Planned Development and to Obtain Conceptual PD Plan Approval for a Project Known as Vero Beach Square [PD-17-04-02 / 2007110117-78442]**

It is requested that the data herein presented be given formal consideration by the Board of County Commissioners at its regular meeting of September 19, 2017.

DESCRIPTION & CONDITIONS:

This item was originally scheduled for a public hearing at the September 12, 2017 Board of County Commissioners (BCC) meeting. However, to accommodate hurricane recovery activities and normal public access, the public hearing was opened and immediately continued to the September 19, 2017 BCC meeting. This item is now being presented for approval without any change to the original request, staff report, and staff recommendation.

This is a request by Konover Acquisitions Corporation, through its agent Kimley-Horn and Associates, Inc., to rezone approximately 9.66 acres from CL, Limited Commercial to PD, Planned Development. As part of the rezoning request, a conceptual PD plan has been submitted for the overall site together with a preliminary PD plan/plat. The Planning & Zoning Commission (PZC) has approved the preliminary PD plan/plat, subject to approval of the PD rezoning request and the conceptual PD plan by the BCC.

The project site is located at 5125 20th Street (SR 60), which lies on the south side of SR 60 between the existing Applebee's restaurant (5335 20th Street) and the existing Sonny's BBQ restaurant (5001 20th Street). The subject site is currently vacant. The purpose of this request is to secure a zoning district and an approved conceptual PD plan that allows development of a commercial project that includes a 110 room hotel, a tire store, a multi-tenant strip building, a stand-alone restaurant, and a stand-alone fast food restaurant with drive through facility (see attachment 6).

Planning and Zoning Commission Action:

At its meeting of August 10, 2017, the PZC voted 5-0 to recommend that the BCC approve the project as recommended by staff (see attachment 2).

Development and Approval Options Available to the Developer:

Most of the project's proposed uses are permitted uses within the CL zoning district. However, the project includes two proposed uses that are not permitted (by-right) uses in the CL zoning district. A tire shop (automotive fluid sales and services) is an administrative permit use, and a fast food restaurant with drive through is not an allowed use. Both uses are permitted (by-right) uses in the CG, General Commercial zoning district. Therefore, the developer has two options to seek approval for the proposed project. The first option is to make an application for a rezoning from CL to CG. If the property were rezoned to CG, then the applicant would need to submit a site plan application for the project. The second option involves seeking a rezoning to PD and submittal of a conceptual PD plan.

It is staff's position that the PD rezoning process is the best option for accomplishing the applicant's objective. Therefore, staff encouraged the applicant to pursue the PD rezoning option. Because a rezoning to CG would allow a number of uses that may not be desirable in the area of the subject site, a CG rezoning could be problematic. In addition, there is no CG-zoned parcel in the immediate area, but there are other PD-zoned properties. Unlike a CG rezoning, rezoning to PD allows the County to control the types of permitted uses, and to prohibit or limit other less desirable uses.

The PD Zoning District Generally:

There have been several commercial PD rezoning districts approved by the County. Unlike standard zoning districts, there are no specific size or dimension criteria for PD districts. Instead, the PD district is based on the underlying land use plan designation for density/intensity and use limitations, and on compatibility requirements. In the PD zoning district, specific allowable uses, setbacks, and other typical zoning district regulations are established on a site-by-site basis through approval of a conceptual PD plan. Additional aesthetic design standards may also be required under the PD rezoning process. Adopted as part of the PD zoning for a property, the conceptual PD plan serves as the zoning standard for the site.

A rezoning to the PD district requires the submission of a binding conceptual PD plan which, along with certain PD district requirements, limits uses and sets-forth specific development standards on the site. Thus, a PD rezoning allows a unique PD district to be developed specifically for each development site.

In this case, the conceptual PD plan proposes a 110 room hotel, a tire store, a multi-tenant strip building, a stand-alone restaurant, and a stand-alone fast food restaurant with drive through on 9.66 acres. Aspects of the proposed conceptual PD plan will be addressed in the "PD Plan Analysis" section of the staff report. The applicant is not proposing to change any of the CL size and dimensional criteria through the PD.

The PD Rezoning Process:

The PD rezoning review, approval, and development process is as follows:

- STEP 1. Rezoning and Conceptual PD Plan Approval: Review and recommendation made by staff and by the PZC. Final action taken by the BCC.

- STEP 2. Preliminary PD Plan/Plat (combination of site plan and preliminary plat) Approval: Review and recommendation made by staff. Final action taken by the PZC. Must comply with the approved conceptual PD plan and any conditions imposed by the BCC at the time of PD zoning approval (Step 1).

- STEP 3. Land Development Permit (LDP) or LDP Waiver: Reviewed and issued by staff for construction of subdivision improvements (road, utilities, drainage).
- STEP 4. Building Permit(s): Reviewed and issued by staff for construction of buildings.
- STEP 5. Final PD Plat Approval: Review and recommendation made by staff. Final action taken by the BCC.
- STEP 6. Certificate of Occupancy: Reviewed and issued by staff for use and occupancy of buildings.

The applicant is pursuing approval of Steps 1 and 2 at this time. If approved by the BCC, the rezoning, conceptual PD plan, and preliminary PD plan/plat will be approved.

Once a conceptual PD plan is approved, only minor modifications to the conceptual PD plan can be approved at a staff level. Any proposed changes that would intensify the site use (e.g. increase the maximum building area) or reduce compatibility elements (e.g. reduced buffering) may be approved only via a process involving public hearings held by both the PZC and the BCC. Any modifications to the preliminary PD plan/plat will need to be consistent with the approved conceptual PD plan.

Proposed PD District for the Project Site:

The subject site has a C/I, Commercial/Industrial land use designation. The C/I land use designation allows a variety of commercial and industrial zoning districts. Since the land use designation controls the use of the property by limiting the applicable zoning districts, any rezoning must be compatible with the uses allowed by the property’s land use designation. Once a specific PD rezoning is approved for a site, the applicable conceptual PD plan adopted as part of the rezoning limits the type of specific uses and intensity of development on the site and establishes the site’s dimensional criteria.

Although PD zoning district parameters are flexible, certain standards related to uses, compatibility (buffering), infrastructure improvements, and open space are set forth in Chapter 915 (P.D. Ordinance) of the County’s Land Development Regulations (LDRs). Based on the proposed conceptual PD plan, the proposed PD district for the subject site complies with all applicable PD requirements.

PD REZONING ANALYSIS:

Existing Zoning and Land Use Pattern:

The subject site consists of approximately 9.66 acres located on the south side of SR 60. The site is currently vacant, with groupings of native trees in certain areas, and disturbed areas of nuisance exotic vegetation in other areas.

To the north of the subject site, directly across SR 60, are two large-lot single-family homes on a 10.6 acre parcel and 5.8 acre parcel, respectively. Those parcels are zoned RS-6, Residential Single-Family (up to 6 units/acre) and have an L-2, Low-Density Residential-2 (up to 6 units/acre) land use designation.

To the east of the subject site is the Sonny’s BBQ restaurant which is zoned PD, Planned Development, is governed by a conceptual PD plan approval to allow its drive through facility, and has a C/I Commercial/Industrial land use designation.

To the south, across the Main Relief Canal which lies within a 300' wide water control district right-of-way (ROW), is the Rosewood Court Subdivision which has an average single-family lot size of approximately .5 acres. Those properties are zoned RS-2, Residential Single-Family (up to 2 units/acre) and have an L-1, Low-Density Residential-1 (up to 3 units/acre) land use designation.

To the west of the subject site is the Applebee's restaurant which is zoned CL, Limited Commercial and has a C/I Commercial/Industrial land use designation.

Consistency with the Comprehensive Plan:

Rezoning requests are reviewed for consistency with the policies of the comprehensive plan and must also be consistent with the overall designation of land uses as depicted on the Future Land Use Map. These include agricultural, residential, recreation, conservation, and commercial/industrial land uses. Commercial/industrial land uses are located in nodes throughout the unincorporated areas of Indian River County, as is the subject site.

The goals, objectives and policies are the most important parts of the comprehensive plan. Policies are statements in the plan, which identify the actions, which the County will take in order to direct the community's development. As courses of action committed to by the County, policies provide the basis for all County land development related decisions. While all comprehensive plan policies are important, some have more applicability than others in reviewing rezoning requests. Of particular applicability for this request are the following policies.

Policy 2.2: Indian River County shall encourage and direct growth into the 2030 Urban Service Area through zoning, subdivision, and land development regulations. Such regulations shall promote efficient development by requiring utilization of the existing street system, extension of public facilities where necessary, connection to the centralized potable water and sanitary sewer systems where available, and incentives for mixed use projects.

Note: The project site is located within the 2030 Urban Service Area, will connect to the existing street system (SR 60), will be served by County water and sewer, and will provide an appropriate mix of commercial and hospitality uses.

Policy 4.1: Land use districts shall be located in a manner which concentrates urban uses, thereby discouraging urban sprawl.

Note: The project site is located within the existing SR 60/58th Avenue commercial node, which is an area where the land use plan proposes to concentrate urban uses, such as the commercial uses proposed with this application. Essentially, the proposed rezoning facilitates commercial "in fill" development via a slightly expanded scope of approved uses for a site that already has a C/I, Commercial/Industrial land use designation.

Policy 9.3: Indian River County shall maintain plans along roads that serve as entranceways to the county and along other roads, as determined by the county. The county shall continue to implement the recommendations of the Other Corridor Plan and the SR 60 Corridor Plan.

Note: The entire development implements improvements and architectural design guidelines consistent with the SR 60 Corridor Plan.

Compatibility with Surrounding Areas:

Staff's position is that granting the request to rezone the property to the proposed PD district will result in a development that is compatible with the surrounding areas and consistent with the existing development pattern along SR 60. The properties to the east and west are commercial properties, contain restaurant uses, and are compatible with the proposed PD district and uses.

The properties to the north consist of two large-lot single-family homes on a 10.6 acre parcel and a 5.8 acre parcel, respectively. The subject site is separated from the properties to the north by a six-lane segment of SR 60 that lies within a 106' wide right-of-way (ROW) along the PD site's SR 60 frontage. To ensure compatibility, the LDRs require a Type "B" buffer with a 4' opaque feature along the north property line.

To the south of the subject site, across the Main Relief Canal, is the Rosewood Court Subdivision. The subject site is separated from the Rosewood Court Subdivision by the Main Relief Canal, and the canal ROW is approximately 300' wide along the project's canal frontage. To ensure compatibility, the LDRs require a Type "B" buffer with a 6' opaque feature along the PD site's south property line. The conceptual PD plan provides the required Type "B" buffer, and includes a continuous 6' tall masonry panel wall system to be located within the Type "B" buffer. In addition, the retention area for the subject property is proposed along the south property line which will provide greater physical separation between the future commercial development and the properties to the south (see attachment 6).

Concurrency Impacts:

Consistent with County requirements, staff conducted a conditional concurrency review to evaluate potential project impacts on various facilities, including roads, water and sewer service, and other systems. In this case, the conditional concurrency review indicated that there will be adequate facilities in place to accommodate project impacts, subject to the conditions contained in this report's recommendation. Further concurrency determinations will be required at the time of permitting for each development phase or building.

Environmental Impacts:

Environmental issues are addressed in the "PD Plan Analysis" section of this report.

PD PLAN ANALYSIS:

- | | |
|----------------------------------|--|
| 1. Size of Site: | 9.66 acres |
| 2. Zoning Classification: | Current: CL, Limited Commercial
Proposed: PD, Planned Development |
| 3. Land Use Designation: | C/I, Commercial/Industrial |
| 4. Open Space: | Required: 25.0% (minimum)
Proposed: 36.2% |
| 5. Building Coverage: | Required: 40.0% (maximum)
Proposed: 12.1% |

6. **Floor-Area-Ratio (FAR):** Maximum allowed: 0.23
Proposed: 0.09

Note: The FAR calculation is based on the floor area of the commercial/retail buildings and does not include the hotel area. The minimum land area required for the proposed number of hotel rooms (i.e. 1,200 square feet of land area per room) is satisfied.

7. **Impervious Area:** Proposed: 194,235 SF or 4.46 acres

8. **Buildings Proposed:**
- | | |
|-----------------------------|-----------------|
| Hotel: | 23,608 SF |
| Retail/Restaurant Building: | 11,475 SF |
| FF Restaurant #2: | 3,500 SF |
| Restaurant #3: | 5,300 SF |
| <u>Tire Store:</u> | <u>6,861 SF</u> |
| Total: | 50,744 SF |

Note: The square foot figures are for ground floor building coverage footprint. The hotel will be 3 stories, will contain 110 rooms, and will have 70, 824 square feet of overall floor area. All other buildings single story.

9. **Surrounding Land Use and Zoning:**

North: SR 60, Single-family homes / RS-6
East: Sonny’s BBQ Restaurant / PD
South: Main Relief Canal, Single-family homes / RS-2
West: Applebee’s Restaurant / CL

10. **Phasing:** The project is divided into three phases. Phase I will include the tire store, the multi-tenant strip building, and all of the common area infrastructure. The two Phase I buildings will be generally located in the northeastern portion of the overall project site. Phase II will consist of the 110 room hotel facility generally located in the southwestern portion of the overall project site. Phase III will include a stand-alone restaurant and a stand-alone fast food restaurant with drive through facility generally located in the northwestern portion of the overall project site.

11. **Landscaping and Buffering:** A preliminary landscape and buffer plan has been reviewed and approved for the subject site. With respect to buffering, the plan depicts buffer types, locations, and the physical width and components of the buffers on all of the project’s perimeters. In this instance, a Type “B” buffer with a 4’ opaque feature is proposed along the project’s (north) SR 60 frontage.

Along the south property line, a Type “B” buffer with a 6’ opaque feature is provided. For that buffer, the 6’ opaque feature will be a continuous 6’ tall masonry panel wall system. It should also be noted that most of the large and standard canopy tree requirements for the south buffer will be met by relocating several existing laurel and live oak trees from the interior of the site to the perimeter buffer. This approach will provide an enhanced buffer with mature canopy trees at time of planting (relocation).

The properties to the east and west are commercial properties and contain restaurant uses, and the preliminary landscape plan provides adequate perimeter landscaping along both project “side”

perimeters. In addition, the landscape plan adequately addresses interior landscape requirements such as lake shoreline trees around the project’s stormwater pond, parking lot landscaping, and common area landscaping. Prior to issuance of an LDP, the applicant will need to submit and obtain Planning staff approval of a final landscape and buffer plan.

12. Parking: Adequate parking will be provided as shown below.

	Required	Proposed
Tire store:	18	18
Multi-tenant strip building:	109	110
Stand-alone fast food:	47	48
Stand-alone restaurant:	71	73
<u>Hotel:</u>	<u>110</u>	<u>110</u>
Total:	355	359

13. Traffic Circulation: The conceptual PD plan provides a right-in/right-out driveway connection to SR 60. The SR 60 driveway will be served by an eastbound right-turn lane on SR 60. The plan also provides two-way driveway interconnections to the commercial properties to the east (Sonny’s BBQ) and west (Applebee’s). The project has been designed to provide an exclusive north/south driveway from SR 60 to the hotel site at the rear (south) of the overall project site, and a semi-exclusive east/west driveway from the eastern interconnection with Sonny’s BBQ to the western interconnection with Applebee’s. The applicant has an existing access easement across the Applebee’s site to the west.

The driveway interconnection to the west will ultimately connect to the signalized SR 60 driveway (a.k.a. “53rd Avenue”) that serves the Walmart site as well as Applebee’s and a small strip center. In order to ensure that adequate legal access is established for project traffic to utilize the Walmart north/south driveway, the applicant has entered into an easement agreement with Walmart. That easement agreement ensures formal integration with the Walmart area traffic circulation system and will be recorded once the applicant purchases the subject property. A copy of the recorded easement will need to be provided to Planning staff prior to PD plan release.

The project’s traffic impact analysis identified several required or recommended off-site improvements, described as follows. The existing westbound left-turn lane at the intersection of SR 60 and 53rd Avenue is required to be extended in order to accommodate additional vehicle queue length. Also, the northbound left-turn lane on the north/south Walmart driveway (a.k.a. “53rd Avenue”) is recommended to be extended to accommodate additional vehicle queue length. Because the Walmart driveway is a privately owned driveway, and is not a public right-of-way, the applicant will be required to make a good faith effort to obtain approval/authorization from Walmart to install the recommended turn lane improvements on Walmart property. However, the applicant cannot guarantee that Walmart will approve/authorize the recommended turn lane improvements in a timely manner. Therefore, the applicant has agreed to provide a two-year construction bond to cover the cost of the turn lane improvements in order to allow additional time to obtain approval/authorization from Walmart or allow Walmart to definitively reject the proposed (and beneficial) driveway improvement. The two-year construction bond must be provided prior issuance of a Certificate of Occupancy (C.O.) for the proposed hotel (Phase II).

Regardless of the outcome for the northbound left-turn lane improvements on the Walmart property,

the applicant has also agreed to extend the eastbound left-turn lane on SR 60 at the existing median opening south of the Advance Auto Parts store (4720 20th Street). That improvement will accommodate additional vehicle queue length for an eastbound to westbound U-turn movement on SR 60, providing a benefit for westbound traffic leaving the project's SR 60 driveway and for the general public.

The driveway designs, driveway locations, internal circulation plan, traffic impact analysis, and off-site improvements have been approved by Traffic Engineering and Fire Prevention. The final design of the off-site improvements will be reviewed via the project's LDP.

14. Dedications and Improvements:

- *Required Off-Site Roadway Improvements:* The approved traffic impact analysis indicates that the following off-site traffic improvements are required or recommended:
 - The westbound left-turn lane at the intersection of SR 60 and 53rd Avenue is required to be extended in order to accommodate additional vehicle queue length. This improvement must be completed prior to issuance of the first project Certificate of Occupancy (C.O.).
 - The eastbound left-turn lane on SR 60 at the existing median opening south of the Advance Auto Parts store is required to be extended in order to accommodate additional vehicle queue length. This improvement must be completed prior to issuance of the first project C.O.
 - The northbound left-turn on the north/south Walmart driveway is recommended to be extended to accommodate additional vehicle queue length. Prior to issuance of a C.O. for the proposed hotel (Phase II), this improvement must either be completed or the applicant must provide a two-year construction bond.
- *SR 60 Turn lane and ROW Dedication:* An eastbound right-turn lane is required on SR 60 at the project driveway, and the underlying turn lane additional ROW must be dedicated to FDOT. The ROW dedication must be completed prior to PD plan release. The turn lane improvement must be completed prior to issuance of the first project C.O.
- *External Sidewalks:* There is an existing sidewalk along the subject site's SR 60 frontage. A majority of that sidewalk will be maintained through the course of project construction. However, the applicant is required to construct a new/relocated segment of SR 60 sidewalk along the eastbound right turn lane at the project's entrance. The new sidewalk segment must be completed prior to issuance of the first project C.O.
- *Internal Pedestrian System:* The development will have an internal sidewalk system that links all of the uses/buildings and provides pedestrian access throughout the overall project site. In addition, the internal pedestrian system will be connected to the external SR 60 sidewalk system.

- 15. Stormwater Management:** The preliminary stormwater plan, as approved by Public Works, proposes a master stormwater system that includes a wet stormwater treatment area located in the

southeast corner of the overall project site and a dry stormwater treatment area in the southwest corner of the overall project site. Final design of the stormwater management system will be reviewed via the project's land development permit (LDP). Prior to issuance of an LDP, the applicant must obtain a County stormwater permit.

16. Utilities: The entire development will be served by County water and sewer. Those utility provisions are consistent with applicable LDRs, and have been approved by the Department of Utility Services and the Health Department. The developer will need to obtain an LDP and utility permits prior to the construction of each phase.

17. Concurrency: As required under the County's concurrency regulations, the applicant has applied for and obtained a conditional concurrency certificate for the project. The concurrency certificate was issued based upon a concurrency analysis and a determination that adequate capacity was available to serve this project at the time of the determination. Prior to issuance of a building permit for each building, the developer will be required to obtain a final concurrency certificate in accordance with County concurrency regulations.

18. Environmental Issues:

- *Uplands:* Since the site is over five acres, the County's native upland set-aside requirement potentially applies; however, County Environmental Planning staff has determined that no intact native upland plant communities exist on the project site. Therefore, no native upland set-aside requirements apply to the proposed development.
- *Wetlands:* Based on a survey of the subject site and staff verification, there are no jurisdictional wetlands on the subject site. Therefore, no wetlands criteria apply to the proposed development.
- *Tree Preservation/Mitigation:* The site is heavily wooded and contains a number of protected and specimen trees. In order to provide an additional public benefit, the applicant conducted a thorough analysis of the existing protected and specimen trees, and coordinated field meetings with Environmental Planning staff. The analysis identified a healthy 42" live oak tree that will be preserved in place. Also, the applicant is proposing to relocate 7 mature canopy trees on site, and approximately 50 existing cabbage palm trees. The canopy trees will be relocated to the perimeter landscape buffer located along the southern property boundary, and the relocated cabbage palm trees will be utilized throughout the overall site.

Mitigation is required for removal of the remaining native hardwood trees over 12" dbh and cabbage palms with 10' or more of clear trunk. All invasive exotics will be removed during development. Prior to issuance of tree removal and land clearing permits, the applicant must obtain Environmental Planning staff approval of the project's final tree protection and mitigation plan.

19. Corridor Architectural Requirements: The project site is located within the SR 60 Corridor and is subject to the SR 60 Corridor criteria. Preliminary architectural building elevations have been provided to document consistency with the corridor criteria (see attachment 8). In addition to the corridor criteria, all buildings within the project have been designed to share common architectural elements, including decorative cornices on all parapet walls and pilasters, lap siding on certain accent

walls, split-faced CMU block at the base of all buildings, and common colors. The final architectural elevations for all buildings must be reviewed and approved by Planning staff prior to PD plan release.

- 20. Planned Development Waivers:** Through the PD process, the applicant can request a variety of design-based waivers from the LDRs. In this case, the applicant is not requesting any design waivers, but is going through the PD process in order to allow two additional uses by right (tire shop and fast food restaurant with drive through facility), and to commit to certain design parameters and public benefits provided by the project.
- 21. Public Benefits:** For all PD projects, applicants must identify the public benefits that the project will provide in exchange for requested waivers or incentives being sought by the applicant. For this project, staff recognizes that the requested zoning waivers are modest in scope. For the proposed project, the public benefits proposed are as follows:
- *Enhanced Tree Preservation:* The applicant has designed the project around an existing 42” live oak tree, and is proposing to relocate 7 mature canopy trees and approximately 50 existing cabbage palm trees on site. This proposal exceeds the minimum tree protection requirements identified in the LDRs, and will provide an enhanced buffer along the south property boundary with mature canopy trees at time of planting.
 - *Westbound Left-Turn Lane at SR 60 and 53rd Avenue:* The applicant is proposing to lengthen the westbound left-turn lane by an extra 50’ over-and-above the length identified and recommended in the project’s traffic impact analysis.
 - *Eastbound Left-Turn Lane at the existing SR 60 median opening:* The applicant is proposing to lengthen the eastbound left-turn lane which will accommodate additional vehicle queue length for an eastbound to westbound U-turn movement on SR 60, and provide a benefit for westbound traffic leaving the project’s SR 60 driveway and for the general public.

All conditions recommended by staff have been accepted by the applicant.

RECOMMENDATION:

Based on the above analysis, staff recommends that the Board of County Commissioners approve the proposed Planned Development (PD) rezoning and the conceptual PD plan, with the following conditions:

1. Prior to PD plan release, the applicant shall:
 - a. Obtain Planning staff approval of the final architectural elevations for all proposed structures.
 - b. Dedicate to FDOT the required right-of-way for the SR 60 right-turn lane at the project entrance on SR 60.
 - c. Submit a copy of the recorded easement agreement with Walmart.
2. Prior to issuance of land clearing and tree removal permits, the applicant shall obtain Environmental Planning staff approval of the project’s final tree protection and mitigation plan.

3. Prior to issuance of a land development permit (LDP), the applicant shall:
 - a. Obtain Planning staff approval of a final landscape and buffer plan.
 - b. Obtain County staff approval of the final design of all off-site improvements.

4. Prior to issuance of the first project certificate of occupancy (C.O.), the applicant shall:
 - a. Install all required on-site mitigation trees.
 - b. Install all landscape and opaque feature improvements along all project perimeters, as depicted on the approved conceptual PD plan.
 - c. Extend the westbound left-turn lane at SR 60 and 53rd Avenue, extend the eastbound left-turn lane at the existing median opening south of the Advance Auto Parts, and obtain FDOT and Public Work's approval of the turn lane construction.
 - d. Construct an eastbound right-turn lane on SR 60 at the project's entrance, relocate the SR 60 sidewalk, and obtain FDOT and Public Work's approval of the turn lane/sidewalk construction.

5. Prior to issuance of a certificate of occupancy (C.O.) for the proposed hotel facility (Phase II), the applicant shall either extend the northbound left-turn lane on Walmart's north/south driveway (a.k.a. "53rd Avenue") or provide a two-year construction bond to guarantee a post-C.O. two-year construction window (construction subject to Walmart's authorization).

ATTACHMENTS:

1. Application
2. Excerpt from August 10, 2017 PZC Minutes
3. Location Map
4. PD Rezoning Ordinance
5. Aerial
6. Conceptual PD Plan
7. Preliminary Landscape Plan
8. Preliminary Architectural Building Elevations