

PL-000216-2018.LEVEL III SITE PLAN

CANAL LANDING – PHASE IV BUILDING E DEVELOPMENT

Conditional Use Requirements

In accordance with Section 14-474. Conditional Use. (c) Conditions for conditional uses, the following evidence is provided:

- 2.a. *The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and*

Supporting Evidence:

The proposed Phase IV activity at the Canal Landing Boat Yard consists of a maintenance/repair building that will be located along the shorefront area of the site. The repair building will not result in a significant increase in traffic volume or type of traffic as it is intended as a support building to the already ongoing operations of the Boat Yard. The Boat Yard is nearly all covered with a permeable crushed stone yard surface that promotes absorption of any rainfall and thereby minimizes runoff conditions and any stormwater management concerns. There will be no increase in parking demand on the site, although the building is expected to help promote further boat repair business, thus there is the hope and expectation that even more vessel repair services may be offered at this location.

- 2.b. *The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and*

Supporting Evidence:

The proposed building is intended to provide an enclosed space in which vessel repairs may occur, thus diminishing further generation of noise, glare, dust, air emissions, odors, lighting or litter concerns. The applicant will continue to provide vessel maintenance and repair services in a manner that is compliant with federal, state, and local regulations. They have not been a source of complaints or enforcement related to any of the aforementioned conditions and they will continue to be diligent to be a good neighbor, while sensitive to abutters and nearby neighborhoods.

- 2.c. *The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.*

Supporting Evidence:

The Phase IV Building E will be positioned in the property's shorefront area, near the new travel lift basin and substantially away from West Commercial Street and any nearby land uses. Overall, the Canal Landing site is only abutted on the east side by the IMT Expansion Zone, thus there is continuity in land use intensity and activity. The proposed Building E will consist of a prefabricated metal style structure that will be consistent in design and appearance as the existing Building B, located just to the east side of the site. The building is situated to work well with the yard area, including maneuvering of the travel lift, vessel parking and related shorefront operations that occur as part of the daily business of the site. The street frontage of the overall site will contain landscaping that has been previously considered and approved by the City and this work will be completed as part of the Phase III activities. Other operations of the Phase IV building will simply be an extension of the already ongoing daily activities of the site.