

LEGAL DESCRIPTION PARCEL 1 (O.R. BOOK 1328, PG. 241):

A TRACT OF LAND LOCATED IN BLOCKS 9 AND 10 AS SHOWN ON THE PLAT OF THE SUBDIVISION OF LOT 3 AND 4 OF THE GARY GRANT IN TOWNSHIP 10 SOUTH, RANGE 19 EAST, SAID SUBDIVISION BEING RECORDED IN PLAT BOOK "A", PAGE 36 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF REFERENCE COMMENCE AT THE SW CORNER OF SAID BLOCK 10; THENCE RUN NORTH 5°12'00" WEST, ALONG THE EASTERLY RIGHT OF WAY LINE OF ROCKY POINT ROAD A DISTANCE OF 301.83 FEET TO A CONCRETE MONUMENT MARKING THE POB; THENCE FROM SAID POB CONTINUE NORTH 5°12'00" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 266.17 FEET TO A CONCRETE MONUMENT MARKING THE NW CORNER OF THE PROPERTY DESCRIBED IN DEED BOOK 291, PAGE 391 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE RUN NORTH 84°48'00" EAST, ALONG THE NORTH LINE OF THE PROPERTY DESCRIBED IN SAID DEED BOOK 291, A DISTANCE OF 711.65 FEET TO A CONCRETE MONUMENT MARKING THE NE CORNER OF SAID PROPERTY DESCRIBED IN DEED BOOK 291; THENCE RUN SOUTH 5°12'00" EAST, A DISTANCE OF 266.17 FEET TO A CONCRETE MONUMENT; THENCE RUN SOUTH 84°48'00" WEST, A DISTANCE OF 711.65 FEET TO CLOSE ON SAID POB.

LESS AND EXCEPT ADDITIONAL RIGHT-OF-WAY OF S.W. 34TH STREET AS PER OFFICIAL RECORDS BOOK 1869, PAGE 2383 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.

LEGAL DESCRIPTION PARCEL 2 (as furnished):

A PARCEL OF LAND SITUATED IN LOT 10 OF THE SUBDIVISION OF LOTS 3 AND 4 OF THE GARY GRANT, SAID SUBDIVISION OF LOTS 3 AND 4 OF THE GARY GRANT BEING RECORDED IN PLAT BOOK "A", PAGE 36, OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE N.E. CORNER OF THE GARY GRANT AND RUN SOUTH 05°03'32" EAST ALONG THE EAST LINE OF SAID GARY GRANT, 1441.25 FEET; THENCE RUN SOUTH 69°05'27" WEST, 938.81 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 69°05'27" WEST, 363.53 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF S.W. 34TH STREET; THENCE RUN SOUTH 05°13'37" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE 479.15 FEET; THENCE RUN NORTH 84°54'41" EAST, 350.00 FEET; THENCE RUN NORTH 05°13'37" WEST, 578.26 FEET TO THE POINT OF BEGINNING.

SUBJECT TO AN EASEMENT FOR INGRESS AND EGRESS OVER AND ACROSS THE NORTHERLY 80 FEET.

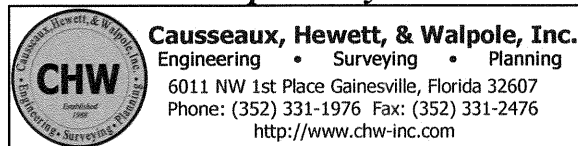
LESS AND EXCEPT ADDITIONAL RIGHT-OF-WAY OF S.W. 34TH STREET AS PER OFFICIAL RECORDS BOOK 1869, PAGE 2383 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.

Mallory Square
Planned Development Report

Prepared for Submittal to:
City of Gainesville, Florida

Prepared on Behalf of:
Gainesville Real Estate Management

Prepared by:



June 2007
Revised July 2007
Revised August 2007
Revised October 2007
Revised November 2007

EXHIBIT "B"

Mallory Square Planned Development Report

Submitted in accordance with the requirements of
Sections 30-211, 213, 214, and 216 City of Gainesville, Land Development Code (LDC)

Section 30-211 Purpose and Intent of PD District

The PD has been proposed to create a unique development which is able to respond to the unique existing site constraints and to provide for appropriate mixed-use development consistent with the surrounding context area. Among these constraints and uses are:

- (a) limitation of types of allowable uses on the site;
- (b) desire to transition from Commercial and right-of-way to residential uses; and
- (c) allowance for vertically mixed-use development including residential, office, and neighborhood retail opportunities.

In addition, the proposed PD meets the requirements identified in the City of Gainesville's Land Development Code, Chapter 30, Article VII - Division 4 for rezoning property to a PD. This request will permit outstanding and innovative neighborhood design principles and foster urban infill through the merits of the proposed PD.

External facades of buildings will be designed to present a pleasant and distinctive design element for passers-by. Facades will present a unified architectural style which invites residents and neighbors into the site and enhances the existing street-design elements.

Properties surrounding the site currently exist in the RMF-8 zoning districts. To the east of the site are the existing Homestead Apartments (252 units) and Serenola Manor Apartments (40 units). South of the site is the Aspen Ridge Apartment complex (120 units) and New Horizons, a social service home. West of the site, across Southwest 34th Street, is Stoneridge Apartments (186 units) as well as vacant land with Commercial land use. North of the site is an automobile-oriented commercial neighborhood convenience center.

The overall gross density of 15 du/ac will merge seamlessly into the context area. In addition, this PD will provide housing alternatives that are needed in this community to meet changing economic needs, technologies, economics, and consumer preferences. The PD brings a live, work, and play environment to the Southwest 34th Street corridor context area while preserving and enhancing the existing neighborhood by providing neighborhood-scaled commercial services.

To the greatest extent practicable, the PD's stormwater management facilities, driveways, common space, and utility locations will be designed to utilize and preserve the site's existing landscape features. Where possible, the site's landscape features shall be

incorporated as aesthetic elements, both internally and externally, from the site for passive recreation and for buffering purposes.

Where practicable, development and building costs will be lowered by sharing existing utilities presently serving adjacent development. Furthermore, the proposed development on a compact site plan will limit the amount of vehicular circulation area necessary. The promotion of high-quality in-fill development also increases economic development.

The PD is located in a strategic portion of town, along the Southwest 34th Street corridor. Development of this site will provide an opportunity to fill gaps in the development stretching along the corridor. Furthermore, the use of a unified site plan containing both residential and non-residential development will allow for planned building relationships which will enhance the site's integration with natural features.

The PD incorporates the use of traditional quality-of-life design features with its pedestrian and transit friendly location. The provision of pedestrian circulation features will scale the parking facilities to the individual person.

Consistency with Section 30-213

This PD district will provide for site design flexibility and an integration of uses which are integral to produce a unique project. The Mallory Square PD will incorporate the residential uses envisioned by the RMF-8 zoning district, portions of the commercial allowances of the MU-1 zoning district, and the preservation of surface water features on the site. This development will emphasize mixed-use elements championed by the Comprehensive Plan, and also afford natural areas the protection envisioned therein.

In addition, the design of the site will allow the connection of built elements by walkways which will encourage pedestrian movement throughout the site. The connection of these internal walkways to existing sidewalks around the site will allow for the easy access of pedestrian traffic into the site. The increased activity generated by the residents and neighbors of the PD will reinforce the type of environment promoted by the use of Crime Prevention Through Environmental Design (CPTED) techniques.

Consistency with Section 30-214(3)c.2

Statistical Information

The Mallory Square Planned Development (PD) is an excellent example of type of site design allowed by the PD zoning overlay district. The purpose of this PD is to vertically integrate mixed-uses to provide for up to 122 residential dwelling units and a maximum of 30,000 square feet of non-residential uses, consistent with the MU-1 zoning category. In addition, this PD will integrate development with the surrounding communities around on the site. As such, a portion of the site will be set aside, allowing for the clustering of development on the southern portion of the site.

Table 1: Statistical Information and Dimensional Requirements

Total Acreage of site	±8.35 acres
Maximum Building Coverage	19%
Maximum Impervious Area	75%
Maximum Allowable Residential Density (overall)	15 du/ac
Minimum Non-residential Square Footage	15,000 sq. ft.
Maximum Non-residential Square Footage	30,000 sq. ft.
Surface Water and Buffer Area	0.44 Acres / 5.6%
Minimum Building Setback from Southwest 34 th Street (measure from back of curb)	25'
Minimum Building Setback from Rear and Side Property Lines	26'
Minimum building height	2 stories
Maximum building height	3 stories (45 feet)

The location of this neighborhood commercial center will provide conveniences for surrounding residential areas which can be reached by foot, bicycle, and transit, as well as more traditional vehicular methods. The PD will allow buildings on the site to be either vertically or horizontally mixed-use, allowing for a variety of housing opportunities including residential-over-commercial and multi-family units. The proposed site is located proximate to numerous multi-family residential developments and delivers an opportunity to provide commercial services within walking distance, rather than driving distance, to thousands of citizens in the City of Gainesville.

The site is currently zoned with City of Gainesville zoning category of RMF-8. The PD will allow for accommodation of existing environmental features, compatibility with surrounding existing development, and the restriction of less desirable uses in the context area.

The Minimum Building Setback of 26' along the eastern property line will reduce any potential negative impacts of the development on adjacent properties. This setback may be reduced by the appropriate reviewing board upon showing of good cause by the developer and with provision of appropriate buffering.

Stormwater Management Plan

The project development will include on-site stormwater management facilities to provide water quality treatment and rate/volume attenuation for the 100-year design storm event. All facilities will be privately owned and maintained and all facilities will employ best management practices. Water quality treatment will meet or exceed the City of Gainesville LDC and Saint Johns River Water Management District criteria. Water quantity treatment will reduce post-development rates of discharge to pre-development rates and volume of discharge for the 100-year design storm event. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared to address erosion control and water quality maintenance provisions during the course of construction, consistent with Florida Department of Environmental Protection NPDES program.

Proposed PD Design Guidelines – Infrastructure Design Standards

Consistent with the City of Gainesville's Comprehensive Plan, the Mallory Square PD will focus development internally, while providing connection to external development. With facades designed to complement both internal and external views, Mallory Square will integrate with surrounding development. In addition, buildings with multiple facades will strengthen community crime prevention by putting eyes on the street.

A unified architectural style for all building facades will be required. The facades must present a pleasing appearance not only to the internal portions of the site, but also to external passers-by. The unified design should create an inviting and comfortable feel with open space elements creating a pedestrian-friendly environment. Final development plans will be consistent with the Central Corridors Design standards. Rendered architectural elevations adopted as Exhibit 'A' will be the basis for final architectural elevations.

On-site driveways, parking facilities, general vehicle use areas and pedestrian facilities will be designed to comply with the standards defined in the City of Gainesville's Land Development Code. Vehicle loading and service facilities will be designed to provide adequate maneuvering areas internal to the site, rather than using public streets and rights-of-ways. Coordination with City of Gainesville's Solid Waste Division will ensure appropriate placement of the solid waste collection facilities.

External Noise and Lighting Impacts

This PD proposes commercial uses proximate to existing multi-family residential developments. In addition, the site will develop additional residential units within the mixed-use area, creating a horizontal and vertically mixed-use development. On-site lighting will be designed to provide for safe circulation throughout the site for pedestrians and vehicles. Site design will incorporate landscaping and best management practices to limit the amount of noise that may be generated by the development. Based on surrounding development patterns, it is not anticipated that surrounding area will be negatively impacted.

Sidewalks

Consistent with the Goals of the City of Gainesville’s Comprehensive Plan, the development will have both internal and external sidewalks with a minimum of 5 feet of clear widths. Sidewalks may be lined with street trees on one side, as appropriate, and shall be connected to internal sidewalks. Areas where pedestrian pathways cross vehicular circulation must be appropriately designated or marked.

New sidewalks will be designed to connect to existing sidewalks along the Southwest 34th Street corridor at multiple locations. These connections will allow residents of Mallory Square access to the existing multi-modal transportation corridor, as well as allowing for pedestrian access to commercial facilities on the site. Sidewalks will be designed to safely conduct pedestrians across vehicular circulation areas and may include marked or raised pedestrian crossings and signage.

Landscaping

All plant material will be Florida #1 grade or better as outlined by Grades and Standards for Nursery Plants, Division of Plant Industry, Florida Department of Agriculture and Consumer Services. The street yard buffer area shall be calculated from the back of curb to the face of the structures. Landscape improvements within the street yard buffer shall contain appropriate materials as defined in the City of Gainesville Land Development Codes. The basins, if any, will be planted at a minimum of 25% and shall include the equivalent of at least one shade tree per 35 linear feet of basin perimeter and other species conducive to growth in or around wet detention systems. Consistent with the site’s location within the TCEA, landscaping on the site shall meet the requirements of Concurrency Management Element Policy 1.5.5, at a minimum.

Enumeration of Differences between the Current Zoning District Standards and Proposed Standards

	RMF-8 (existing)	PD (proposed)
Density	8-30 du/ac	15 du/ac
Maximum Density by Right	20	15
Minimum Lot Area (MF)	8,700 sq. ft.	8,700 sq. ft.
Minimum Lot Width (MF)	90 ft.	90 ft.
Minimum Yard Setbacks (MF)	45 degree angle of light obstruction	Side and Rear – 26 ft. Front – 25 ft. from back of curb
Maximum Building Height	3 stories by right, 5 stories by SUP	3 stories (45 feet)
Maximum Lot Coverage	35%	17%

In addition to the differences in dimensional standards, the PD will allow additional uses as compared to the existing zoning. These uses are commercial and are illustrated in the table of allowable uses as in Exhibit ‘B’.

External Compatibility

The project’s proposed overall gross density is 15 dwelling units/acre (du/ac). The PD overlay will allow the overall gross density in a manner that is consistent and complimentary to both the surrounding context area and the character of the site.

As shown in the Table 2, the existing zoning adjacent to the site includes Residential Multi-Family and Business. Introduction of the project into the context area will promote neighborhood vitality and sponsor numerous secondary support activities such as retail, commercial and service demand. In addition, employment opportunities will be created during construction and in the future management, marketing, and maintenance of the site.

Table 2: Surrounding Zoning Categories

Direction	Zoning	Existing Use
North	BUS/RMF-8	Neighborhood Shopping Center/Apartments
East	RMF-8	Apartments
South	RMF-8	Apartments
West	RMF-8/BUS	Apartments/Vacant Land

Intensity of Development

The project’s proposed intensity and density of development is consistent with the City’s LDC requirements for PDs. The project’s intensity is commensurate with the location. This location is proximate to similar medium density, multi-family residential type development. In addition, the compact design of this development will exist in harmony with the environmental features toward the southern end of the site.

The project’s proposed density of 15 du/ac, and intensity including 30,000 square feet of non-residential commercial, will not have undue adverse impacts on the physical and environmental characteristics of the site and surrounding neighborhoods. The architectural character of the buildings, streetscaping, and walkways, will enhance the urban character of this neighborhood commercial center. These elements also will assist in defining the pedestrian space and the outdoor room defined by the areas surrounding the project.

Usable Open Spaces

Common area exists throughout the site. Common areas surrounding the surface water feature and in the eastern portion of the site may contain amenities encouraging their enjoyment.

Environmental Constraints

As shown on the PD Layout Plan, an on-site surface water area exists on the site and is delineated on the survey. This surface water will be buffered by a 35’ minimum buffer

from the top-of-bank. The surface water may also have additional common areas around it.

An isolated remnant mesic-calcareous hammock exists on the southeastern corner of the site. The area includes 12 trees which meet heritage tree criteria defined in the City’s Unified Land Development Code. During development plan review, these trees will be located. Consideration will be given to these trees in developing a finalized site plan.

The endangered plant species *Matelea floridana* (Florida spinypod) has also been identified on a portion of the site. During the development of the project, a plan for maintenance of these plants on the site will be submitted.

External Transportation Access

Access to the site will be via an existing full access median point for Homestead Apartments on the northern end of the project site. An additional right-in/right-out is proposed toward the middle of the project site, as shown on the PD Layout Plan. No additional access points are proposed.

Trip Generations are based upon the latest edition of the ITE Trip Generation Manual, 7th Edition.

Table 3: Average Vehicle Trip Generation

Land Use (ITE Code)	Description	24-Hour Two Way	AM Peak Hr Enter/Exit	PM Peak Hr Enter/Exit
Apartment (220)	122 Units	884	13/51	55/30
Specialty Retail (814)	30,000 sq. ft.	1,321	N/A	42/52
Total	N/A	2,205	13/51	97/82

Internal Transportation Access

All facilities on site will have access to Southwest 34th Street via an internal private drive. This transportation network will accommodate pedestrian and bicycle traffic, as well as traditional vehicular circulation. While buildings may not front directly on public roadways, access from each facility to the external transportation network will be guaranteed by placing driveways and access points into a common area. Circulation design will ensure safe and efficient circulation.

Provision for the Range of Transportation Choices

Transportation to and from the site is accommodated via pedestrian, bicycle, mass transit and personal vehicles. The sidewalks, pedestrian lighting, and streetscape improvements will comply with, and in many cases exceed, City standards. Sidewalk continuity will be created along the site’s perimeter, with crosswalks indicating pedestrian movement at the entrance drives on Southwest 34th Street. On-site bicycle parking will be provided to comply with the City requirements. Mass transportation is accommodated by the existing RTS Routes 12 and 35 along Southwest 34th Street. At the development plan stage,

coordination with RTS will provide for up to two (2) bus shelters that are architecturally consistent with surrounding development.

Parking on the site will be provided so as to ensure that safe and efficient circulation is available. Bicycle and motorcycle parking is included in the PD's design and will be accommodated by onsite designated parking. Bicycle and motorcycle parking spaces may be located within residential building areas or onsite common areas.