

030904h

STATISTICAL INFORMATION AND DIMENSIONAL REQUIREMENTS- cont.	
Building Setback Dimension (Minimum) Front	10' for perimeter buildings (as described above)
Building Setback Dimension (Maximum) Front	25' for perimeter buildings (as described above)
Side (Interior)	Not applicable
Side (Street)	Not applicable
Rear	Not applicable
Maximum building height	three stories or 58' measured at top plate

USABLE DEVELOPMENT AREA

Within the site, a total of approximately 5 acres (areas north and areas south) of are comprised of residential and commercial buildings, open green spaces and buffers. The site's common areas are interconnected by the sidewalks and plazas. These connections allow residents and guests the opportunity to use common areas by foot or bicycle. The common area will include amenity units that seamlessly integrate into the architectural context of the site. These amenity units will comprise the clubhouse for resident's gatherings and meetings, a computer center, and other social type function spaces. The common area will also include passive and active pools, and other recreational areas such as exterior courtyards, plazas, and study areas. The internal pedestrian trail system will only allow limited above grade boardwalk type structures to be used within creek setback areas. These numerous passive recreation areas also serve to promote the principals of CPTED and will enhance the quality of the development and the safety of the residents.

On-site open space, although adequate for the residents and their guest, is limited due to the highly urban location of the site. Interior space will provide urban-type landscape amenities and moderate shade tree coverage. The vehicle use area is primarily limited to the garage and in close proximity to the southwest corner of the site, with access directly to NW 7th Avenue and NW 13th Street. Vehicle access shall be controlled and promote congestion on public roads.

Temporary seasonal access and emergency access will be provided by the two restricted access points on NW 12th Street. Access will be allowed to the interior courtyard prior to the start of the University of Florida semesters to allow residents temporary access for move-in and move-out days. Emergency access will be controlled by a 3M Opticon system or similar.

Urban spaces often do not contain buffers due to the close proximity of parcels and structures. Since a landscape buffer is not consistent with the urban character of the project, the intensity of buffer type must be increased to be effective. Therefore, the buffer intensity will be increased by a decorative type metal fence along the perimeter of the property lines and adjacent to the vehicle use and storage areas.

As illustrated on the PD layout, a decorative fence is proposed at the back of the pubic sidewalk. The fence shall be constructed of masonry columns with a finish matching the structures. Fence elements will be constructed of metal. The fence is proposed to be constructed in non-opaque

manner, allowing open view into and out of the development promoting security and compatibility with surrounding uses. No regulated trees will be removed to install the fence.

In addition, a fence is proposed for the project along the northern portions of the site, preventing unauthorized intrusion into Rattlesnake Creek. The project's proposed fence and the creation of a scenic overlook on the south side of the creek, will raise appreciation and observance of the sensitive nature of the Rattlesnake Branch Creek. The overlook shall be constructed of materials such as appropriately treated wooded materials approved for direct moisture contact or masonry products. A pedestrian crossing, connecting to the overlook from the north and south may be constructed of similar materials.

EXTERNAL & INTERNAL TRANSPORTATION ACCESS AND PARKING

Transportation to and from the site is accommodated via pedestrian, bicycle, mass transit and personal vehicles. The sidewalks, pedestrian scale lighting and streetscape improvements will comply with, and in many cases exceed, City standards.

Sidewalk continuity will be created along the site's perimeter, crosswalks indicating pedestrian movement at the entrance drive on NW 7th Avenue and NW 13th Street. On-site bicycle parking will be provided to comply with the City requirements. Mass transportation is accommodated by the existing RTS route on NW 13th Street. The project will provide bus stop enhancements that may include free-standing improvements, potentially on NW 13th Street, or improvements integrated into the site's design. Such improvements may include seating and/or a covered shelter. Vehicle parking will be provided in the garage located within the site. The internal will garage accommodate both residents and guests. The site's location will be key to promoting non-vehicle travel.

EXTERNAL & INTERNAL VEHICLE IMPACTS

The proposed development will have direct access to NW 7th Avenue and NW 13th Street. A separate connection to NW 8th Avenue is also proposed to serve isolated development lands on the north side of Rattlesnake Branch Creek. Trip Generations are based upon the latest edition of the ITE Trip Generation manual, 7th Edition. The table below is a summary of impacts. The complete traffic study, prepared by Kimley Horn & Associates is included under separate cover.

Average Vehicle Trip Generation

<u>Land Use</u>	<u>Description</u>	<u>24-Hour Two Way</u>	<u>AM Peak Hr Enter/Exit</u>	<u>PM Peak Hr Enter/Exit</u>
Apartment (220)	225 Units	928	16/62	71/38

The traffic study reports that 70% of the traffic will utilize the NW 13th Street entrance and the remainder will utilize NW 7th Avenue. The access from NW 13th Street shall be accomplished through right turn in, right turn out only and adhere to Florida Department of Transportation (FDOT) standards. The access points from the garage shall include a stop sign and delineated cross walks at the pedestrian and bike crossing location.

PARKING

The Goals of the City of Gainesville's Traditional City Area, Transportation Concurrency Exception Area and the Special Area Plan for Central Corridors state:

"No motor vehicle parking is required." and

"...driveway entrances and exits to parking areas shall be allowed on the front side of the building" and

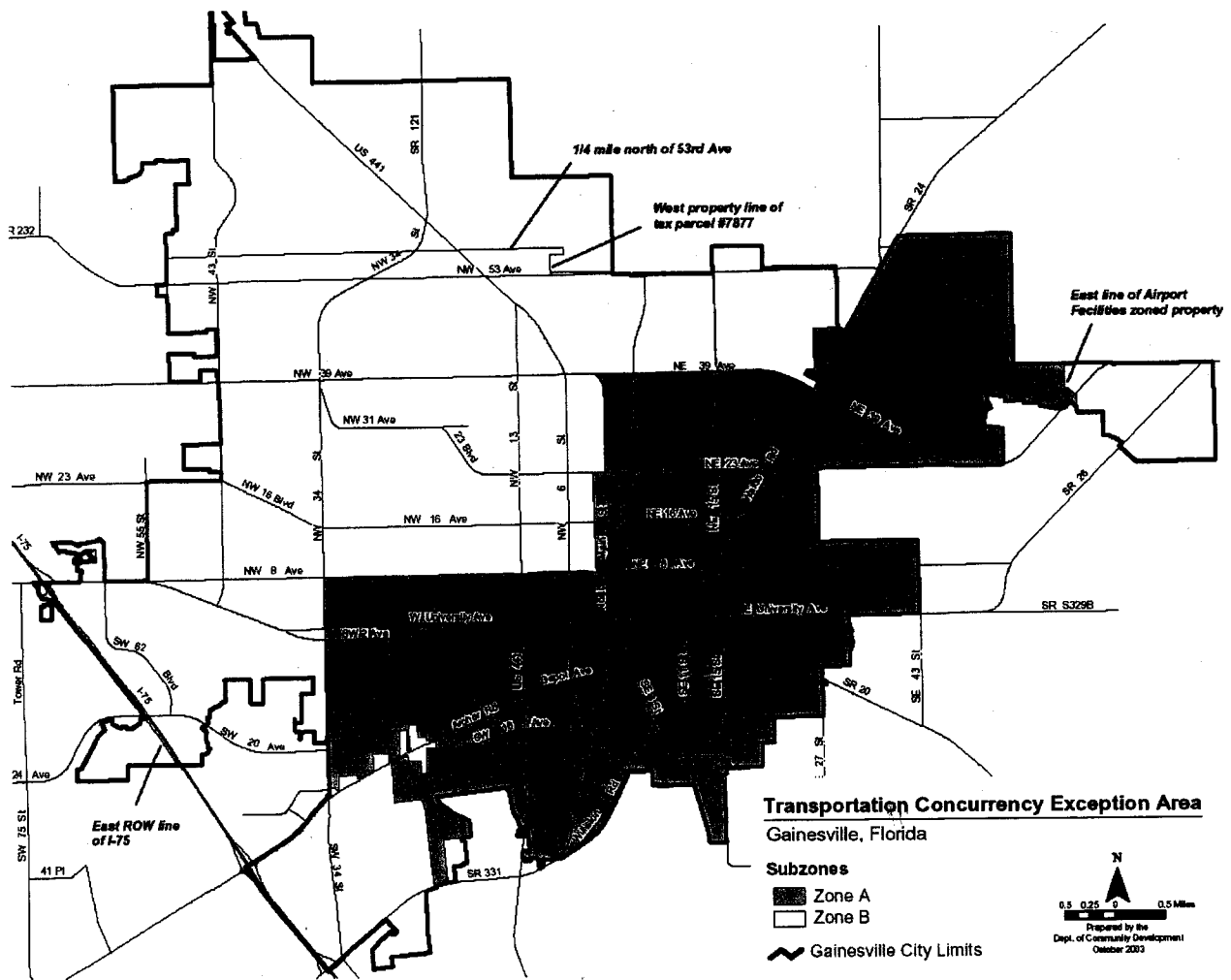
"...there shall be no limit on the number of parking spaces in parking structures."

Although no parking is required as stated above, the site will include a parking structure, which will accommodate residents, guests and others. In addition, although the building envelope is not perforated for driveway entrances and exits to parking areas, they shall be allowed on the south and west sides of the site to allow access to the garage.

"No motor vehicle parking is required." and

"...driveway entrances and exits to parking areas shall be allowed on the front side of the building" and

"...there shall be no limit on the number of parking spaces in parking structures."



In addition, there shall be no limit on the number of parking spaces in parking structures. Emergency vehicular access shall be allowed from NW 12th Street by virtue of a gated entry. Bicycle parking is included in the PD's design. And will be accommodated by onsite designated parking. Said spaces may be located within the parking garage, within residential building areas, and within onsite common areas.

CONCURRENCY

An application for Preliminary Concurrency Certification has been submitted to the City of Gainesville's Department of Community Development for this proposed PD. This development is located within Zone A of the Transportation Concurrency Exception Area (TCEA). The development must meet all relevant TCEA Policy 1.1.4 standards. A Final Concurrency Certification will be submitted with the Final Certificate of Occupancy for the development. No building phase shall receive a Temporary or Final Certificate of Occupancy prior to completion of the Policy 1.1.6 standards associated with that phase.

ENVIRONMENTAL CONSTRAINTS

As previously mentioned, the site is traversed by a portion of Rattlesnake Branch, a regulated creek. The creek also has associated "wetland" areas. The wetland and creek areas will be buffered as a contiguous portion of the regulated creek in a "Creek Setback Area" as denoted on the PD Master Plan and Layout Plan. No development is planned in the Creek Setback Areas. However, the negative effects of manmade erosion and alterations to the natural Rattlesnake Branch regulated creek, including an erosional channel formed from stormwater runoff or created through neglect and improper stormwater management techniques, may be mitigated in an effort to restore the natural creek area or to enhance stormwater management of the creek system. Refer to the Stormwater Management Plan section below.

The regulated creek setback has been established in accordance with the City of Gainesville Land Development Code (LDC), and based upon a site determination with appropriate City staff. The regulated creek setback on the south side of the creek exceeds the 35' top of bank setback in most cases due to the specific topography of the site. The regulated creek setback on the north side of the creek is 35' from the top of bank.

The wetland areas on the project site were originally field delineated by Dr. David Hall. The wetland delineation was more recently evaluated by Jones Edmunds & Associates, Inc. The wetland areas were field surveyed and mapped on the PD plans. A wetland setback is provided adjacent to the wetlands. The wetland setback exceeds an average dimension of 50' and is no less than 35' at any point along the wetland limits. Therefore, the City of Gainesville LDC criteria is satisfied.

The regulated creek setback together with the wetland/wetland setback constitutes the "Creek Setback Area." The Creek Setback Area is approximately 2.2 acres of the 7.57 acre project site. Development will preserve and enhance the Creek Setback Areas. A temporary barricade shall be constructed along the southern creek setback areas and shall remain in place until construction outside the protected areas is complete. The allowed uses within Creek Setback Areas are restricted to stormwater management systems and passive recreation, such as boardwalk system

with seating areas. The boardwalk will allow passive observation of the area without adversely affecting slopes, soils, and vegetation by controlling access to areas.

The site soils are characterized by three stratas of general soil types. The first layer consists of 2 to 13 feet of very loose to medium dense gray brown fine sand with silt to silty fine sand. The second layer consists of stiff to very stiff green gray, gray and orange brown sandy clay and fat clay. The third layer consists of very loose to medium dense light green gray, gray and light brown phosphatic silty clayey and clayey fine sands.

The on-site groundwater table will fluctuate seasonally depending upon local rainfall. However, the seasonal ground water table will generally lie just above the second soil strata. The stiff clay nature of the second soil strata limits vertical groundwater movement. Therefore, shallow groundwater movement is more lateral from south to north and north to south towards Rattlesnake Branch. It is important that development not preclude the natural groundwater movement and resulting hydrologic water supply of Rattlesnake Branch.

STORMWATER MANAGEMENT PLAN

The project site lies within the watershed of Rattlesnake Branch and is a tributary to Hogtown Creek. Currently, runoff from the project site, and from offsite sources via public stormwater conveyance systems, is directly discharged into the portion of Rattlesnake Branch located within the project limits. The on-site portion of Rattlesnake Branch has experienced erosion and has been impacted by exotic plant growth, trash disposal, debris pile/sediment disposal, and pedestrian foot traffic activities. There are no existing on-site stormwater management facilities (SMF). The proposed development will respect the sensitive nature of Rattlesnake Branch by providing development setbacks and implementing mitigation for past adverse impacts. Such mitigating activities will include removal of trash, debris, stock piles, and restoration and stabilization of eroded areas. The development and implementation of an exotic plant removal program and control of foot traffic will also be implemented to improve the natural qualities of areas within the Creek Setback and wetland areas.

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. SMFs may include: a storage facility beneath the on-site parking garage, exfiltration systems, sediment/trash collection structures, grassed swales, and potentially shallow surface basins. 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-developed rates of discharge to pre-development rates and volume of discharge for the 100-year design storm event, as required to meet facilities located within the Hogtown Creek watershed. 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.

A SMF is proposed as an option of development within portions of the property located between Rattlesnake Branch and the NW 8th Avenue right of way. The SMF would be a detention basin to attenuate flows currently received by Rattlesnake Branch, both from public and private lands, located outside the project boundaries. This detention facility, together with the SMF

constructed within the approved portions of the project, will combine to meet the rate and volume attenuation requirements of the City of Gainesville Land Development Code for the Hogtown Creek Watershed. The SMF may impact and be constructed within the existing impacted and degraded wetland area located within the northeastern limits of the site. The wetland impacts due to the new SMF construction will be mitigated to conform to the City's Comprehensive Plan and Land Development Code requirements, as well as the SJRWMD Environmental Resource Regulations.

PROPOSED PD DESIGN GUIDELINES- INFRASTRUCTURE DESIGN STANDARDS

Consistent with the Goals of the City of Gainesville's Special Area Plan, Chapter 20, Appendix A- Section 4 for the Traditional City area and for Central Corridors state respectively:

"The appropriate reviewing board, city manager or designee can approve a facade closer to the curb or edge of pavement than the previously listed distances so that a consistent street edge of adjacent buildings can be maintained."

and

"When considering a closer build-to line, the building facade shall, in most instances, be no closer than 14 feet from the curb or edge of pavement along an arterial, 12 feet along a collector, and 11 feet along a local street, in order to leave space for adequate sidewalks and tree strips."

Urban development within a downtown environment requires the use of Public streets for vehicle circulation including service vehicles. All on-site improvements will be privately owned and maintained and are not dedicated to the public. New infrastructure improvements may include utility extensions, utility improvements, utility relocations, and retention of existing utility facilities. Utility space allocations will comply with GRU Standards for underground burial.

The project site is located within TCEA Zone 'A', as shown in the accompanying illustration. Therefore, the PD will meet all relevant Policy 1.1.4 standards of the Concurrency Management Element. As part of satisfying TCEA Zone 'A' standards, the phase I construction will include internal sidewalk connections to adjacent public sidewalks and a transit bus stop will be constructed on the west side of NW 13th Street, directed across from the PD. The bus stop improvement will be free-standing. The submittal of a site plan application will require the submittal of an application for a Certificate of Final Concurrency. Access to the on-site parking garage will be from both NW 7th Avenue and NW 13th Street. However, there will be no direct vehicular connection from NW 7th Avenue and NW 13th Street which will allow cut-through traffic. Access to the garage from NW 13th Street will be in the form a right-turn in and right-turn out configuration. Access from NW 7th Avenue will be multi-directional and a stop sign will be placed at the exit onto NW 7th Avenue.

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. The horizontal separation of driveways and the requirement to align driveways and street intersections may vary from the standard minimum separation requirements and alignment requirements. The entering return radius will be designed to add maximum benefit to vehicle turning movements. The height clearance for the internal driveway will comply with the