Executive Summary

In December 2013, the town of Mc Candless passed an ordinance to amend their original C-5 zoning ordinance. The purpose of this amendment was to encourage redevelopment on an area of land north of Mc Knight Road along Blazer Drive. Presently, this area is occupied by a movie theater and a Trader Horn, but the majority of the 50 acre property is impervious pavement used as parking lots. Included in the ordinance is an incentive for developers: relaxed zoning laws in exchange for the incorporation of a 24 acre environmental easement and park and ride. The main obstacle that prevents developers from purchasing this site is the 100 year flood plain. Most of the site is encompassed by the flood plain, making it necessary to raise the elevation of the land in those areas.

The purpose of this report is to determine the feasibility of a redevelopment project on this site; we will propose two conceptual plans, one using strictly C-5 zoning and one with the incorporation of the incentives. Both plans will be mixed use, with retail, office, and residential buildings. Before creating the plans, we performed preliminary hydrological, environmental, geotechnical, and transportation site assessments. These assessments will help determine whether or not the land and intersections are suitable for a redevelopment project. We then used the zoning ordinance to create the two conceptual plans.

After the plans were drawn, we evaluated them based on the same criteria as in the preliminary assessment: hydrological, environmental, geotechnical, and transportation. After determining that both plans were both feasible and were deemed acceptable after all analyses, we compared them qualitatively, keeping in mind what would be best for the environment and the town of Mc Candless, and quantitatively, by determining the value of each building and a total value for each plan. We concluded that the Capacity Plan is much more economically attractive for a developer, due to the larger buildings and, therefore, higher building value. Both plans decreased the amount of impervious pavement, helping to mitigate flooding problems, and both produce acceptable traffic analysis after some mitigation. Therefore, it is our recommendation that the Capacity Plan be used for a redevelopment project rather than the Incentive Plan.