

100697A

TO: City Plan Board **Item Number: 10**

FROM: Planning & Development Services Department **DATE:** January 27, 2011
Staff **Revised:** Feb. 9, 2011

SUBJECT: Petition PB-10-142 CPA, City Plan Board. Amend the City of Gainesville 2000-2010 Comprehensive Plan Future Land Use Element to add a new Policy 4.3.7 with regulating policies for the Urban Village. Related to Petition PB-10-137 LUC and PB-10-141 LUC.

Recommendation

Staff recommends approval of Petition PB-10-142 CPA.

Discussion

This petition adds a new policy, Policy 4.3.7, to the Future Land Use Element that provides special regulations to support and implement the vision for redevelopment and infill development in the Urban Village (related Petition PB-10-141 LUC proposes adoption of a map showing the Urban Village location in the Future Land Use Element Map Series). A related petition, PB-10-137 LUC, designates City future land use categories on all of the Urban Village properties. Appendix B contains a map showing the proposed Urban Village area.

This new policy is being added in recognition of the long-term vision for this area and how it will develop and redevelop, especially in terms of transportation mobility. The original concept for this area, as recommended by the Metropolitan Transportation Planning Organization (MTPO) vote in April 2008, was as a Multi-modal Transportation District (under State law provisions). However, as a result of 2009 Senate Bill 360, the entire city limits became a Transportation Concurrency Exception Area (TCEA). After annexation of the Urban Village area, it was included within the City's TCEA, and it is a part of TCEA Zone M. Zone M was designated as a multi-modal zone, and the proposed Urban Village policy regulations shown below support that vision.

The MTPO plan envisioned a build out/redevelopment of the area by 2050. In the current economic scenario, that may be a conservative estimate. Staff suggests that the future development scenario for the Urban Village may extend as long as 50 - 60 years.

In order to ensure that redevelopment and infill development occur consistent with a unified urban strategy that promotes multi-modal opportunities, staff recommends that the proposed policy be included in the Future Land Use Element to guide future development activity.

The proposed policy:

1. Establishes vision statements for the future development/redevelopment of the area.
2. Requires transit supportive development.
3. Requires minimum densities and requires higher minimum densities for single-use developments.
4. Envisions a gridded street network over time as development and redevelopment occur and requires dedication of land for future gridding of streets or the construction of such streets. The value of such land dedications or road construction will count toward meeting TCEA Zone M requirements.
5. Requires a maximum block perimeter size to facilitate and encourage pedestrian mobility.
6. Requires urban design features that support multi-modal transportation and quality urban form.
7. Provides incentives for the use of structured parking and on-street parking.

Background Information on the Urban Village Area

The Urban Village is approximately 396 acres in size. Only 52.2 acres are currently vacant, developable land (approximately 13.2 % of the total area). The area is primarily developed with multi-family residential serving the student population. The multi-family development dates from 1972 through 2005.

The vacant parcels are characterized by their small size. The largest single vacant parcel is about 10 acres in size. The largest contiguous area of vacant parcels in single ownership is under 7 acres, and this occurs in two distinct areas within the Urban Village. Thus, the primary form of future development in the area will be a gradual redevelopment of older buildings as they reach the end of their life cycle.

The Urban Village area is proximate to the University of Florida. Some parcels are contiguous to University-owned properties, and parcels along SW 34th Street are across the street from the main campus. The longest distance from UF property is approximately 6,002 feet (about 1.14 miles).

Existing commercial services are also in close proximity. The Urban Village includes developed commercial uses along the SW 34th Street corridor that provide for grocery shopping and other services. An existing, small commercial area at SW 20th Avenue/SW 43rd Street provides limited services such as restaurants and a gas station. Outside of the Urban Village, the Butler Plaza commercial development and proposed expanded development north of the existing site provide adequate commercial services and are connected by transit service. A portion of the expanded development is across SW 24th Avenue from the Urban Village. And, part of the Butler development is contiguous to Windmeadows Apartments (which are located in the Urban Village).

There are existing water, wastewater, and solid waste services serving development in the area. Seven transit routes serve the area with peak hour frequencies of ten minutes on three of those routes.

There are existing roads in the area, which include SW 20th Avenue, SW 43rd Street, SW 24th Avenue, and SW 34th Street. A main deficiency in this area is the lack of a gridded street network to serve the multi-modal transportation needs. There are also sidewalk deficiencies.

While the anticipated development pattern for this area is redevelopment, it is not located in a Community Redevelopment Area (CRA), and it is not anticipated that the Urban Village will be added as a CRA area. Development in the area has been market driven in the past, and its location near the UF campus will continue to encourage economic development.

Redevelopment of the area is anticipated to occur over a 40-60 year period because of several factors. These include: current economic conditions; issues with development financing; the recent construction of several developments/buildings; the lack of assembled parcels in single ownership; and the small amount of vacant, developable land.

As redevelopment and infill occurs in the area over the longer term, the City needs to direct this to a more desirable urban form that supports multi-modal opportunities and the types of housing and non-residential uses that can interact with the university campus.

Proposed Policy

Policy 4.3.7

The City establishes the Urban Village, as mapped in the Future Land Use Maps Series, to support and implement a long-term vision for redevelopment and development in an area proximate to the University of Florida campus. The long-term vision includes:

- a. Promoting infill development and redevelopment that supports a safe, comfortable, and attractive pedestrian environment with convenient interconnections to transit and bicycle facilities;
- b. Promoting street interconnectivity, a gridded street network, and connections among uses;
- c. Providing a complementary mix of land uses with appropriate densities and intensities that support transit usage, future Bus Rapid Transit opportunities, and other multimodal opportunities;
- d. Over time, attaining a high quality level of service for sidewalks, bicycle facilities, and transit facilities;
- e. Promoting the local innovation economy by providing locations for employment opportunities in close proximity to the University of Florida campus within a mixed-use setting;

- f. Promoting quality urban design that requires articulated front facades and places buildings and front entrances close to the sidewalk; and,
- g. Promoting an attractive streetscape with appropriate street trees to provide shading and landscape interest and street furniture with a unified design appearance for the area.

In order to achieve the long-term vision, development and redevelopment within the Urban Village shall comply with the following requirements:

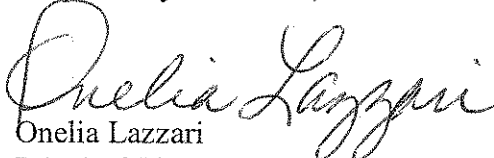
1. New development and redevelopment shall be transit supportive. This shall include, but not be limited to: development at appropriate densities and intensities to support transit use (including bus rapid transit (BRT); provision of bus shelters with adequate lighting and bicycle storage facilities in appropriate and safe locations; provision of land for bus turnout facilities in appropriate locations; provision of land for smart bus bays in appropriate locations; and sidewalk and bicycle connections to transit stops. Land dedicated for dedicated transit lanes in appropriate locations; construction of bus turnout facilities, and construction of smart bus bays shall count toward meeting TCEA Zone M mitigation requirements.
2. To establish transit-supportive densities, new development and redevelopment with a mix of residential and non-residential uses (minimum 10,000 square feet of non-residential) shall develop at a minimum residential density of 10 units per acre. New single use multi-family development shall develop at a minimum density of 15 units per acre. The minimum density requirements shall not apply to parcels smaller than 0.5 acre that existed prior to June 1, 2009.
3. In order to establish a gridded roadway system in the Urban Village, new development and redevelopment shall dedicate land for right-of-way or construct streets, as required by the City. The appraised value of such land dedication and/or street construction shall count toward meeting Transportation Concurrency Exception Area (TCEA) Zone M requirements. Stub-outs shall be provided for future interconnectivity where connections cannot be implemented at the time of development.
4. A maximum perimeter block size of 3,200 feet shall be required in this area with the preferred perimeter block size being 2,000 feet. Exceptions to this requirement shall be limited to: locations where public stormwater or park facilities create impediments and/or environmentally sensitive lands that would be negatively impacted as may be established by special environmental studies.
5. Land development regulations shall establish requirements for quality urban form that include: build-to lines, façade articulation and glazing, minimum and maximum height, and building relationship to the street.

6. Land development regulations shall establish street types and street sections with regulatory requirements for this area that are consistent with the Urban Mixed Use-2 zoning district.
7. The following uses shall be prohibited: Single-story, large-scale retail (defined as a single retail use with a ground floor footprint exceeding 100,000 square feet) and surface parking as a principal use.
8. Structured parking shall be encouraged, and any multi-family development using only structured parking (except for handicapped accessible surface parking spaces) and/or on-street parking shall be allowed to develop at 125 units/acre residential density and/or up to a height of 8 stories without obtaining a special use permit. Non-residential development utilizing only structured parking (except for loading spaces and handicapped accessible surface parking spaces) and/or on-street parking shall be allowed a height of up to 8 stories without obtaining a special use permit.

Impact on Affordable Housing

There are no specific impacts to affordable housing from this petition.

Respectfully submitted,


Onelia Lazzari
Principal Planner

List of Appendices

Appendix A Application

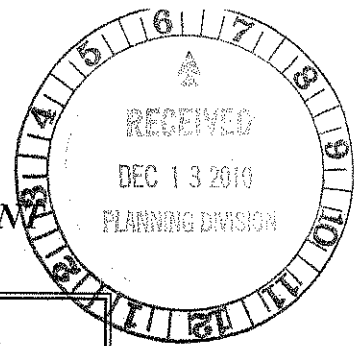
Exhibit A-1 Application to amend the text of the Future Land Use Element

Appendix B Urban Village Map

Exhibit B-1 Urban Village Map

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Appendix A: Application



APPLICATION—CITY PLAN BOARD—TEXT AMENDMENT
Planning & Development Services

OFFICE USE ONLY	
Petition No. <u>PB-10-142 CPA</u>	Fee: \$ _____
1 st Step Mtg Date: _____	EZ Fee: \$ _____
Tax Map No. _____	Receipt No. _____
Account No. 001-670-6710-3401 []	
Account No. 001-670-6710-1124 (Enterprise Zone) []	
Account No. 001-670-6710-1125 (Enterprise Zone Credit) []	

Name of Applicant/Agent (Please print or type)	
Applicant/Agent Name: <u>City Plan Board</u>	
Applicant/Agent Address: _____	
City: _____	
State: _____	Zip: _____
Applicant/Agent Phone: _____	Applicant/Agent Fax: _____

Note: It is recommended that anyone intending to file a petition for a text amendment to Chapter 30 of the City of Gainesville Code of Ordinances (Land Development Code) or to the Comprehensive Plan, meet with the Department of Community Development prior to filing the petition, in order to discuss the proposed amendment and petition process. The request will be evaluated as applicable to the particular zoning district or land use category on a citywide basis.

TEXT AMENDMENT		
Check applicable request below:		
Land Development Code []	Comprehensive Plan Text <input checked="" type="checkbox"/>	Other []
Section/Appendix No.:	Element & Goal, Objective or Policy No.: <u>Future Land Use Element</u>	Specify:

Proposed text language and/or explanation of reason for request (use additional sheets, if necessary): <u>Add a new policy 4.3.7 to the Future Land Use Element with regulating policies for the Urban Village.</u>

Certified Cashiers Receipt:

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Appendix B Exhibit B-1: Urban Village Map

