

## ANALYSIS AND FINDINGS

Pursuant to Section 13-36 (c), "Standards for decision," of the Land Development Code, the Planning and Zoning Board shall consider certain standards when reviewing a proposed rezoning. Listed below are the standards, the applicant's response and staff analysis as to compliance with these standards:

### 1. Is not contrary to the comprehensive plan;

Applicant's Response: The project is not contrary to the Comprehensive Plan and will advance the following goals, objectives and policies of the Comprehensive Plan:

- Goal II-2.1.0 – Provide accessible and attractive commercial facilities sufficient to serve permanent and seasonal populations.
- Objective II-2.1.0 – Accommodate retail and other activities needed for the provision of goods and services to permanent and seasonal populations.
- Policy II-2.1.2 – Permit those land uses within designated commercial areas which are identified in the Commercial Permitted Uses subsection of the Plan Implementation Requirement section of this comprehensive plan.
- Policy II-2.1.5 (c) – Include in the Land Development Code regional commercial development which set forth intent, location criteria and development standards consistent with regional commercial uses which are intended to serve residents of an area larger than the City of Coconut Creek and shall be located on arterials with adequate capacity to accommodate higher volumes of traffic sufficiently.
- Objective II 2.4.0 – Maintain and implement Land Development Code regulations that address the control of access to adjacent traffic circulation facilities, safe on-site traffic circulation and adequate off-street parking for existing and planned commercial development to enhance safety and roadway levels of service.
- Policy II-2.4.1 – Maintain through the Land Development Code districts which permit different intensities of commercial and office development to provide the flexibility necessary to achieve greater compatibility with surrounding land uses.
- Policy II-2.4.3 – Maintain and implement Land Development Code provisions which establish specific standards for the design of on-site traffic circulation and off-street parking which address location, acceptable materials, size, and geometry, and volume and promote vehicular and pedestrian safety and convenience and ensure that the parking demand is met without encroaching on adjacent properties or rights-of-way.
- Objective II-2.5.0 – Promote community aesthetics and the compatibility of commercial uses with other land uses.
- Policy II-2.5.2 – Continue to ensure through the Land Development Code that all future commercial uses are subject to site plan review standards which mitigate adverse impacts on adjacent land uses.
- Policy II-2.5.3 – Maintain and implement Land Development Code standards for landscaping and buffering commercial developments which ensure adequate screening from adjacent districts and safe, aesthetic and consistent roadway buffers. In addition, the project is consistent with the intent of the planned MainStreet Development District

(PMDD) regulations and proposed uses and density in the MainStreet Mixed-Use Transit (MS-T). Per 8.1.4 page 67 general retail not otherwise specified is a proposed use and per 4.2 page 9 the MS-T sub-district provides general standards and incentives for future redevelopment with an orientation towards transit, but should not impact existing uses. The current use on this property is automotive sales and service and it will not change.

Staff Analysis: The proposed project is not contrary to the Comprehensive Plan. Rezoning the property directly satisfies Policy II-9.1.4 of the Future Land Use element which calls for the facilitation of rezonings within MainStreet and the RAC. Additionally, the Comprehensive Plan calls for commercial use in this location and as such the rezoning to PMDD to redevelop the property to expand the automobile dealership use would be consistent.

**2. Will not create an isolated zoning district which would be unrelated and incompatible with adjacent districts;**

Applicant's Response: Rezoning to PMDD from B-4 is part of the City's vision to create a cohesive planned development district covering 430 acres bound by SR 7 to the west, Wiles Road to the north, Lyons Road to the east, and Sample Road to the South and consistent with the City's goals for this area. The project is located in the MS-T subdistrict of the MainStreet Project area where the majority of the properties have already been developed with successful commercial uses. The Al Hendrickson Toyota (this project) is among those successful commercial uses which includes five other automobile dealerships (Toyota pre-owned, Lincoln of Coconut Creek, and Infiniti of Coconut Creek located on the northwest corner of NW 54th Avenue and W Sample Road, Mercedes-Benz located on the southeast corner of SR 7 and Cullum Road, and Gunther Volkswagen of Coconut Creek located on the northeast corner of SR 7 and Cullum Road). The rezoning is required under section 3.1.2 of the MainStreet Design Standards which states the MainStreet Design Standards shall serve as the framework for modifications to any existing entitlements "in the event landowner seeks modifications". In this case, the Toyota OEM is requiring the increased sales and service building area from the owner to meet the large customer base for the area.

Staff Analysis: As stated in the Applicant's Response, the rezoning is consistent with the City's vision for the area and the Mainstreet Design Standards. The rezoning creates compatibility with the surrounding Future Land Use designations as the surrounding properties have largely already been rezoned to PMDD. The existing use of the site will be expanded but will remain unchanged.

**3. Will not substantially impact public facilities such as schools, utilities and streets;**

Applicant's Response: There are impacts to roads, water, wastewater service, and solid waste due to the additional 60,260 sf of automobile dealership and 4,431 sf of carwash proposed when compared to the existing conditions, but those impacts are not substantial. Elimination of the high density residential component in the Al Hendrickson Toyota project area would reduce the water (the entire 96,465 sf dealership and 6,015 sf car wash requires only a single 2" potable water meter), wastewater, and solid waste impacts and eliminate school impacts entirely. The road impacts when compared to the weekday ITE Vehicle Trip Generation Rates (9<sup>th</sup> edition) of proposed uses under 8.1.4 of the MainStreet Design Standards for sub-district MS-T such uses as "Big box" retail (ITE Land Use 814 – Free Standing Discount Superstore) which generates

50.75 vehicle trips per day per ksf (1000 sf), government office (ITE Land Use 730 – Government Office Building) which generates 68.93 vehicle trips per day per ksf, or restaurant (ITE Land Use 931 – Quality Restaurant) which generates 89.95 vehicle trips per day per ksf are smaller versus the existing ITE Land Use 841 - New Car Sales which generates 32.30 vehicle trips per day per ksf. In addition, the submitted traffic study by KBP Consulting, Inc. dated August 2024 concluded all study intersections and project driveways are “projected to operate at an acceptable Level of Service in the buildout year of 2026” and the potential improvements were limited to signal timing adjustments, and the implementation of northbound and westbound right-turn overlaps at Sample Road and NW 54<sup>th</sup> Avenue.

Staff Analysis: The applicant has worked closely with Engineering to ensure that impacts to all affected utilities were properly mitigated. The applicant will also be processing an easement vacation application as part of the redevelopment. Furthermore, no residential uses are proposed, and as such, there are no impacts to student generation for schools. Access to the site from public right of way is not affected by this request.

#### **4. Will be justified by external land use conditions;**

Applicant's Response: The redevelopment does not expand beyond the existing development property lines. All the roadways (Sample Road, NW 54<sup>th</sup> Avenue, and Banks Road) surrounding the development have already been constructed and does not interfere with the construction of a roadway along the north property line as shown on the alternative conceptual scheme page 13 of the MainStreet Design Standards. Because the high density residential is eliminated within the AI Hendrickson project property the internal circulating roadways are not necessary. Per section 4.2 page 9 of the MainStreet Design Standards the MS-T sub-district “provides general standards and incentives for future redevelopment with an orientation towards transit, but should not impact existing uses.” The AI Hendrickson Toyota project will provide a 12’ wide concrete winding pedestrian pathway, three decorative plaza display areas with park bench seating, a shelter along the Sample Road frontage with easy and ADA access into the dealership and bicycle parking to facilitate multimodal transportation in accordance with the Mainstreet Design Standards.

Staff Analysis: The site is surrounded by other properties that are zoned PMDD, are commercial in nature or are also automobile dealerships. The external land uses are compatible.

#### **5. Will not create or excessively increase automobile and vehicular traffic congestion;**

Applicant's Response: The submitted traffic study by KBP Consulting, Inc. dated August 2024 concluded all study intersections and project driveways are “projected to operate at an acceptable Level of Service in the buildout year of 2026” and the potential improvements were limited to signal timing adjustments, and the implementation of northbound and westbound right-turn overlaps at Sample Road and NW 54<sup>th</sup> Avenue.

Staff Analysis: The proposed expansion will generate additional traffic, however, the traffic study reviewed by staff indicates that congestion will not be created at intersections and driveways are expected to continue to operate at the appropriate level of service.

#### **6. Will not create a storm drainage problem for other properties;**

Applicant's Response: Construction of the building addition over vehicular use areas will reduce pollutant loading and the removal of impervious vehicular use areas and addition of pervious landscape islands will reduce the overall run-off so no storm drainage problems will be created for the existing storm drainage system or other properties.

Staff Analysis: Drainage will be maintained onsite and the applicant has committed to obtaining all appropriate City and County approvals.

#### **7. Will not adversely affect surrounding living conditions;**

Applicant's Response: This project is for the building expansion and modernization of the existing Al Hendrickson Toyota dealership which did not adversely affect surrounding living conditions. The proposed expansion and carwash will remain within the building setbacks and near the center of the property. The modernization of the building should improve, not adversely affect the surrounding living conditions. We have adjusted our test drive route which will reduce traffic on residential streets. We are air conditioning the service area which will allow the doors to be closed and reduce sound. We are updating all exterior lighting to modern LED full cut-off Dark Sky compliant light fixtures. Both the modernization and the building addition to expand the sales floor and service areas will allow the dealership to better and more quickly serve the customer base in the area which will enhance surrounding living conditions by contributing to the continued growth and success of the MainStreet Project Area.

Staff Analysis: While the applicant is requesting a rezoning, the use of the property will remain unchanged, as such, no adverse effect on the surrounding living conditions will be created.

#### **8. Will not seriously affect environmental quality;**

Applicant's Response: The existing dealership was designed and constructed in accordance with all applicable environmental regulations and permits. The renovation and expansion will further this history by becoming LEED Certified and specifically designed to improve the environmental quality of the development and the surrounding right of ways.

Staff Analysis: In addition to the Applicant's Response, there are no environmentally sensitive areas within the site.

#### **9. Will not adversely affect other property values;**

Applicant's Response: The existing, proposed modification to renovate, and expansion of the existing building is consistent with the permitted uses and intensities in the MS-T sub-district of the MainStreet Project Area. The improvements required to update the OEM Toyota current image design from the dated current design will transform the building into a state-of-the-art facility which will also incorporate sustainable design practices, environmental considerations required for LEED certification, and incorporate the City's current vision as written in the PMDD regulations. The development will add a substantial amount of landscape buffering, lighting upgrades, sidewalk upgrades as well as an overall building upgrade, with high end materials. These improvements will not adversely affect other property values but should improve them over the current facility.

Staff Analysis: Although the applicant is requesting a rezoning, the use of the property will remain unchanged, and should not adversely effect other property values.

**10. Will not be a deterrent to improvement or development of other property;**

Applicant's Response: The existing dealership has not been a deterrent to improvement or development of other property in the MainStreet Project Area as evidenced by development in 2017 400 feet east of the Al Hendrickson site. Site and building improvements and expansion of the existing building and under the existing use which are consistent with PMDD regulations will attract even more nearby improvement and development.

Staff Analysis: The rezoning is a requirement to redevelop the property. The proposed request facilitates the redevelopment of the property. Furthermore, the PMDD allows the applicant to provide alternative design solutions that help address existing conditions on site that create challenges in consistency with the urban design principles of the MainStreet Design Standards. The alternative designs are included in the PMDD package provided as backup for this item.

**11. Will not constitute a special privilege to an individual owner.**

Applicant's Response: The proposed change is consistent with the PMDD regulations, which are available for the benefit of all owners within the MainStreet Project Area, and therefore will not constitute a special privilege to an individual owner.

Staff Analysis: The proposed rezoning will not constitute a special privilege to an individual owner. Rezoning the property directly satisfies Policy II-9.1.4 of the Future Land Use element which calls for the facilitation of rezonings within MainStreet and RAC and is required by the MainStreet Design Guidelines.