



**City of Gainesville
Department of Doing
Planning Division**

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CITY PLAN BOARD STAFF REPORT

PUBLIC HEARING DATE: January 25, 2017

ITEM NO:

PROJECT NAME AND NUMBER: Dave Duncan Annexation Proposed Land Use Change

APPLICATION TYPE: Legislative

RECOMMENDATION: Approve

CITY PROJECT CONTACT: Megan Echols

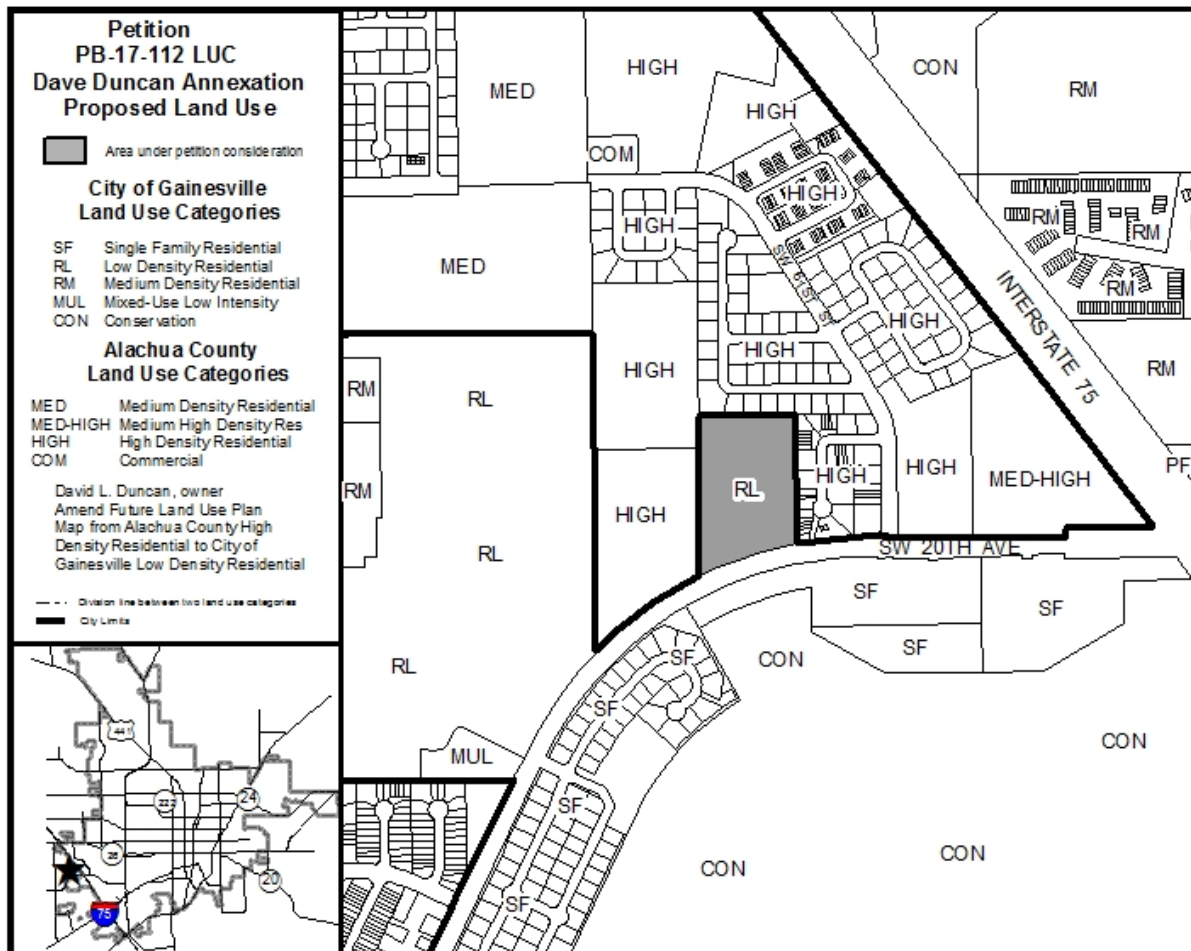


Figure 1: Location Map

APPLICATION INFORMATION:

Agent/Applicant: City of Gainesville

Property Owner(s): David Duncan

Related Petition(s): PB-17-113 ZON Continued

Legislative History: Annexation: 170256, December 19, 2017; Plan Board: 170607, December 5, 2017.

Neighborhood Workshop: Yes

SITE INFORMATION:

Address: N/A

Parcel Number(s): Parcel # 06675-006-000

Acreage: 8.33 acres

Existing Use(s): Vacant Parcel

Land Use Designation(s): Low Density Residential (Proposed)/ Alachua Residential High
Future Land Use (Existing)

Zoning Designation(s): TBD

Transportation Mobility Program Area (TMPA): Zone D (upon designation of City Land Use)

Census Tract: 22.18

Annexed: 2017

ADJACENT PROPERTY CHARACTERISTICS:

	EXISTING USE(S)	LAND USE DESIGNATION(S)	ZONING DESIGNATION(S)
North	Multi Family Dwelling Units, mainly duplexes (County unincorporated)	Res. High Density (14-24 DU/a) (Alachua County)	R-2A (Alachua County)
South	Single Family Dwelling Units, Split Rock Conservation Area,	Single Family Res. (0-8 DU/a)	RSF 1, RSF 4
East	Multi-Family Dwelling Units (County Unincorporated)	Res. High Density (14-24 DU/a) (Alachua County)	R-2A (Alachua County)
West	Multi-Family Dwelling Units (County Unincorporated)	Res. High Density (14-24 DU/a) (Alachua County)	R-2A Alachua County)

PURPOSE AND DESCRIPTION:

Section 171.062 of the Florida Statute, Effects of annexations or contractions states that “if the area annexed was subject to a county land use plan and county zoning or subdivision regulations, these regulations remain in full force and effect until the municipality adopts a comprehensive plan amendment that includes the annexed area.” Additionally, The City of Gainesville Comprehensive Plan Policy 1.4.7- Intergovernmental Coordination Element reiterates the Florida Statute, “Upon the annexation of any land, the City shall amend the Comprehensive Plan to reflect data and analysis changes, establish land uses on newly annexed areas, and provide services to meet adopted LOS standards.” Resultantly, after a property is annexed into the City of Gainesville, City categories for Land Use and Zoning must be designated for the property. These designations are made by the city boards with the recommendation(s) of staff.

The staff recommendation is based on the factors stated in the Future Land Use Element and State Statute criteria.

Those following factors are below:

1. Consistency with the Comprehensive Plan
2. Compatibility and surrounding land uses
3. Environmental impacts and constraints
4. Support for urban infill and redevelopment
5. Impacts on affordable housing;
6. Impacts on the transportation system
7. Availability of facilities and services
8. Need for the additional acreage in the proposed future land use category

9. Discouragement of urban sprawl as defined in Section 163.3164, F.S., and consistent with the requirements of Subsection 163.3177(6) (a)9, F.S.

10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy

11. Need to modify land use categories and developmental patterns within antiquated subdivisions as defined in Section 163.3164, F.S.

STAFF ANALYSIS AND RECOMMENDATION:

ANALYSIS

1. Consistency with the Comprehensive Plan

The proposed Residential Low future land use is consistent with the City's Comprehensive Plan Future Land Use element: Policy 1.1.3, Objective 4.1., Policy 4.2.1, and Objective 4.2.; the requested future land use category is listed below, under Policy 4.1.1.

These policies consider housing types, a sufficient variety of land uses, and impacts of use. This undeveloped parcel is adjacent to varying high density, medium and low density uses in both the city and county; all of the developments immediately adjacent to this parcel are residential so there should be no negative impacts to or from the parcel in question.

Policy 1.1.3 Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

Objective 4.1 The City shall establish land use designations that allow sufficient acreage for residential, commercial, mixed use, office, industrial, education, agricultural, recreation, conservation, public facility and institutional uses at appropriate locations to meet the needs of the proposed population and that allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites.

Objective 4.2 The City shall implement regulations that will protect low-intensity uses from the negative impacts of high-intensity uses and provide for the healthy coexistence and integration of various land uses.

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by

performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows:

Residential Low (up to 15 units per acre)

This land use category shall allow dwellings at densities up to 15 units per acre. The Residential

Low-Density land use category identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family development, particularly the conservation of existing traditional low-density neighborhoods, single-family attached and zero-lot line development, and small-scale multi-family development. Land development regulations shall determine gradations of density, specific uses and performance measures. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations, accessory units in conjunction with single-family dwellings; and bed-and-breakfast establishments within certain limitations.

Objective 4.2 *The City shall implement regulations that will protect low-intensity uses from the negative impacts of high-intensity uses and provide for the healthy coexistence and integration of various land uses.*

Policy 4.2.1 *The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site*

characteristics such as topography, natural features and tree canopy.

The proposed land use change is also consistent with Policy 10.3.1 of the Transportation Mobility Element. Policy 10.3.1 These policies consider the urban form, roads and TMPA zone requirements.

Transportation Mobility Element

Policy 10.3.1 *Within the transect zoning districts, land development regulations shall address urban form in terms of: street types, maximum block perimeter sizes, required new streets or urban walkways, building frontage requirements, building setbacks, location of parking, glazing requirements, building façade articulation, and building entrance location.*

See Exhibit A-3 - Comprehensive Plan - Transportation Mobility Element GOPs, for other transportation-related policies relevant to this proposed amendment.

2. Compatibility and surrounding land uses

The proposed Residential Low (RL) land use is compatible with land uses in the vicinity and adjacent to the property. Existing land uses in the vicinity of the property are a mix of Alachua County (A.C.) and City Residential Future Land Use Categories, including A.C. Residential High Density (14-24 DU/acre), A.C. Residential Medium-High Density (8-14 DU/acre), Single Family (up to 8 DU/acre), and Conservation. Comparably, the proposed Residential Low land use allows a density of up to 15 units per acre, which lands in the median range of those mixes of housing density per acre.

Due to similar allowable uses for the proposed RL land use, compatible building uses are to be expected if the property is developed under the proposed land use and the regulations of the Land Development Code. See Table 1 on Page 3 for a tabular summary of adjacent existing uses and adjacent zoning and land use categories.

3. Environmental impacts and constraints

This site is an undeveloped 8.33 acre parcel that is primarily dominated by a canopy of upland hardwood species. The project site contains one FEMA flood zone A area (100 year flood and has no base flood elevations), located on the southwest corner of the property (see Exhibit B-5). The area shall be regulated through the City's Land Development Code (LDC), Article VIII, *Division 3 - Natural and Archaeological Resources* and *Division 4 - Surface Waters and Wetlands*. The subject parcel does not contain wetlands, swales, ditches or other surface water wetlands. Please see attached letter from Environmental Coordinator (See Appendix D).

4. Support for Urban Infill and/or redevelopment

While this parcel is currently vacant, there is development on all four sides of the parcel, access to major roads, proximity to interstate 75, proximity to shopping and job centers, and

is in an area that has access to existing GRU infrastructure, making this an ideal area for urban infill.

5. Impacts on Affordable Housing

Changing the existing Alachua County Land Use of Residential High (14-24 DU/acre) to the proposed land use Residential Low (up to 15 DU/acre) lowers the maximum number of dwelling units by 9 units per acre. This may seem like a sizable number of dwelling units, however with the existing zoning designation (R-2A 8-14 du/acre) and determination of the proposed zoning changes the actual difference could vary by more or less (Please see Related Petition PB-17-113 ZON). The RL land use category greatly supports housing and allows for a variety of housing types; this small scale land use change has no foreseen negative impact on affordable housing.

6. Impacts on the Transportation System

There is no major transportation issue associated with the proposed small-scale land use change for this development. This recently annexed parcel will be in Zone D of the Transportation Mobility Program Area (TMPA) once the city land use designation is in place, and this parcel is also in the University of Florida Context Area. Currently, no development plans have been submitted for review for this parcel.

This 8.33 acre parcel is on the north side of arterial road, SW 20th Avenue. This road does not have sidewalks or bike lanes on either side. It runs perpendicular to Interstate 75 and serves as access to local streets and subdivisions. The parcel in question is accessible by car and (bus) transit.

According to the Alachua County- City of Gainesville Joint Planning agreement there are no project plans for this area of SW 20th avenue. However there are plans for area wide enhancements in sidewalks and bikeways.

Transit service along the major arterial road, SW 20th Avenue that is adjacent to the south of the parcel in question:

- Route 76- Santa Fe- Haile Market Square (M-F, every 60 min.)
- Route 75- Oaks Mall- Butler Plaza (M-F every 40-60 min., Sat- Sun, every 120 min.)

Although there is no submitted development plans for this parcel, scenario calculations for the existing and proposed land uses are below and are based upon rates from the *ITE Trip Generation Manual, 9th edition*.

Trip Generation (Existing FLU & Zoning)

The table below indicates the estimated trip generation for the maximum 99 dwelling unit development scenario under the existing County FLU category (Note: for the permitted residential units, it is assumed that all of the units will be apartments):

Table 2:

Existing Traffic Demand - Apartment (ITE 220)
--

Units: 116*						
Category	Rate	Trips	Directional Distribution In		Directional Distribution Out	
PM Peak	0.62	72	0.65	47	0.35	25
Average Daily Trips	6.65	771	0.50	386	0.50	385

*116 units is the maximum density permitted by both FLU and zoning designations.

Trip Generation (Proposed FLU & Zoning)

The following tables indicate the estimated trip generation for the maximum development scenario within the proposed City FLU category:

Table 3:

(Proposed) Traffic Demand – Single Family Residential (ITE 210)						
Units: 99						
Category	Rate	Trips	Directional Distribution In		Directional Distribution Out	
PM Peak	1.00	99	0.63	62	0.37	37
Average Daily Trips	9.52	942	0.50	471	0.50	471

*99 units is the maximum density permitted by both FLU and zoning designations.

Trip Generation (Net Change between Existing & Proposed FLU/Zoning)

Category	Trip Generation
Existing PM Peak	72
Existing ADT	771
Proposed PM Peak	99
Proposed ADT	942
Net Change PM Peak	27
Net Change Average Daily Trips	171

As indicated in the table above, the proposed land use and zoning change in the maximum development scenario could result in an anticipated increase of 27 PM Peak trips and 171 average daily trips.

7. Availability of Facilities and Services

This property is undeveloped and is not serviced by GRU water and wastewater utilities, but these utilities can be made available. This parcel is within the GRU Water Service Area, GRU Wastewater Service Area, and GRU Electric Service Area. Additionally, GRUCom service is available to this site and GRU Natural Gas facilities can be made available through extension. Please see attached letter from Neal Beery, GRU Technical Support Specialist III (see Appendix E).

8. Need for the Additional Acreage in the Proposed Future Land Use Category.

The proposed small scale land use will add approximately 8.33 acres of Residential Low land use category to the City. There are currently 2393.93 acres; 201.94 of those acres are vacant.

9. Discouragement of urban sprawl as defined in Section 163.3164, F.S., and consistent with the requirements of Subsection 163.3177(6) (a) 9, F.S.

Sub-section 163.3164 (51), F.S. states that “Urban sprawl” means a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses. Sub-section 163.3177(6) (a) 9 requires that the future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl.

This amendment to the future land use element discourages the proliferation of urban sprawl because it meets the following criteria of Sub-section 163.3177(6) (a) 9 b.:

- (I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

Yes. The proposed land use amendment will encourage redevelopment of a vacant property in an urbanized area. The property has no wetlands or surface waters and is exempt from the criteria stipulated in Sec. 30-300 (Regulated surface waters and wetlands) of the Land Development Code. The property also has no evident or documented natural features or archaeological artifacts that would be subject to the criteria of Division IV (Regulated Natural and Archaeological Resources).

- (II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

Yes. This vacant property is not currently served by water and wastewater utilities, but it is in an urbanized area that is served by public utilities and other public services, including transit. This vacant property is served by arterial road SW 20th Avenue and Interstate 75. The recently annexed property does not belong to a Transportation Mobility Program Area (TMPA); according to the Comprehensive Plan, Policy 10.1.1 Annexed properties will be assigned to the most physically proximate TMPA zone after a Future Land Use Category has been selected for the properties. Upon designation of a Land Use Category TMPA Area D will be expanded to include this property.

- (III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

The proposed land use amendment to RL will increase the redevelopment potential of multifamily housing. This area is in close vehicular proximity to retail developments and employee centers such as the Oaks Mall area and W Newberry Road, Celebration Pointe, and Butler Plaza. The main arterial road SW 20th Avenue does not have sidewalks fit for the expansion of walkable communities. There are currently two RTS bus routes that pass in front of the property, RTS Route 75 and RTS Route 76.

- (VII) Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

Yes. The proposed RL land use designation is consistent with the mix of residential land uses in the surrounding area. The modest reduction of residential unit allowances, while still maintaining the option for multifamily unit development near to many nonresidential centers will help meet the varying demands of housing types for residential populations of the area.

10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy;

The proposed land use amendment will increase the potential for development on the property, which is supportive of the City's economic development goal of encouraging infill development.

11. Need to modify land use categories and developmental patterns within antiquated subdivisions as defined in Section 163.3164, F.S.

RECOMMENDATION

Staff recommends approval of PB-17-112 LUC, small scale land use map amendment from Alachua County Residential High to COG Residential Low Future Land Use.

DRAFT MOTION FOR CONSIDERATION

Approve PB-17-112 LUC, small scale land use map amendment from Alachua County Residential High to COG Residential Low Future Land Use.

BACKGROUND:

- November 2, 2017, parcel #06675-006-000 was effectively, voluntarily annexed into the City of Gainesville.
- December 5, 2017- Plan Board item #170625 (PB-17-112 LUC) was continued to January Plan Board meeting, along with accompanying item #170626 (PB-17-113-ZON).

POST-APPROVAL REQUIREMENTS:

After approval of the Land Use Category, a City Zoning category must be designated for the parcel. The City Zoning agenda item (PB-17-113 LUC) for this parcel will be continued to the February Plan Board meeting.

LIST OF APPENDICES:

Appendix A Comprehensive Plan Goals, Objectives and Policies

- A-1 Comprehensive Plan Future Land Use Element
- A-2 Relevant Comprehensive Plan GOPs
- A-3 Comprehensive Plan –Transportation Mobility Element

Appendix B Alachua County Comprehensive Plan 2011-2030
(Allowable uses in existing land use category)

Appendix C Maps

- Exhibit C-1 Aerial Photograph
- Exhibit C-2 Map: Existing Land Use
- Exhibit C-3 Map: Proposed Land Use
- Exhibit C-4 Map: Flood Zone A
- Exhibit C-5 TMPA Zone

Appendix D City Environmental Coordinator Letter

Appendix E GRU Availability Letter

Appendix A

A-1 Comprehensive Plan Future Land Use Element

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows: Residential Low-Density (RL): up to 15 units per acre

This land use category shall allow dwellings at densities up to 15 units per acre. The Residential Low-Density land use category identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for singlefamily development, particularly the conservation of existing traditional low density neighborhoods, single-family attached and zero-lot line development, and small-scale multifamily development. Land development regulations shall determine gradations of density, specific uses and performance measures. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations; accessory units in conjunction with single-family dwellings; and bed-and-breakfast establishments within certain limitations.

A-2 Relevant Comprehensive Plan GOPs

Policy 1.1.3 Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

Objective 4.1 The City shall establish land use designations that allow sufficient acreage for residential, commercial, mixed use, office, industrial, education, agricultural, recreation, conservation, public facility and institutional uses at appropriate locations to meet the needs of the proposed population and that allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites.

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arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

A-3 Comprehensive Plan –Transportation Mobility Element

Policy 10.1.9

For any development or redevelopment within Zone D, the developer shall, at the developer’s expense, meet the following transportation mobility criteria based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: <ul style="list-style-type: none"> a) Located on an existing RTS transit route with minimum 15- minute frequencies in the a.m. and p.m. peak hours. b) Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years

Zone D Criteria

- a) Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone D if demonstrated to be a direct benefit to the transportation system in Zone D. Projects may include, but shall not be limited to, the following: 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue; and 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b) Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c) Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d) Provision of matching funds for transit or other transportation mobility-related grants.
- e) Provision of Park and Ride facilities, built to RTS needs and specifications .
- f) Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City. g.
- g) Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h) Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- i) Funding for the construction of new or expanded transit facilities.
- j) Construction of bus shelters built to City specifications
- k) Bus shelter lighting using solar technology designed and constructed to City specifications
- l) Construction of bus turn-out facilities to City specifications.
- m) Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n) Business operations shown to have limited or no peak-hour roadway impact. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Appendix B- Alachua County Comprehensive Plan 2011-2030 Allowable Uses in Existing Land Use Category

- Policy 1.3.10 High Density Residential shall provide for a gross density of 14 to 24 dwelling units per acre.
- Policy 1.3.10.1 High Density Residential development should occur within transit oriented developments in activity centers and immediately adjacent to Santa Fe Community College to reduce the length and number of automobile trips. High density residential areas shall be located in the urban cluster.
- Policy 1.3.10.2 The High Density Residential land use category shall provide for small lot single family residential detached and attached dwellings, and multiple family residential dwellings. In addition, transit oriented developments (TOD) may include mixed housing types and mixed uses.
- Policy 1.3.10.3 High Density Residential outside of a TOD development shall:
- a) Have access to an arterial or collector.
 - b) Provide natural and landscaped open spaces, or transitional development and design practices, to adequately integrate the development along the edges of different land use categories.
 - c) Provide common open space as part of pervious open space requirements established in the Conservation and Open Space Element.
 - d) Provide adequate developed recreation at the scale of the development, according to criteria in the land development regulations.
 - e) Provide transit facilities, if warranted based on existing or planned transit service determined through consultation with the appropriate transit provider, and connect pedestrian facilities into the nearest pedestrian network and available or planned mass transit facility.
- Policy 3.9.1 Office uses shall only be located in areas designated for commercial development, Low, Medium, or High Activity Centers, village centers, planned developments, Transit Oriented Developments, or traditional neighborhood developments, rural employment centers, or rural clusters.
- a) Office uses shall be grouped within compact areas to discourage disruption to residential areas.
 - a. Office uses should not be located between properties designated for development at low or medium density on the Future Land Use Map, except when designed as part of a Transit Oriented Development or Traditional Neighborhood Development.
 - b. The land development regulations shall specify appropriate buffers or transitional development and design practices, when office uses are permitted adjacent to residential development or other uses. (b)
 - b) Office uses are appropriate in areas planned for high density residential use along major arterials served by public mass transportation.

Policy 5.3.7

- a. Public educational facilities shall be allowable uses in the following land use categories designated on the Future Land Use Map:
 1. Urban Residential: Low density, Medium density, Medium-high density, and High density ranges.
 2. Institutional, within the urban cluster.
- b. Public educational facilities may also be allowed as conditional uses in activity centers, institutional areas designated outside of the urban cluster, and other land use categories.
- c. Land proposed for donation for school sites shall comply with Future Land Use Element Policy 7.1.10.
- d. Private educational facilities shall be allowable uses in Medium Density, Medium-High Density, and High Density Residential, Institutional, Office, Commercial, Light Industrial, and Industrial, within specific zoning districts subject to performance criteria in the land development regulations directed toward the specific characteristics of private schools.
- e. Private educational facilities may be allowed through the special use permit process in other land use categories.

Appendix C

Exhibit C-1 Aerial Photograph

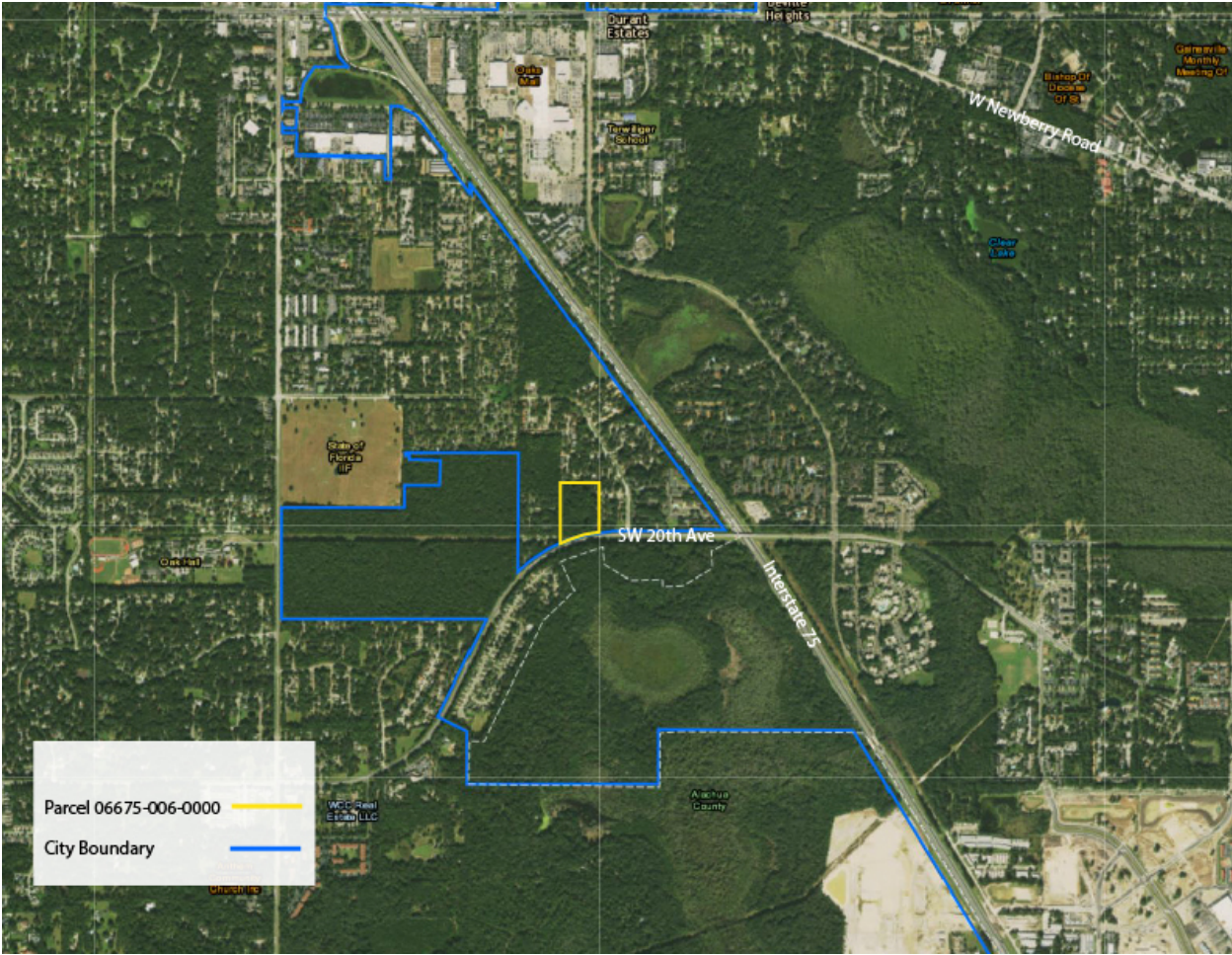


Exhibit C-2 Map: Existing Land Use

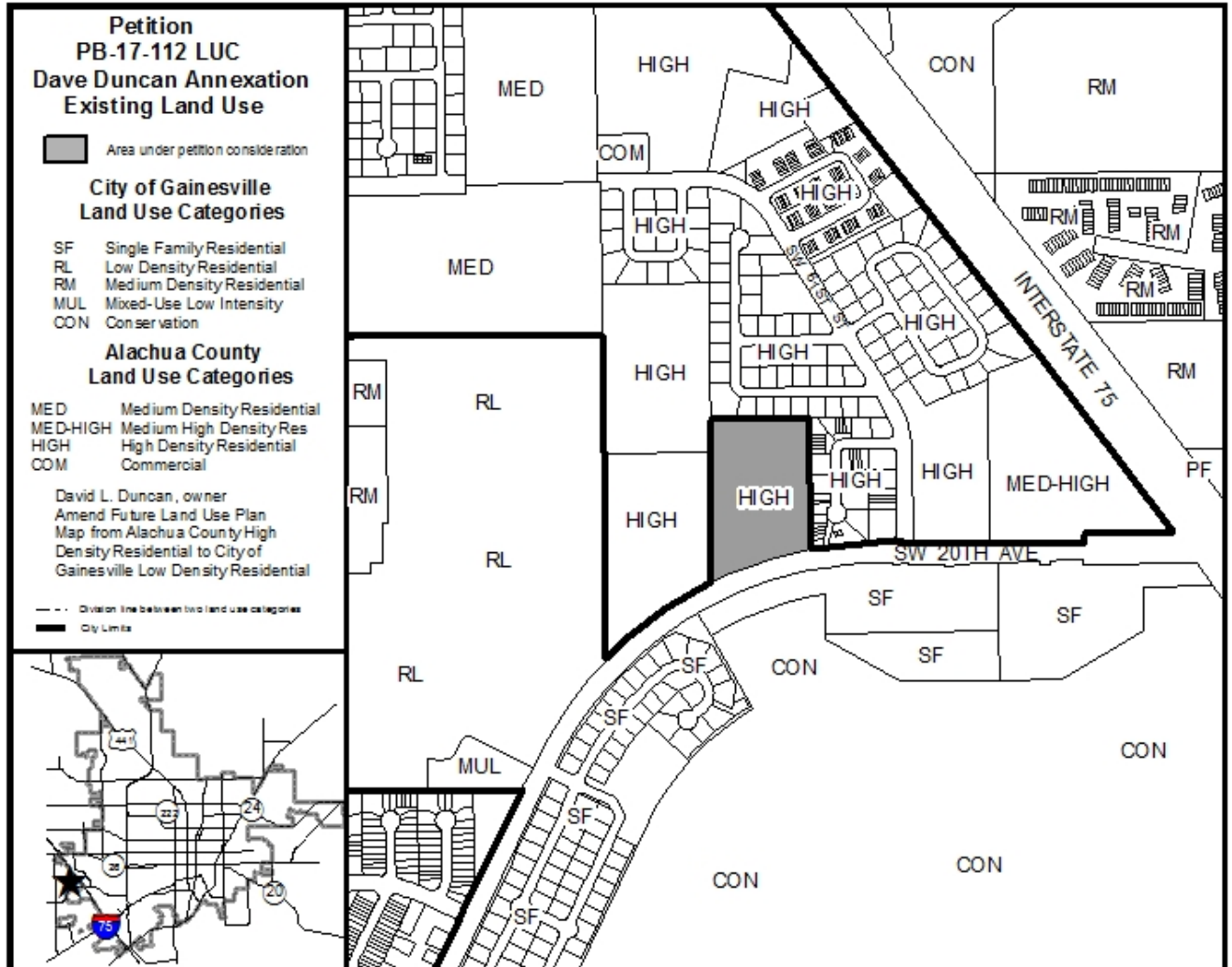


Exhibit C-3 Map: Proposed Land Use

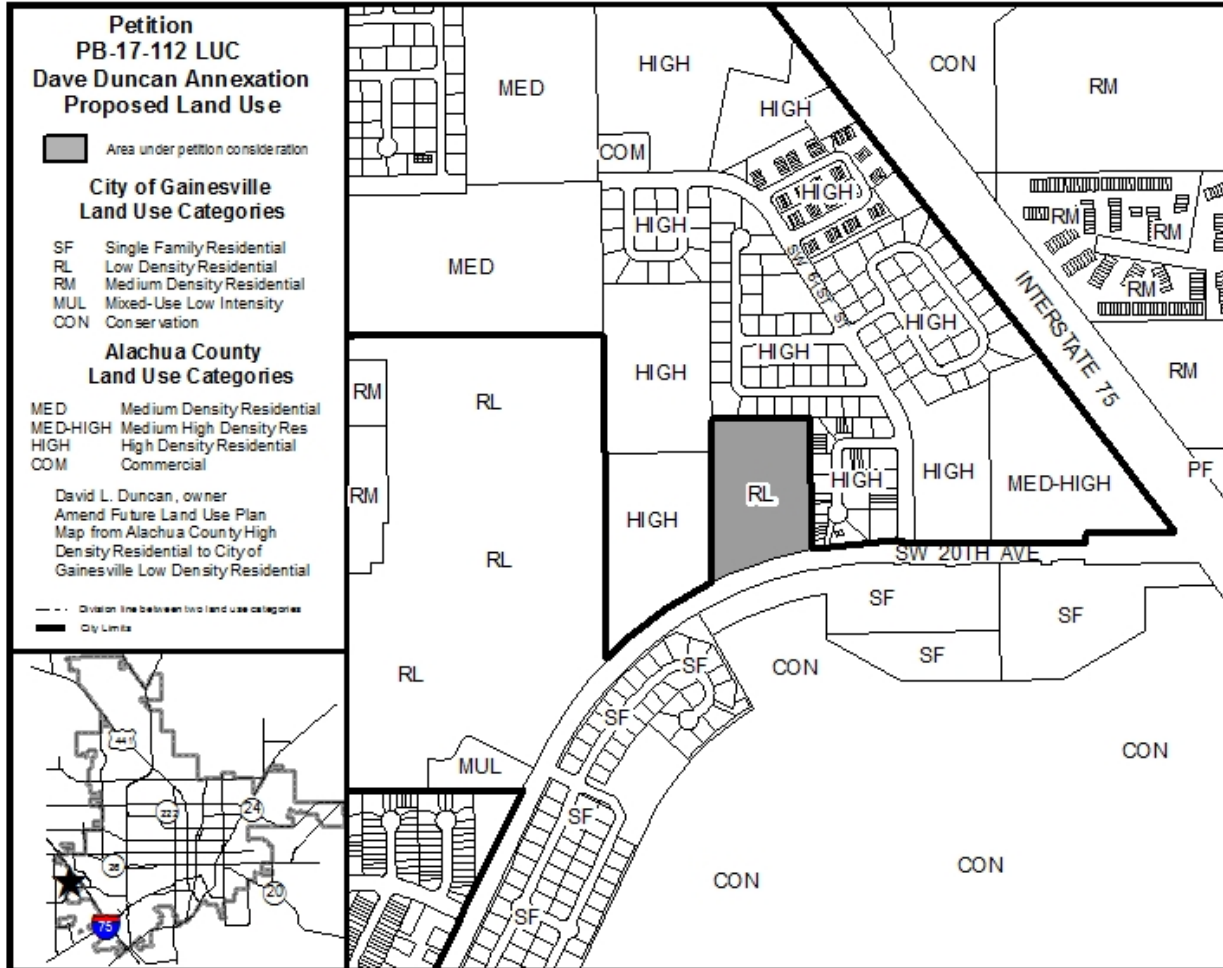


Exhibit C-4 Map: Flood Zone A

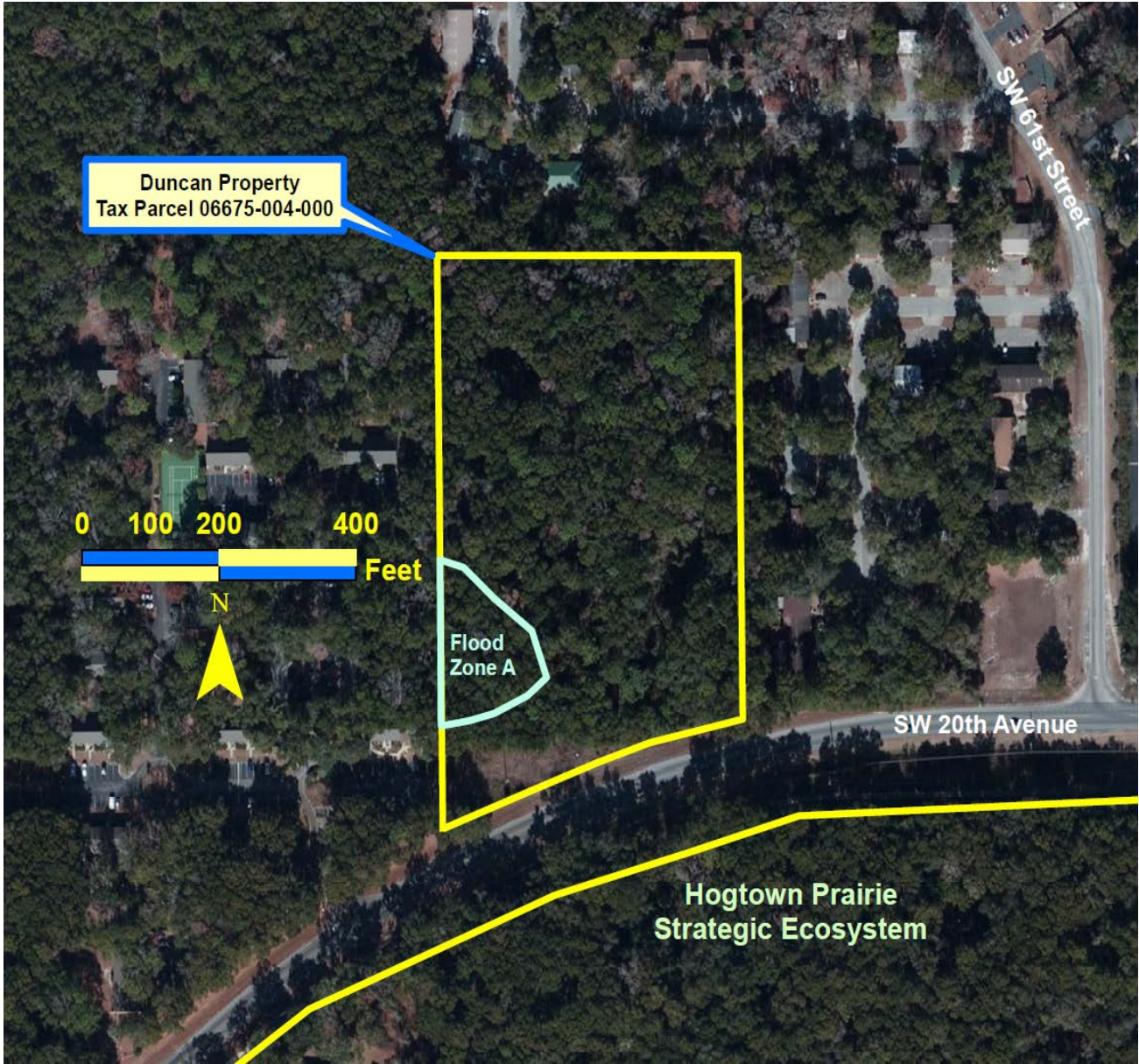
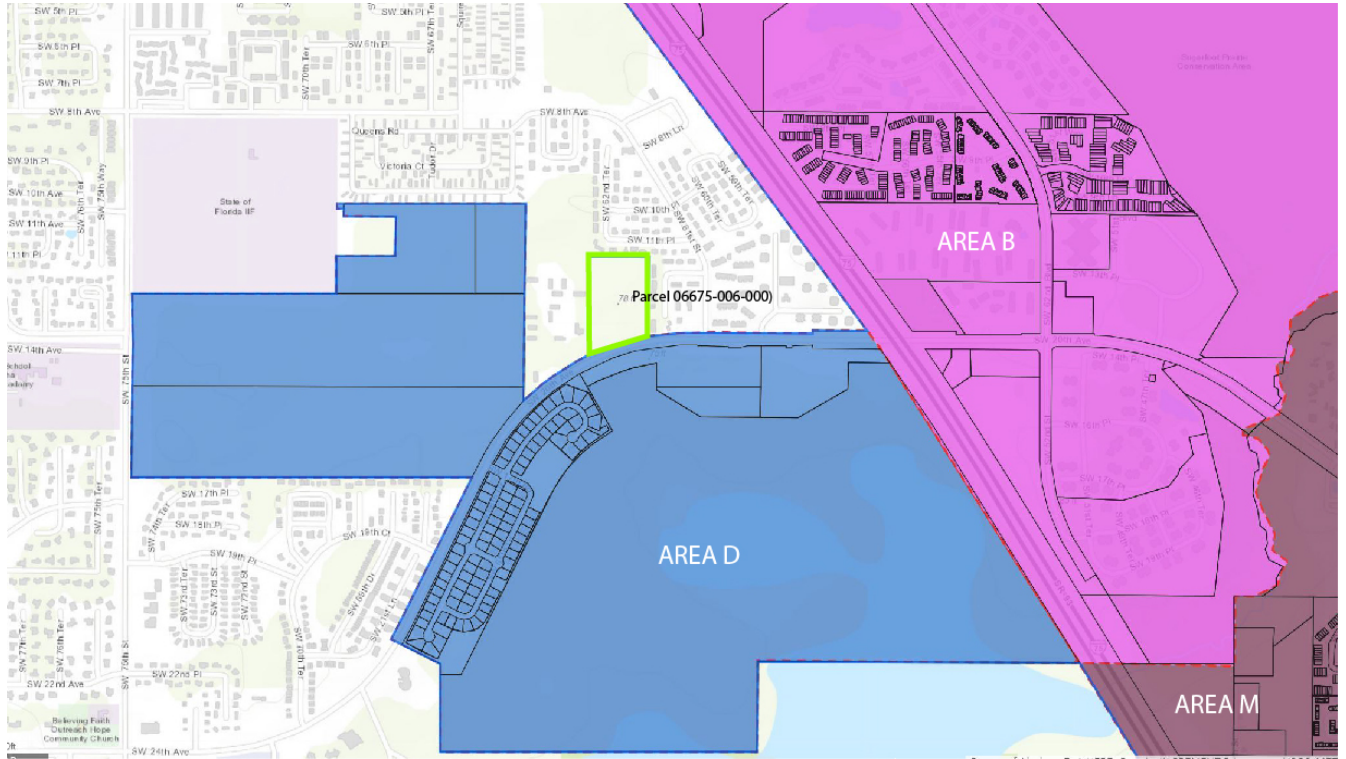



Exhibit C-5 TMPA Zone



APPENDIX D

	Department of Doing
	Planning Division
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	Gainesville, FL 32602-0490
	306 N.E. 6 th Avenue
	P: (352) 334-5022
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TO: Megan Echols, Planner

FROM: Mark Brown, Environmental Coordinator

DATE: November 1, 2017

SUBJECT: Environmental Memorandum
Petition – Duncan Property
Small-scale Comprehensive Plan Amendment (Ss-CPA) and Rezoning
Applications
6224 SW 20th Avenue, (PB-17-112 LUC, PB-17-113 ZON)

The subject property (Tax Parcel 06675-006-000) is 8.3 acres and located west of the intersection of SW 20th Avenue and SW 61st Street (figure below). The subject CPA application requests to change the Residential High Density (RH) Future Land Use (FLU) designation to Residential Low (RL). The rezoning application requests changing the zoning designation from Multi-family Medium-High Density (Alachua County R-2A) to Residential Low (RC).

The subject property has been reviewed for considerations relating to the presence of environmental resources regulated through the City's Land Development Code (LDC), **Article VIII, Division 3 - Natural and Archaeological Resources and Division 4 - Surface Waters and Wetlands.**

Natural and Archaeological

Resources - The subject property is dominated by a canopy of upland hardwood tree species with an understory of various native as well as nuisance shrub and ground cover vegetative species. Directly south of SW 20th Avenue from the property, the area has been designated within the "Hogtown Prairie" strategic ecosystem (right figure). Even though the subject property isn't included in the delineated strategic ecosystem, review of the vegetative and habitat conditions requires evaluation whether there is presence of natural resources that could qualify for potential protection; particularly related to areas



APPENDIX D

Petition – Duncan Property - Environmental
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determined to qualify as “significant upland habitat.” Review of site conditions concluded there are not resources present to justify such classification or specific set-aside requirements. However, it’s noted the presence of individual trees of appropriate species and size that achieve regulated status per **Article VIII, Division 2 – Trees and Landscape**. As part of the planning of proposed facilities within the property, it will be necessary to conduct a tree survey and incorporate tree preservation and/or appropriate mitigation into the design plans.

Surface Waters and Wetlands – The subject parcel doesn’t possess wetlands, drainage swales, ditches or other surface water wetlands; therefore the proposed project is exempt from criteria stipulated in the LDC Division 4. However, as depicted within the aerial figure, there is a small area determined to be located within the 100-year flood zone.