

**LEGISLATIVE #**

**120326C**

# Appendix B

Request for  
Amendment  
to Planned  
Development

# One College Park

Submitted:  
July 11, 2012

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To: City of Gainesville, Florida

# One College Park Planned Development Report

## A. Purpose and Intent

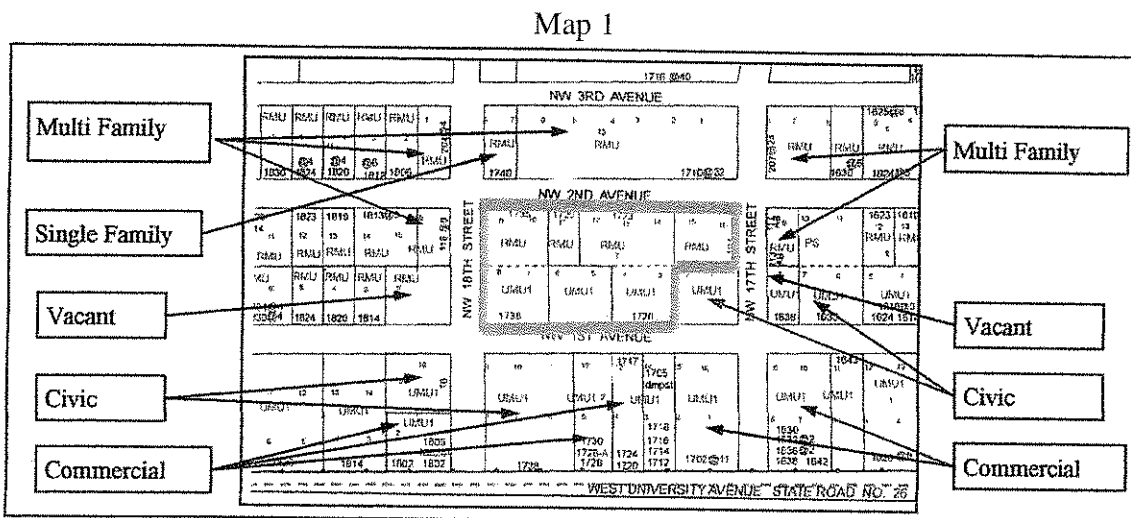
This petition is a request by One College Park, LLC, to change the zoning designation to Planned Development (PD) for a 1.7 acre site currently zoned UMU-1 (75 units per acre) on the south half and RMU (75 units per acre) on the north half. The proposed PD allows redevelopment of the property as a mixed-use development including residential, dormitory, commercial and structured parking.

## B. Existing Conditions

The property includes all except lots 1 and 2 of the block bounded by NW 17<sup>th</sup> Street, NW 18<sup>th</sup> Street, NW 1<sup>st</sup> Avenue and NW 2<sup>nd</sup> Avenue. It is located in the College Park/University Heights Community Redevelopment Area, is in the Enterprise Zone, the Transportation Concurrency Exception Area (TCEA) Zone A and is regulated by the College Park Special Area Plan. (See Maps 2, 3, 4 and 5). The property is owned by the St. Augustine Parish Lands, LLC and currently serves as a parking lot for the Catholic Student Center. The parking lot is one of the few off-street parking facilities in the neighborhood and serves area businesses and churches as well as students attending the University of Florida and people attending University of Florida functions. The parking lot is attended a minimum of 14 hours each day which contributes to the safety of the immediate area.

## C. Surrounding Uses

The surrounding property is zoned RMU or UMU-1 and is in use as indicated below:



Surrounding uses are a mix of commercial, civic and residential use. The neighborhood has long been largely rental and serves primarily students of the University of Florida. Most buildings are over 30 years old and many, including the Catholic Student Center are over 50 years old.

Public utilities and facilities in the immediate area are aging and need to be upgraded. New potable water facilities must be extended to the site to provide for new development. Currently, stormwater drains from developed sites to the roadways, sewers and then the creek. Some pooling in the streets occurs following a heavy rain and then drains gradually within hours. New development must meet current stormwater quality and quantity standards and, therefore, all new development on the site reduces the occurrence of flooding and contaminated run off to the creek system.

The parking lot operates on a commercial basis when not in use for services of the Catholic Student Center. The lot holds up to 185 cars and can exchange over two hundred cars in three half hour periods between services on Sundays. Although there is significant traffic in the area, there is generally little delay in exiting the current parking lot due to the extensive gridded street network surrounding the site providing options for parking patrons to reach intersections with traffic signals at the borders of the neighborhood. Normally, parking patrons enter and exit the site from a single point of ingress and egress on NW 1<sup>st</sup> Avenue. At peak periods, the parking attendants open the north gate to allow cars to exit onto NW 2<sup>nd</sup> Avenue. The greatest traffic congestion is experienced in the area when semi-tractor trailer trucks making deliveries to nearby businesses load and unload from the middle of NW 1<sup>st</sup> Avenue. That roadway is 29'5", curb-to-curb and has parking on the north side. This leaves little room and limited visibility for those attempting to access the site or area businesses during peak hours or for church parishioners attending special services during occasionally scheduled during business hours.

#### **D. Development Proposal**

The PD proposes commercial uses including retail, hotel and dormitory, as well as residential townhouses and structured parking. The PD Layout Plan provides for a parking structure located at the center of the block behind liner buildings containing hotel or dormitory or both and commercial uses on the south and west, and multi-family residential on the west, north and east. Primary access for the parking structure is at the end of an access lane extending over 100 feet into the center of the block. The PD will authorize hotel use or dormitory use or both with a combined maximum of 170 rooms and a maximum of 14,000 square feet of ground-level commercial fronting NW 1<sup>st</sup> Avenue. It authorizes a maximum of 56 townhouses along NW 18<sup>th</sup> Street, 2<sup>nd</sup> Avenue and NW 17<sup>th</sup> Street. A maximum of 610 parking spaces is authorized in the parking structure with provision for shared operations, deliveries and solid waste management. The commercial and residential liner buildings are permitted a maximum of 6 stories and up to 78 feet in height at the top horizontal plate (not including roof pitches or architectural features).

Development statistics are as follows:

Total acreage of the site	1.73 acres	
Maximum building coverage expressed as a percentage of the site area	88% ?	
Maximum impervious ground coverage expressed as a percent of the total site area	100%	
Maximum Number of Residential units	56	
Residential density allowed by RMU land use designation	75 d/u/acre	
Approximate* gross floor area of principal non residential land uses include:		
1. Hotel and/or Dormitory	89,782 s.f.	
2. General Commercial Including Arcades	15,636 s.f.	
3. Shared Core, Mechanical and Operational Space	17,847 s.f.	
The maximum acreage of each use area at ground level:	Square Feet	Acres
1. Multi-Family Residential	22,000 s.f.	.50
2. Commercial (Hotel and/or Dormitory/Retail)	26,000 s.f.	.59
3. Structured Parking	21,000 s.f.	.48
4. Shared Mechanical and Operational Space	1,558	.03
5. Open Space (Minimum)	5,000	.11

Do we need this?

\*Exact numbers may vary slightly in final construction design to allow for appropriate function of shared facilities and systems.

**E. Consistency with Planned Development Intent**

The uses proposed are consistent with those allowed by the current land use and zoning designations. The proposal also meets the intent of the Planned Development District as stated in Sec. 30-2111 as follows:

- It provides for the integration and mutual support of land uses.
- It provides housing within walking distance of the community's main traffic generator, the University of Florida.
- It is within one block of existing transit routes and connects easily with surrounding bicycle routes.
- It supports the cultural advancement of the community by providing needed lodging near the university.
- It extends needed landscaping and sidewalks in areas where they do not now exist.

- It includes design characteristics that focus community life on the public realm through appropriate building mass, architectural style and scale, street level transparency and the provision of goods and services in close association to housing and job opportunities.
- It focuses automotive activity to the interior of the development behind liner building through an access lane.
- For those working or studying at the University, it provides more economical housing options than those involving daily automotive transit and parking costs and thereby reduces the community's overall dependence on automobile travel and fossil fuel.
- It preserves the existing grid of streets in the neighborhood. It respects the relationships of residential to commercial established by the existing land use and zoning configuration.
- It lowers development costs by concentrating multiple uses on a single site for the benefit of shared facilities and utility extension.
- It provides redevelopment of a non-conforming activity and makes the activity conforming by way of design and placement.
- It results in the infill of an underutilized urban site.
- It enhances the streetscape and architectural value of 1<sup>st</sup> Avenue which, at present, is only faced with the rear of most buildings and activities.

#### **F. Justification of Planned Development Designation**

The PD designation is required to facilitate this creative and unique development that is otherwise not possible as proposed due to several zoning and special area plan regulatory standards that inhibit the use of design elements, configuration, building mass and scale necessary to achieve the mixed-use urbanism desired for the site.

1. Shared use of a parking structure by mixed uses from residential and non-residential zoning categories in the unique circumstances found on this site is not facilitated by the land development code. The code does not permit use of residential streets for access to commercial parking. The PD Layout Plan provides for primary access to the parking structure on NW 18<sup>th</sup> Street with secondary access for use during peak periods (as occurs today) on NW 2<sup>nd</sup> Avenue. NW 18<sup>th</sup> Street is a mixed use street so that the primary access is consistent with the code requirements but NW 2<sup>nd</sup> Avenue is residentially designated on both sides and presumably a residential street. Although the secondary access will be of more limited and controlled use primarily by church parishioners, it may at times be used to allow on-site residents and commercial patrons to enter or exit from NW 2<sup>nd</sup> Avenue. Residential and church traffic is allowed to enter and exit from residential streets but the small increment in occasional commercial uses entering and exiting by way of a residential street may only be allowed and properly controlled through adoption of PD regulations.

2. The uniformity of building scale to be authorized by the PD cannot be achieved under the existing applicable code provisions. Existing height limitations for the north and south halves of the block are different, only allowing 3.5 stories on the north side and 6 stories by right on the south side. These limitations make it impossible to achieve the community goal of true urban form with mixed-use development supported by parking structures embedded in the block interior, hidden from street view by mixed-uses within liner buildings. For this site to achieve an additional community goal of facilitating the retention of existing urban congregations, it is necessary to provide the required parking in a larger structure than would otherwise be needed for the uses proposed within the PD site. This can only be accomplished through the PD process allowing greater building height on the north side to mask the parking structure from ground level view.
3. Given the dimensions of the property it is highly unlikely to reach the density allowed in the RMU district without use of the PD zoning mechanism. The area is targeted for higher density by comprehensive plan policies, yet stormwater retention, onsite circulation, setbacks and parking requirements work to effectively prevent the delivery of the desired higher density with a marketable product. Flexibility through the PD rezoning is needed to deviate from existing scale and setback requirements and allow greater potential to achieve the desired combination of residential density and non-residential uses on this site.
4. The scale of the parking structure is not permitted under the existing special area plan provisions or certain parking and access provisions of the land development code. Although parking as an accessory structure is allowed by the special area plan design standards, setbacks required between the residential structure and its parking and between the parking and the rear lot line would make building a multi-level parking structure impossible in this location without use of the PD zoning mechanism.
5. Setback requirements between the residential and commercial parking appears to prohibit the approval of a parking structure that spans the zoning line. As a result, there is not enough property on either side of the zoning line to build both the principal uses and a parking structure meeting all setback requirements. To be viable, a parking structure requires sufficient space to allow for both parking and circulation. Without the structured parking, development of the site could not take place.
6. Development of the mixed-uses as a unified site eliminates the redundancy of providing separate utilities, operations space and security services. Although adding to the complexity of design, the proposed shared core service space primarily within the parking structure allows efficient energy use, a reduction of on street congestion caused by delivery

activities and the internal enclosure of waste services. This on-site accommodation of activities is not feasible if required to adhere to all existing code provisions

7. Redevelopment of this site for a mix of uses has long been considered essential to the neighborhood. However, the parking as a continued use is required for the survival of the Catholic Student Center and the surrounding businesses. This is a critical issue to the property owner and the development will not proceed if parking is not enhanced by the project. In addition, others who hope to develop in the area have also asked for parking accommodations on the site. Despite the reduction of parking requirements for new development in the neighborhood, developers still make their decision to proceed with a project based in part on the availability of parking. Redevelopment in the area may, thus, be hindered if parking is not provided in the immediate vicinity. New parking must, not only provide for its own parking impact, it must replace or enhance that which already exists. As shown above, existing applicable codes would not allow sufficient parking to replace the existing parking and also provide for the increased demand created by the new development.

For these reasons the parking proposed is greater than the minimum required by the existing code. The amount of parking required has implications for the design and scale of the surrounding buildings. This PD Report and PD Layout plan propose a creative way to provide the required mix and scale of uses in a manner that respects the surrounding neighborhood and even enhances the design and function of the redevelopment district. The site will be constructed to be compatible with existing development and any new development built in accordance with the special area plan provisions.

#### **G. Consistency with Comprehensive Plan**

##### 1. Transportation Mobility Element:

In keeping with Policy 1.1.1 of the Transportation Mobility Element, the development site is located in the Transportation Concurrency Exception Area (TCEA), and is excepted from transportation concurrency for roadway level of service standards.

Policy 1.1.3 of the Transportation Mobility Element identifies the area as being located in Zone A, a sub-area of the Transportation Concurrency Exception Area (TCEA). The zone is designated in order to promote redevelopment and infill in the area near the Downtown and the University of Florida. Funding for multi-modal transportation modifications and needs in Zone A are to be provided, to the maximum extent feasible, by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds. Transportation modifications, which are required due to traffic safety and/or operating conditions and are unrelated to transportation



concurrency will be verified through the development review process and provided by the developer. The petitioner has provided a traffic study for the purpose of identifying any problem areas. Developer contributions are specifically addressed in Policy 1.1.4. In keeping with these requirements, the One College Park development will provide the following:

- a. Sidewalk connections from the development to planned public sidewalk along the development frontage.
- b. Cross-access connections for all uses within a shared garage and across and through uses to the surrounding sidewalk and street system.
- c. Conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, and/or bus shelters.
- d. Closure of existing excessive curb cuts at the development site.
- e. Safe and convenient on-site pedestrian circulation including sidewalks, corridors, elevators, stairways and crosswalks connecting the buildings and parking facilities of the development with each other and with the surrounding sidewalk and street system.

In keeping with policy 1.4.2 of the Transportation Mobility Element, and the regulations of the College Park Special Area Plan and the Traditional City, the PD will include none of the uses listed in Objective 1.4 as typically automobile-oriented developments/uses. In accordance with Policy 1.4.10 of the Transportation Mobility Element, addressing parking garages within the TCEA, development plans provide the following:

- a. Minimal conflict with pedestrian and bicycle travel routes by creating an “avenue” or lane as an entrance feature that separates the garage parking and maneuvering from the sidewalk and by creating pedestrian exits separate from those of the automobile traffic. The plan also provides for covered bicycle and moped parking on the first floor of the garage, separate from the automobile parking;
- b. The provision of parking for residents, employees, and customers eliminating existing on-site surface parking. The parking garage is sized to serve the needs of the proposed and the neighboring developments, including the large congregation of the Catholic Student Center;
- c. The garage is designed to focus its primary entrance on NW18<sup>th</sup> Street, which serves a mix of uses and ends in a signalized intersection with West University Avenue. It will serve primarily residential and civic use parking; these uses would be allowed access to residential streets. Both entry/exit points are located on streets serving development similar in scope and type as that included in the development. Trip distribution models show most

trips generated by the hotel and retail use to be approaching and leaving by the NW18<sup>th</sup> Street access.

- d. The parking facility will be designed to be completely hidden from all off-site residential views and almost all vantage points. The garage will be surrounded by ground floor retail, office, and residential uses appropriate to the underlying land use and surrounding properties. It will be designed to be below the highest point of surrounding, on-site buildings and where visible at street level, the facade design will be scaled to relate to the surrounding area by providing relief and interest in detail.

The developer will coordinate with Gainesville authorities regarding the implementation of Policy 1.5.3 regarding landscaping of roadway right-of-ways and/or medians within Zone A of the TCEA. The developer may pursue assistance in funding for the installation of landscape projects and is especially interested in City involvement in the coordination and funding of off-site improvements that will enhance the surrounding area.

Policy 1.6.1 of the Transportation Mobility Element states that within the TCEA, parking in excess of the minimum required by the Land Development Code shall not be allowed. The SAP does not anticipate the development of shared parking facilities or the provision of off-site parking in concentrated highly urbanized areas. The requirements for parking are to be set individually for this site in the design standards adopted with the PD.

The PD will further Policy 1.7.1 in that it provides for the redesign of existing roadways to include features to improve multi-modal transportation, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaping of medians and right-of-ways, and traffic calming mechanisms.

FDOT Involvement:

## 2. Cultural Affairs/Hospitality

The provision of hotel space in this location will support the City's efforts described in Policy 1.4.1 Cultural Affairs Element to sponsor cultural events in redevelopment areas in order to foster reinvestment in these communities.

## 3. Land Use

The proposed PD would further the Land Use Element Goals to improve the quality of life and achieve a superior, sustainable, development pattern by creating choices in housing, offices, retail, and workplaces, and by providing a mix of land uses within walking distance of the City's largest destinations, the University and its sports complex and libraries. It also adheres to design principles which advance timeless traditional principles.

The PD contributes to the implementation of Policy 1.1.1 by integrating housing, shops, work places, with the existing neighborhood and civic facilities surrounding it.

In furtherance of Policy 1.1.2 the PD provides housing, jobs, daily needs and other activities within easy walking distance of each other and other services and employment centers. In support of Policy 1.1.4 the PD enhances the neighborhood's, commercial center and supports the civic, cultural and recreational focus by providing travel accommodations in this location. Although no parks are planned for the site, the development will support the intent of Policy 1.1.5 to provide an ample supply of squares, greens and parks by creating a new destination for travelers and designing plazas and arcades that encourage people to gather in the public realm. Modifications to the abutting public rights of ways will result in a much higher quality public realm, particularly on NW 1<sup>st</sup> Avenue.

The proposal is designed to protect and promote viable transportation choices (including transit, walking and bicycling, and auto traffic calming) by integrating into a strongly structured neighborhood. The proposed altered design standards remain consistent with Policy 1.2.2 which directs that higher densities are livable. It furthers Policy 1.2.3 by providing mixed-use development. It implements Policy 1.2.5 by creating greater pedestrian circulation over a site that is currently fenced and oriented entirely toward automotive use. The design of the proposed development puts "eyes on the street" with front facade windows and doors per Policy 1.2.6. The redevelopment of this site will provide for the installation of sidewalks that are currently missing from the neighborhoods pedestrian system (Policy 1.2.7). The residential community is to be integrated directly into the fabric of the neighborhood without alteration or barrier of the street network. This responds to the concern expressed in Policy 1.2.8 regarding gated communities and barriers between residential areas that impede positive social and urban development. Further, in support of Policy 1.2.10 and the intent of the College Park Special Area Plan, multiple-family development will be designed to include orientation of the front door to the neighborhood sidewalk and street. The development site will also offer numerous access points for pedestrians and bicyclist (Policy 1.2.9).

The City will further Objective 1.5 to discourage sprawling, low-density dispersal of the urban population by ensuring the opportunity for higher density in the City's core.

Policy 1.5.9 is furthered by the concentration of residential, retail, office, and civic and tourist uses within 1/4 mile of the University and its academic and sports facilities is an effective way to reduce car trips and promote transit, walking, and bicycling.

The site is located in a redevelopment area that has had trouble supporting major redevelopment projects. This project will not only promote compact, vibrant urbanism, it will also improve the condition of a somewhat blighted area, and provide for the redevelopment of a non-conforming and under utilized site (Objective 2.1). The PD allows the City to meet its own goals of:

- Stabilizing areas in need of redevelopment;

- Identifying potential infill and redevelopment sites; and develop a strategy for reuse of these sites;
- By approving altered inappropriate standards, offer public assistance and encourage redevelopment, and
- Encouraging retail and office development to be placed close to the street-side sidewalk. (2.1.1)

Additional Future Land Use Element policies supporting the proposal include:

Policy 2.1.2 which states that the City's Future Land Use Plan should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multifamily residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the medical complex east of campus (rather than at the urban fringe), but outside of single-family neighborhoods.

Policy 2.1.4 which states that the City shall designate an Urban Infill and Redevelopment Area for the purpose of targeting economic development, job creation, housing, transportation, crime prevention, neighborhood revitalization and preservation, and land use incentives in the urban core.

#### 4. Historic Potential

The University Related Thematic District was evaluated for eligibility as a National Register district in 1982 as part of the ERLA Survey. The consultant's findings indicated that the survey area was very large and not coterminous. Cohesion came through "architectural styles and landscapes rather than through contiguous streets". A resurvey was completed in early 1995. It was based on considering all structures built in the 1950's as noncontributing. However, the Department of State has recently determined that it will allow buildings that are 45 years of age or older to be listed on the Florida Site File and, thus, be considered as contributing to a historic district. In the University Related Thematic Area, approximately 40 buildings with Florida Site Files have been demolished since 1982. The College Park area, presently with 19 such buildings, was seen as most likely to be the focus of intensive redevelopment activity.

#### 5. Housing

The proposed development would greatly contribute to the quality of housing available in the immediate vicinity. It will also involve the extension and replacement of certain public facilities. Such redevelopment is essential to meet the directive of Policy 3.1.2 to rehabilitate publicly owned infrastructure and facilities in older neighborhoods in order to prevent neighborhood decline.

## 6. Urban Design

The Urban Design Element calls for the City to enhance and maintain urban design standards in place for College Park, and invest in its streetscape and public infrastructure. The proposal involves enhancing the urban design standards to make them more flexible for a unique development proposal on a unique split zoned site. It also involves private investment in public infrastructure. Specifically, Policy 3.6.1 directs the City to improve its existing College Park Special Area Plan so that the Plan is more readable, lends itself more simply to redevelopment, and includes originally omitted standards such as requiring appropriate room for sidewalks and street trees. Policy 3.6.2 states that the City shall recognize the potential of College Park to be a mixed-use, livable neighborhood proximate to the University by maintaining in place a Special Area Plan promoting urbane, mixed-use development. Since the existing standards prevent the redevelopment of this site consistent with certain specific requirements of the Special Area Plan, it is necessary for the City to implement its policy by supplementing the Special Area Plan with PD standards specifically designed for this unique site and the proposed creative response to the plans intent.

Policy 3.6.3 calls for the City to coordinate with the Gainesville Community Redevelopment Agency to invest in high-quality pedestrian streetscape in College Park, using the NW 16th Street infrastructure near University Avenue as a general model for sidewalks, key crosswalks, street trees and pedestrian-scaled lighting. The developer will cooperate with the CRA to design compatible streetscape in association with the development.

## 7. Recreation

The development's impact upon recreational facilities is anticipated to be low. The residential development includes approximately 55 units. The population is anticipated to be primarily students who have access to University recreational facilities and programs. Additionally the development will provide a swimming pool and gymnasium area for its residents.

## 8. Public Utilities and Facilities

Per City policy, the development will pay the full cost of stormwater management facilities required by it to maintain the stormwater LOS standards set in the Comprehensive Plan. Given the urbanized nature of the site, stormwater management system will likely employ an underground storage and treatment system. The developer understands the requirements of Policy 1.3.3 that all new water and wastewater service connections pay the fully allocated cost of the treatment facilities required to serve them in the form of plant connection fees, and the cost of distribution or collection facilities unless the service is on a developer-installed system.

## 9. Concurrency

The applicable concurrency requirements for potable water, solid waste, stormwater management, and wastewater will be assured by a final development order issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur.

The development of student oriented housing is expected to have very little impact on area schools. However, the development will provide for its impact as determined by School Board standards in effect at the time of development approval.

According to the results of the roadway and intersections capacity analyses performed by Volkert and Associates, Inc., several roadway segments and intersection may function below an acceptable level of service by the program year of 2011. In addition, specific movements at some intersections including those at University Avenue and NW 17<sup>th</sup> Street and NW 1st Avenue and NW 17<sup>th</sup> Street could experience poor operating conditions (i.e., LOS E or F) and thus, require some type of capacity-adding improvement to yield acceptable levels of service, such as adjusting the signal timings or changing the phasing. However, the project driveway at NW 18<sup>th</sup> Street will operate at an acceptable level of service based on the unsignalized capacity analysis. Since this project lies within a TCEA (Zone A), the subject roadways and intersections are constrained physically and by policy. Options for capacity-adding improvements are therefore limited to adjusting the signal timings or changing the phasing, and intelligent transportation systems. And, because the site is within the TCEA, it is not obligated to demonstrate that an acceptable level of service is maintained or make improvements for the maintenance of that level of service.

## 10. Conservation

As acknowledged above, the site currently drains without treatment to the street, then to the storm sewer and ultimately to the creek. The City will improve the quality of stormwater entering the creek when the redevelopment meets the adopted water quality standards of the Stormwater Management Element. The improvement of the site will reduce the incidence of street flooding, enhance desirable water quality conditions, and thereby improve existing natural systems. See attached map series regarding environmental features.

One College Park Revised Design Standards  
 Revised August 1, 2012

Design Standards	Reason for Amendment
<p>General</p> <p>Except as here stated, provisions of the College Park Special Area Plan Design Guidelines and other standards in the land Development Regulations shall apply.</p>	
<p>Automobile Parking</p> <p>Structured parking shall be provided in the center of the block at the rear of principal structures.</p>	<p>This is necessary language since parking is limited in placement and is not addressed as structured in the existing regulations. It also specifies which area is the rear since the development faces all 4 edges of the block.</p>
<p>Bicycle and Scooter Parking</p> <p>Bicycle parking will be provided as per the Land Development Regulations and will be located throughout the parking structure and on-site at various locations convenient to the ground floor residential units. Scooter parking spaces will be located on the ground floor of the parking structure and in various other locations throughout the parking structure as approved at development review.</p>	
<p>Driveways</p> <p>As depicted on the PD Layout Plan, the principal driveway shall be located towards the center of the block along NW 18<sup>th</sup> Street. The secondary, controlled access driveway shall be located along NW 2<sup>nd</sup> Avenue at least 90 feet from NW 17<sup>th</sup> Street.</p>	<p>This section is necessary to specify a driveway will be allowed on the NW 2<sup>nd</sup> Avenue face of the development. Existing code might be interpreted to prohibit the access point. A secondary exist is essential for the proper management of traffic and for safety reasons.</p>
<p>Building Use</p> <p>Building uses shall be consistent with the underlying land use and existing zoning designations of UMU-1, Type I on the South half of the block and RMU on the North half of the block. Residential buildings on the North half of the development shall be consistent with Type II with residential use allowed on all floors. <u>Dormitory use shall be allowed within the same building as the commercial uses which may include eating or drinking places open to the public.</u> Parking shall be shared and shall continue to provide for the needs of surrounding uses including Civic, Commercial and Residential Uses. Parking will be allowed on all levels of the parking structure. Mechanical, operational support and utility uses</p>	<p>Building use is specified here due to the sharing of support facilities and parking across zoning lines and outside of areas designated for those uses or buildings. This section has the effect, in part, of eliminating setbacks from rear lot lines and between buildings and allowing for overlap of shared functions not anticipated by the existing code. <u>This section also eliminates the prohibition of dormitory use within the same building as an eating or drinking place open to the public included in the Code definition of dormitory. The prohibition is not appropriate in this instance where the underlying land use and this PD encourage the mixing of uses.</u></p>

One College Park Revised Design Standards  
 Revised August 1, 2012

Design Standards	Reason for Amendment
<p>needed to support the entire development will be allowed in any or all structures.</p> <p>Building Heights for principal structures shall be six stories and heights of all structures shall not exceed 78 feet at top horizontal plate. Pitched roofs and architectural details may extend above the 78 feet. The highest horizontal surface level of parking shall not extend higher than 78 feet, and the top level of the parking shall be surrounded by a vertical wall of not less than 4 feet in height. Elements of the parking structure shall not extend above 85 feet.</p>	<p>Existing code allows 6 stories on the UMU-1 portion of the site but only 3.5 stories on the RMU portion, creating inconsistency of design and leaving the commercial activities visible from residential properties off site. Current code also restricts density in a manner inconsistent with the intent for the neighborhood and prevents the replacement and enhancement of parking needed by existing and planned development.</p>
<p>Building Placement</p>	<p>This section removes restrictions created by setbacks and building separations that would prevent the central placement and sharing of parking. The existing code would prevent the efficient development of the RMU area due to the narrow configuration of the land.</p>
<p>Garden Walls &amp; Fences</p>	<p>This is a quote of one fencing option contained in the existing code. It is here restated to eliminate possible confusion with other existing provisions.</p>
<p>Signage</p>	<p>This section now contains additional language addressing the need for identification and safe access to the parking structure. The need for efficient traffic flow and the protection of the surrounding neighborhood from the effects of confused drivers is not anticipated by the existing code. Signage is usually reserved entirely for the principal uses. To require principal uses to reduce the set amount of allowable signage to provide readable direction to off-street parking would unfairly restrict notice of</p>



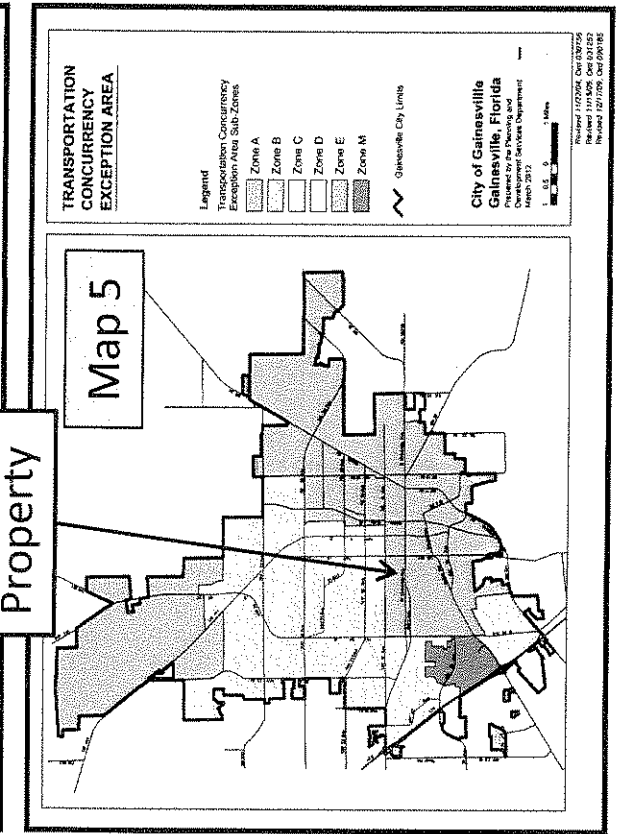
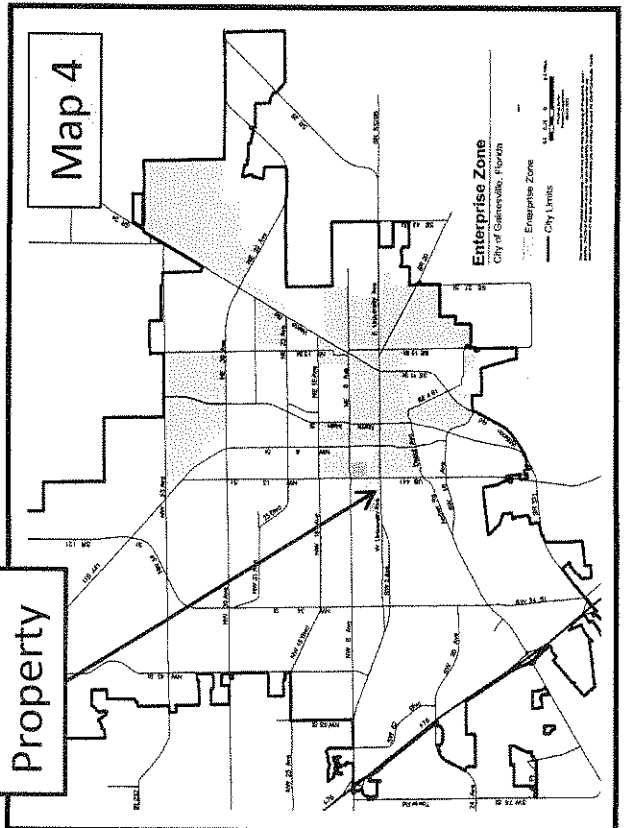
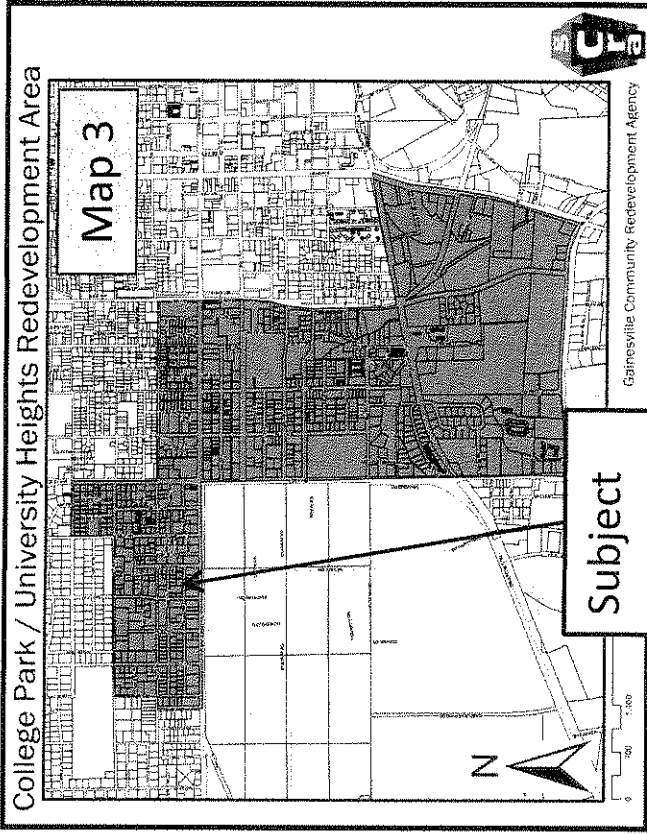
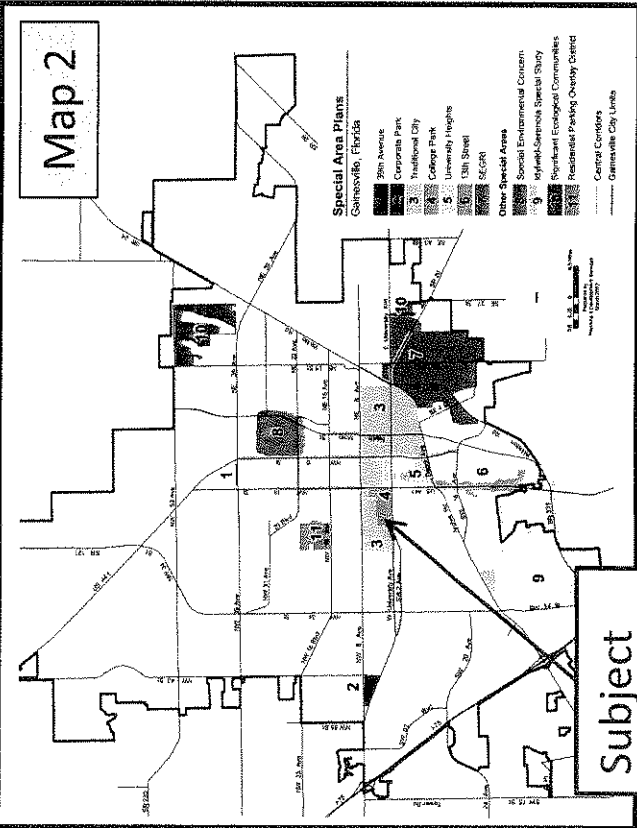
One College Park Revised Design Standards  
 Revised August 1, 2012

	<b>Design Standards</b>	<b>Reason for Amendment</b>
	outside the vision triangle of the intersection between the parking access and the street.	business limiting their success.
Building Configuration	Building Configurations shall be in keeping with the provisions of the College Park Special Area Plan Design Guidelines except that the parking structure is not required to have a roof. The highest level of the parking structure will be available for use as parking	The graphics associated with accessory structures show them to have pitched roofs and also limit them to the equivalent height of 2 stories in the RMU portion of the property. Additionally, specific standards are included here for the treatment of the parking roof as a level; a development condition not anticipated by the existing code.
Street Treatment	The type and materials of the street and sidewalk treatments shall be consistent with the CRA standards.	

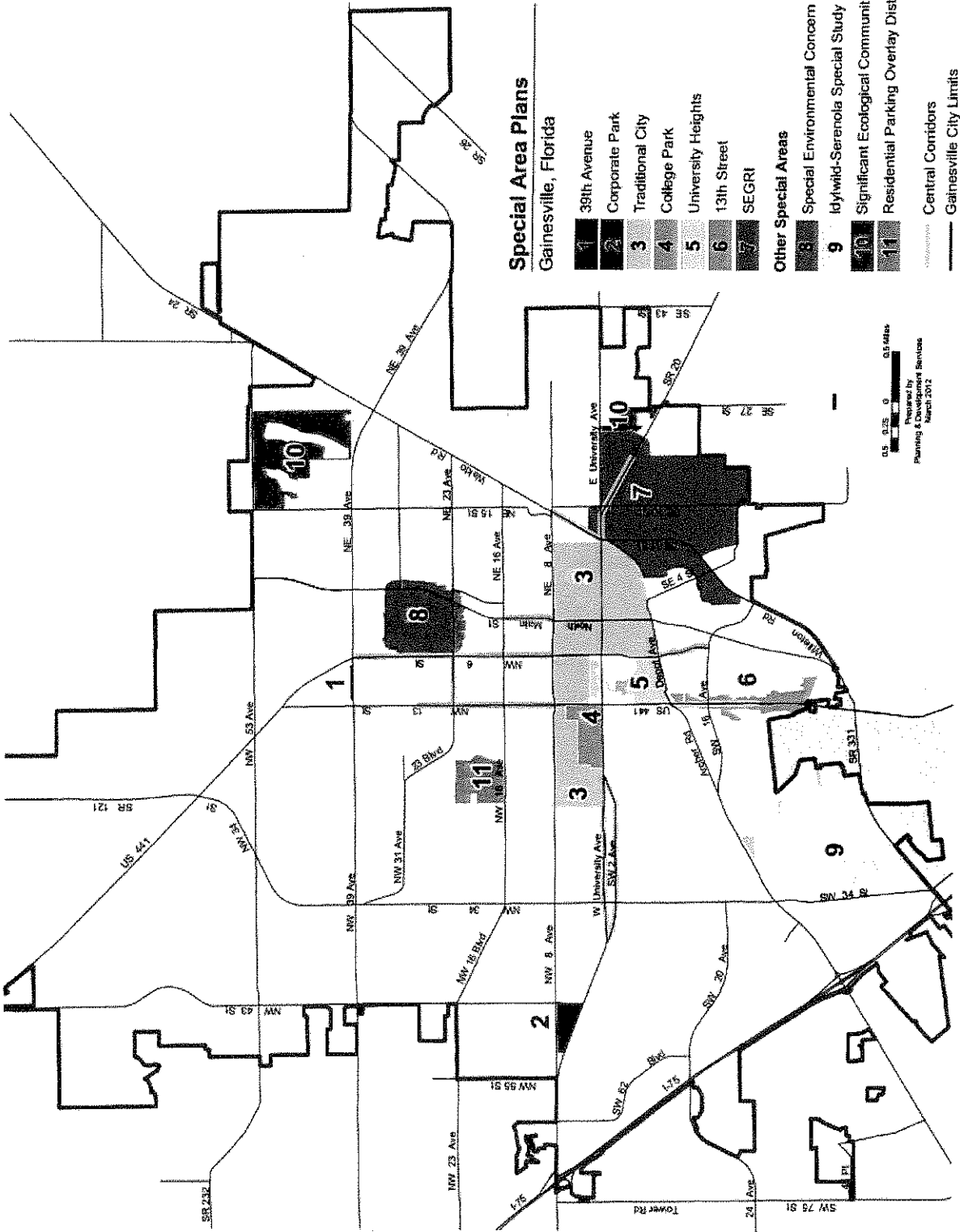
# Appendix - Maps

One College Park Planned Development Report  
Prepared July 10, 2012

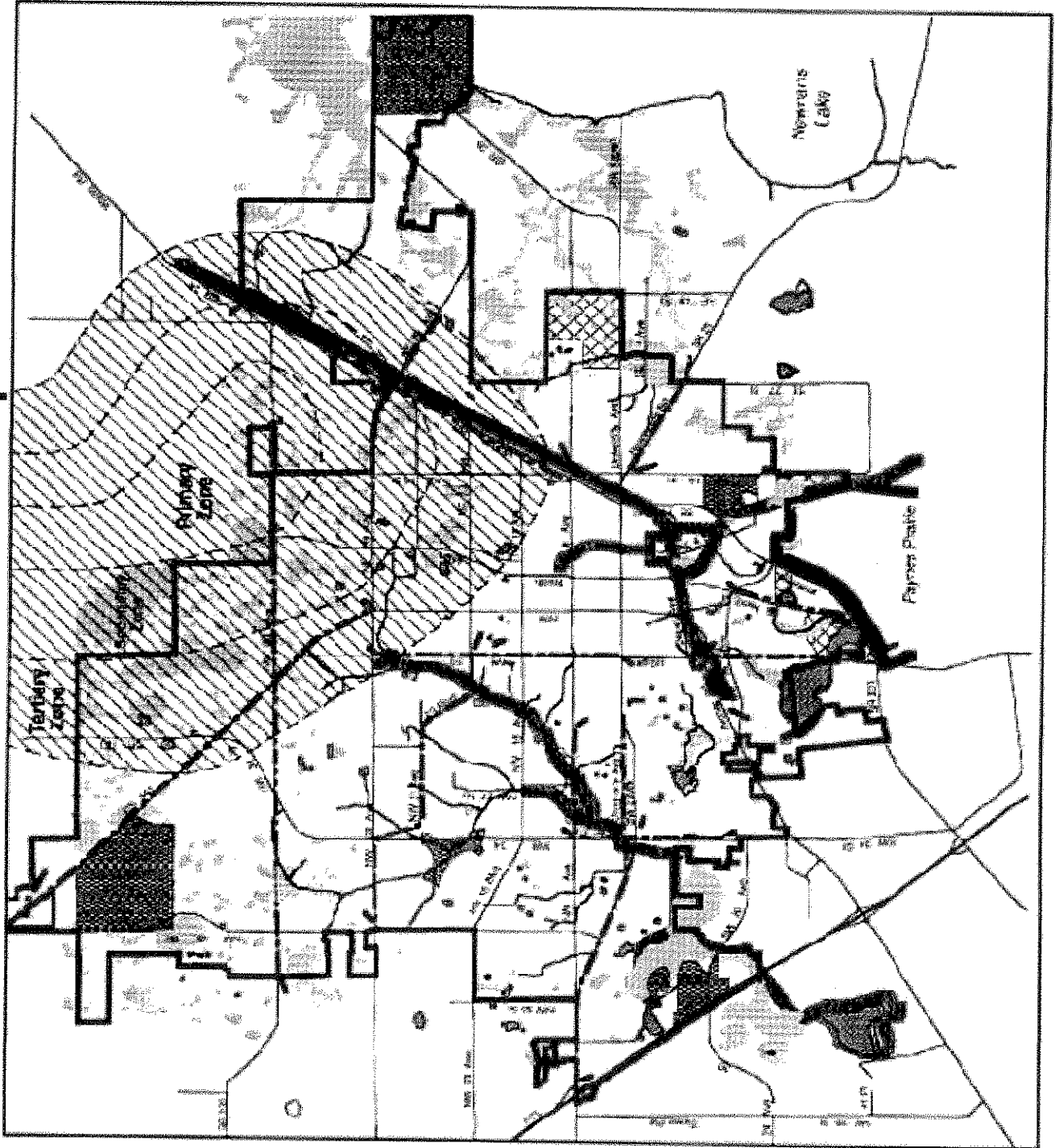
# Maps 2, 3, 4, 5



# Map 6



# Map 7



## GREEN NETWORK

### Adopted Environmental Overlay Districts

Wetfield District

County Wetfield Protection Zones

Zone Boundaries (Primary, Secondary, Tertiary)

Surface Waters Districts\*

Regulated Creeks

Lakes

Wetlands

Uplands

Other Districts

Gateway District

Nature Park District

Gainesville City Limits

\* Also does not include Flood Control Districts

Map 7 is the first of a series of maps showing the adopted Environmental Overlay Districts for the City of Gainesville, Florida. The map is based on the City of Gainesville's Environmental Overlay Districts Ordinance, which was adopted by the City Commission on February 20, 2003. The map is intended to provide information to the public regarding the City's Environmental Overlay Districts. The map is not intended to be used for legal purposes. The map is subject to change without notice. The map is prepared by the Department of Community Development, February 2003.

City of Gainesville  
Gainesville, Florida

Prepared by the  
Department of Community Development  
February 2003



