

**UNIVERSITY HOUSE**

**PLANNED DEVELOPMENT (PD) REPORT FOR APPLICATION 30PDA-06PB**

Updated February 23, 2007

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

**CONSISTENCY WITH LDC PLANNED DEVELOPMENT- PURPOSE & OBJECTIVES**

**The following is a description of the project's consistency with the City of Gainesville's Land Development Code. Where different, the Traditional City Overlay shall apply. The adopted City of Gainesville LDC, with regard to the Planned Developments states:**

***Purpose.** It is the purpose of this district to provide a method for landowners or developers to submit unique proposals which are not provided for or allowed in the zoning districts otherwise established by this chapter. In particular, these provisions allow a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in the district, but they must conform to all aspects of the comprehensive plan. Rezoning for planned developments (PDs) will be an entirely voluntary procedure.*

***Objectives.** The PD provisions are intended to promote flexibility of design and integration of uses and structures, while at the same time retaining in the city commission the absolute authority to establish limitations and regulations thereon for the benefit of the public health, welfare and safety. By encouraging flexibility in the proposals which may be considered, while at the same time retaining control in the city commission over the approval or disapproval of such proposals, the PD provisions are designed to:*

- (1) Permit outstanding and innovative residential and nonresidential developments with a building orientation generally toward streets and sidewalks; provide for an integration of housing types and accommodation of changing lifestyles within neighborhoods; and provide for design which encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as narrow streets, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.*
- (2) Provide flexibility to meet changing needs, technologies, economics and consumer preferences.*
- (3) Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.*
- (4) Lower development and building costs by permitting smaller networks of utilities, a network of narrower streets, and the use of more economical development patterns and shared facilities.*
- (5) Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.*

- (6) *Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.*
- (7) *Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.*

The University House PD is a prime example of the necessity for the PD overlay district. Rarely is the City of Gainesville presented with an opportunity to redevelop an entire city block. The purpose of the proposed Planned Development (PD) is to utilize unique neighborhood design principles to develop a mixed-use neighborhood with a maximum of 188 dwellings and a maximum 15,000 square feet of commercial uses, consistent with the MU-1 zoning category, along 13<sup>th</sup> Street corridor, on 7½ acres. The number of dwellings may be reduced dependent upon the commercial uses. Commercial uses must be located in a multi-story building on tax parcels 14097-001. This project will be constructed with the principles of Traditional Neighborhood Design (TND)/Transit Oriented Design (TOD), such as orienting buildings toward the street and sidewalks; densities that support exemplary levels of pedestrian, bicycle and transit usage, and also include vehicular connectivity to the Gainesville's multimodal transportation network. The proposed PD site is in close proximity to numerous employment, shopping, education, and recreation opportunities that are easily accessible by all travel modes.

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 redevelopment through the merits of the proposed PD. The project's proposed design features are unique and exceed those features currently permitted within the existing site zoning categories and are further defined in the following sections of this report.

The site is currently zoned with City of Gainesville zoning categories of Mixed Use-1, Office and Residential Multi-Family 8, (MU-1, O & RMF-8 respectively). As a result of the variety of existing zoning categories on the site, the PD zoning district is the only choice the applicant can use to implement this proposed project. The PD also allows site uniformity rather than the incompatibility otherwise be created by the three different zoning categories on the site.

### **CONSISTENCY WITH ZONING MAP**

The project's proposed overall gross density of 188 units(or lesser) matches the site's existing Residential Multi-Family 8 and Mixed Use-1 zoning, which both allow 30 du/ac and is only slightly higher than the site's existing Office zoning of 20 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 below, and in Illustration 1, the existing zoning adjacent to the site includes Office Residential, Office, Education, Residential Single-Family and Multi-Family, Business, Business Automotive, Mixed Use-1, and Public Services. 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.

DIRECTION	LAND USE	PARCEL
North	Office Residential (OR) / Office (OF)	09533, 09533-1, 09533-2, 09533-3
East	Education (ED) / Residential Single-Family 4 (RSF_4)	13857 / 13862
South	Residential Multi-Family 5 (RMF-5) / Business (BUS) & Bus. Automotive (BA)	14068, 14073, 14074, 14075 / 14054, 14062
West	Mixed Use 1 (MU-1) / Public Services (PS)	15189, 15189-001, 15189-002 / 15189-2



**Illustration 1- Existing Zoning Map**

## **INTENSITY & DENSITY OF DEVELOPMENT**

The project's proposed intensity and density of development is consistent with the City's Land Development Code requirements for Planned Developments. The project's intensity is commensurate with the location (W 13<sup>th</sup> Street Corridor and downtown Gainesville). This central corridor through the urbanized area has a variety of uses, with many commercial, institutional and professional structures varying from single-story converted homes to multi-story building such as fraternity houses, University administration and housing, and commercial sites.

The project's proposed maximum of 188 units (or lesser) of with a maximum, intensity including 15,000 square feet non-residential areas, will not have undue adverse impacts on the physical and environmental characteristics of the site and surrounding neighborhoods. The architectural character of the residences, with their articulated façades, streetscaping, and walkways, will enhance the urban character. These elements also will assist in defining the pedestrian space and the outdoor room defined by the corridors surrounding the project. The project's overall design will preserve Rattlesnake Branch, repair erosion damage and prevent future degradation to this ignored area. In addition, the project will preserve designated heritage tree canopy.

**The following sections analyze and discuss the compatibility with the City of Gainesville's Land Development Code Chapter 30, Article VII- Division 4 and the Planned Development (PD) zoning category and also describes the design characteristics developed, further meeting the requirements Section 30-213 which states:**

- (1) Unique and promoted by comprehensive plan. The proposed development is unique. Although it does not fit within an existing zoning district, it is consistent with the city comprehensive plan, except it may require a land use change. Other options available under the existing zoning district(s) in the city land development code would not allow the use and associated design elements of the proposed project.*
- (2) Size, scale, complexity and design. The proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PD process.*
- (3) Specialized compatibility and design characteristics. The nature of the proposed use at a specific site requires specialized design characteristics to preserve and protect neighborhood character, environmental concerns and other concerns unique to the immediate area, consistent with comprehensive plan policies.*

The PD district provides the necessary site design flexibility and integration of the uses key to this project. These characteristics allow for the preservation of outstanding landscape features, key to creating a desirable urban living environment, such as the specimen oak trees. The retention of the oaks in the center of the project will provide a focal point from the street and strengthen the site's integration to the surround natural context of Gainesville's neighborhoods.

In addition, the internal character of the design will allow the connection of built elements by walkways which will encourage pedestrian movement throughout the site. The increased activity generated by the residents of the PD will reinforce the principals of Crime Prevention

Through Environmental Design (CPTED). The introduction of this urban neighborhood will revitalize and reinforce the existing neighborhood's ongoing commitment to preservation and revitalization of existing structures.

*(1) Permit outstanding and innovative residential and nonresidential developments with a building orientation generally toward streets and sidewalks; provide for an integration of housing types and accommodation of changing lifestyles within neighborhoods; and provide for design which encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as narrow streets, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.*

The PD zoning category has been proposed to develop a unique urban neighborhood by utilizing a mix of TND, TOD, and modern neighborhood design features such as the following:

- (a) orientation of buildings toward the streets, sidewalks that define outdoor spaces that Gainesville has traditionally lacked in its urban areas;
- (b) provision of a variety of residential unit types that further establish a variety of size, style, and price ranges within the local rental market; and
- (c) provision of streets, bike paths and sidewalks that provide connectivity to adjacent land uses and to transportation corridors that provide access to employment, shopping, educational, and recreational opportunities through utilization of new and existing multi-modal transportation corridors.

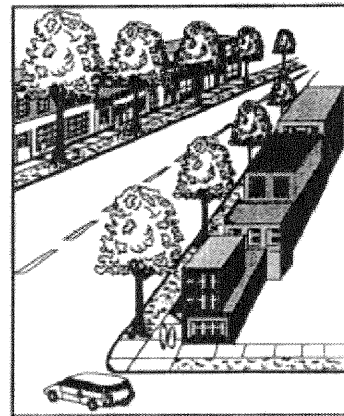


Illustration from City's Traditional City Guidelines

As can be seen in the small sketch, above, from the City's guidelines for the Traditional City Area, the intent to create a unified street edge façade is achieved in the project by its orientation of the site's building groupings placed around the perimeter of the site. This is also achieved internally with pedestrian walkways and courtyards.

Setbacks along articulated facades shall be measured as an average along the façade, and street yard buffer area will be calculated as a total of improvable area from the structure to the back of curb. This orientation creates two outdoor rooms, one at the street level and the other in the interior courtyards and plazas located throughout the site.

*(2) Provide flexibility to meet changing needs, technologies, economics and consumer preferences.*

The two single-family detached homes located to the south of the site currently exist in the RMF-5 zoning district. Although the PD proposes up to 188 attached dwelling units for the site, the unit's facades are articulated in a manner to create a more traditional character, matching the context of the surrounding residential neighborhood. The overall gross density of will merge seamlessly into the context area. In addition, this PD will provide new housing alternatives that

are needed in this community to meet the changing economic needs, technologies, economics and consumer preferences. The PD brings a live, work, play environment to the central city context area while preserving and enhancing the existing neighborhoods by stimulating secondary market revitalization.

*(3) Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.*

To the greatest extent possible, the PD's stormwater management facilities, driveways, common space, and utility locations will be designed to utilize and preserve the site's existing and outstanding landscape features. These features are comprised of the regulated creek system, wetland areas and their associated buffer, and the interior tree canopy area. Where possible, the site's landscape features shall be incorporated as aesthetic elements internally and externally from the site for passive recreation and buffer. No development north of the established South Creek Setback Line shall be permitted.

In addition, a commitment to preserve the three designated Heritage Live Oaks located in the center of the site will be made. This area will remain in a mostly undisturbed manner in the entire area under the canopy of the three oaks as indicated on the PD Master Plan. Therefore, work will be limited so there will be no excavation in the critical rootzone limits, for any reason, including the installation of utilities or sidewalks. In addition, landscaping and hardscape located should be minimized in the protection zone, as defined by the area beneath the main branches, and all work done under the canopy should be accomplished by hand operated tools and not large machinery.

To the greatest extent possible, existing trees along Northwest 12<sup>th</sup> Street shall be preserved, except those determined by the City arborist to be invasive species or that have no significant value.

*(4) Lower development and building costs by permitting smaller networks of utilities, a network of narrower streets, and the use of more economical development patterns and shared facilities.*

Where possible, development and building costs will be lowered by sharing existing utilities presently serving the adjacent neighborhoods and by proposing joint trenching of new utilities. Furthermore, the development proposes a network of internal pedestrian paths in lieu of internal streets, which would be required under standard development practices for a development of this size. The development will feature an internal pedestrian/bicycle/vehicular colonnade along the NW 7<sup>th</sup> Avenue building groupings. The promotion of high-quality in-fill development also increases economic development.

*(5) Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.*

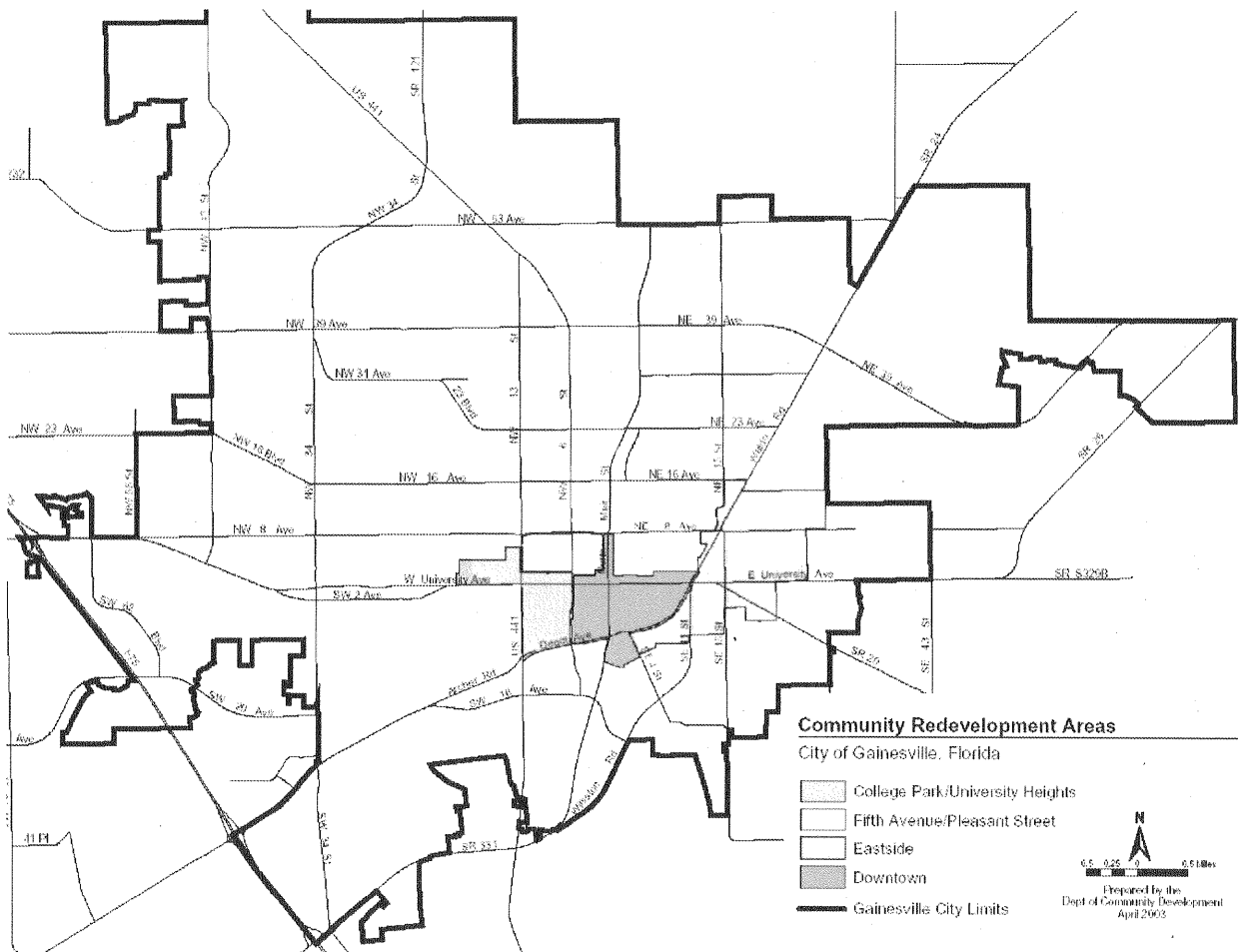
The PD is located in a strategic location of town, seven blocks to the north of the University of Florida, on two existing transit lines, further encouraging non-auto modes of transportation.

(6) Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.

The development will utilize a combination of stylistic traditional architectural elements, creating a unified theme, while complementing the existing neighborhood style. In addition, landscape architectural elements, such as paving materials, hardscape elements, lighting and vegetation will further define the PD's unified neighborhood style.

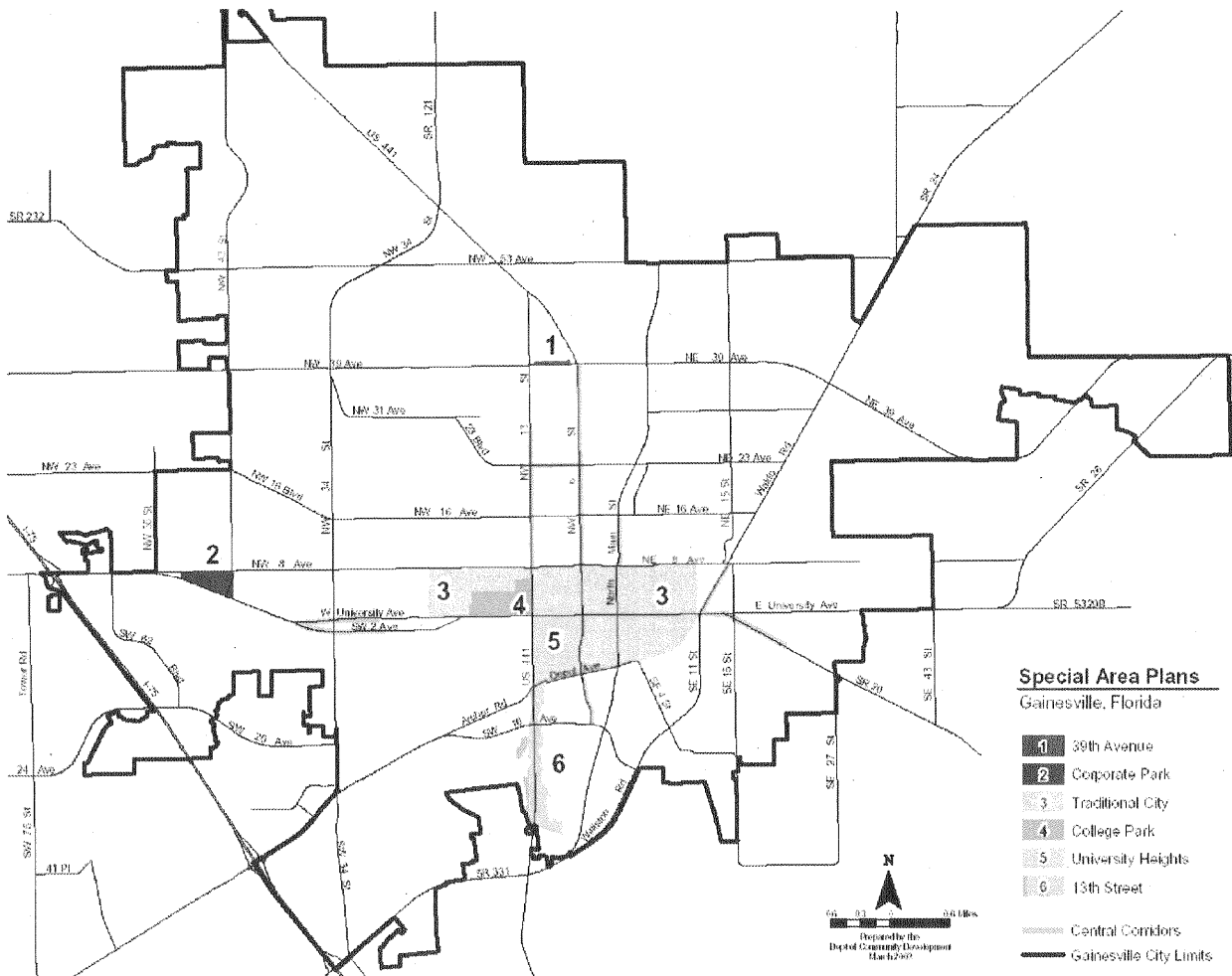
(7) Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.

The PD incorporates the use of traditional quality-of-life design features with its pedestrian and transit friendly location. Furthermore, the scale of the project defines the street corridor while providing open green spaces for internal neighborhood gatherings. Porches will further enhance the character of the PD by introducing Crime Prevention Through Environmental Design (C.P.T.E.D.) principals. The addition of several hundred residents to the neighborhood will place many eyes on the street and the area should experience greater self policing.



With its location on the east side of NW 13<sup>th</sup> Street, the development is challenged to transition from a relatively urban context to the residential character of the neighborhoods to the east. In doing so, the architecture must also take advantage of the views to Rattlesnake Branch on the north side of the property while internally focusing on the heritage oaks in the middle of the site.

Utilizing 3- to 4-story groupings of residences, the buildings will create distinctly unique recreational areas that will be joined via pedestrian streets employing hardscape and landscape materials to enhance-gathering spaces and recreational features. The buildings themselves will express contextual forms through articulated facades of brick, stone, and stucco with external balconies and porches addressing the street fronts along the perimeter and interior of the site.



In addition, the PD creates a walkable, pedestrian scale streetscape. This streetscape is within and surrounding the site's aligned yet articulated building facades and envelope, internal plazas and pedestrian boulevards. Treatment of streetscape, street and sidewalk design and building orientation shall be consistent with the intent of the Traditional City Special Area Plan. This unique design will stimulate pedestrian travel and sponsor the growth of surround retail, commercial and service offerings, long absent except in strip development along the NW 13<sup>th</sup>



Street Corridor. A liner building, oriented toward the street, fronts NW 13<sup>th</sup> Street and places residential uses and may place commercial uses upon the corridor, while masking the site's internal garage. Common areas, created with both hard and soft scape landscape architectural elements, are well suited for community gatherings and are situated centrally, with focus to vistas over the natural landscape features of Rattlesnake Branch.

**INTERNAL COMPATIBILITY**

The PD is comprised primarily of residential uses that, by nature, do not produce the impacts of larger predominately commercial mixed use developments with accessory residential. There is a provision for commercial use limited to 15,000 square feet, west of the parking garage on tax parcels 14097-001. In other words, the PD does not have the complexity of transportation issues as it is an origin of trips and rather than an origin and destination. In addition, the PD's proximity to the surrounding urban context of the City of Gainesville and the 13<sup>th</sup> Street Corridor will produce far fewer trips than typical development patterns.

Proximity to the urban core, green spaces, creek buffers, common spaces, will be incorporated into the PD within two minute walks to all residences providing essential recreation areas that promote higher quality of life and promoting internal capture. Abundant common areas are provided, which will be landscaped, enhanced or retained in their natural condition in varying degrees adding to the character of the development.

The project's proposed uses are compatible for a downtown urban environment. The residential component produces greater opportunities for changing lifestyles where one can live, work, play, and attend school within the same area. The option to develop a small commercial portion of the project along the 13<sup>th</sup> Street Corridor may encourage reinvestment in this portion of town.

<b>STATISTICAL INFORMATION AND DIMENSIONAL REQUIREMENTS</b>	
<i>Total Acreage of site</i>	<b>±7.57 acres</b>
Maximum residential multi-family attached	2.89 Acres / 57% of south area
Maximum commercial square footage *	15,000 sq. ft. (tax parcels 14097-001)
Maximum common area & usable open space	2.18 Acres / 43.0 % of south area
Creek setback & wetland area/buffer	2.26 Acres / 29.9 % of total
Maximum Allowable Units *	188 units
Building Setback Dimension (Minimum) Front	10' for perimeter buildings (as described above)
Side (Interior)	Not applicable
Side (Street)	Not applicable
Rear	Not applicable
Maximum building height for 13 <sup>th</sup> Street and 12 <sup>th</sup> Street	5 stories or 65' measured from Finished Floor Elevation (FFE) to Top Plate (TP)
Maximum building height for 7 <sup>th</sup> Avenue	3 stories or 39' measured from FFE to TP

\*Number of units may be lesser dependent upon commercial area.

## **USABLE DEVELOPMENT AREA**

Within the site, a total of approximately 5 acres south of Rattlesnake Creek 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. 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 7<sup>th</sup> Avenue and NW 13<sup>th</sup> Street. Vehicle access shall be controlled and prevent congestion on public roads. Temporary seasonal access and emergency access will be provided by the one restricted access point on NW 12<sup>th</sup> Street, subject to development plan review.

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 parking garage area.

In addition, a fence is proposed for the project along the northern edge of the residential portions of the site, preventing unauthorized intrusion into Rattlesnake Branch Creek. The project's proposed fence on the south side of the creek will raise appreciation and observance of the sensitive nature of the Rattlesnake Branch Creek, and serve to protect the setback area from intrusion. No development north of this fence shall be allowed.

## **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 lighting and streetscape improvements will comply with, and in many cases exceed, City standards for the Traditional City Special Area Plan.

Sidewalk continuity will be created along the site's perimeter, with crosswalks indicating pedestrian movement at the entrance drives on NW 7<sup>th</sup> Avenue and NW 13<sup>th</sup> Street. . New sidewalks will be constructed to allow full, unobstructed access to the general public. Should sidewalks traverse private property, easements and/or dedication of the sidewalks to the public will be executed to ensure public use. On-site bicycle parking will be provided to comply with the City requirements. Mass transportation is accommodated by the existing RTS routes on NW 13<sup>th</sup> Street.

Parking shall be permitted on the internal pedestrian/bicycle/vehicular colonnade.

**EXTERNAL & INTERNAL VEHICLE IMPACTS**

The proposed development will have direct access to NW 7<sup>th</sup> Avenue and NW 13<sup>th</sup> Street. The final determination of access points shall be based on a full traffic analysis, such as provided by the applicant with this petition.

Trip Generations are based upon the latest edition of the ITE Trip Generation manual, 7<sup>th</sup> 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**

Land Use	Description	24-Hour Two Way	AM Peak Hr Enter/Exit	PM Peak Hr Enter/Exit
Apartment (220)	188 Units (based on 585 bedrooms)	1,107	18/73	84/45

The traffic study reports that 70% of the traffic will utilize the NW 13<sup>th</sup> Street entrance and the remainder will utilize NW 7<sup>th</sup> Avenue. The access from NW 13<sup>th</sup> 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. The petitioner/developer may be required to make improvements commensurate with the potential impacts of the development on the roadway system of the context area as described in the traffic study as submitted with this petition.

In order to address the impacts of the development on the City’s transportation network system, the developer agrees to enter into a Transit Proportionate Fair Share Agreement and contribute \$74,309.48 to enhance bus service to serve the development.

**PARKING**

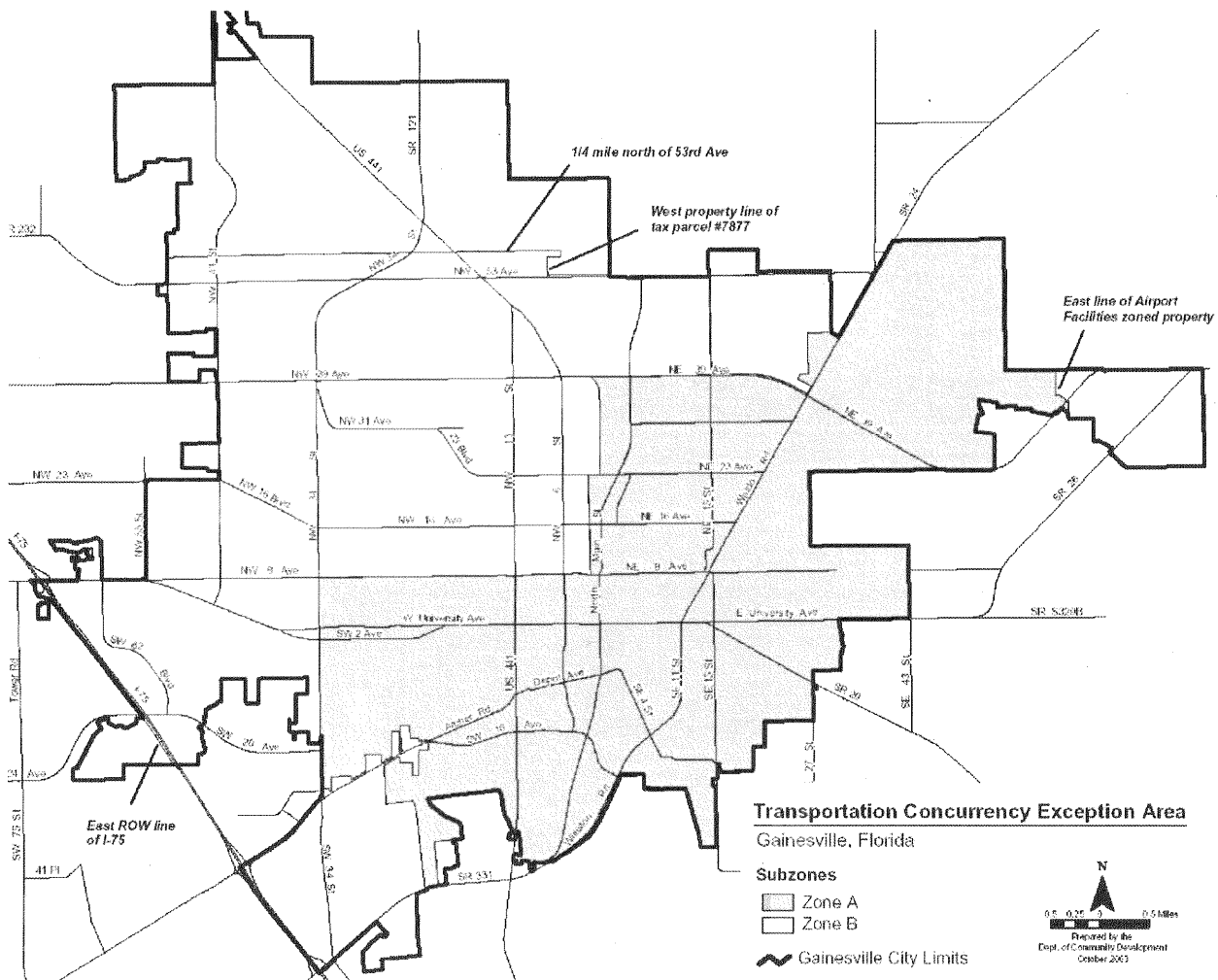
The Goals of the City of Gainesville’s Traditional City Area, Transportation Concurrency Exception Area and the Special Area Plan for Central Corridors state:

*“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 and internal surface spaces, 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 and internal surface spaces.



In addition, there shall be no limit on the number of parking spaces in parking structures, so long as they conform to the minimum standards established by the City of Gainesville's Land Development Code. Emergency vehicular access shall be allowed from NW 12<sup>th</sup> Street by virtue of a gated, Opticom-controlled entry. 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 the parking garage, within residential building areas, and within onsite common areas.

## CONCURRENCY

This development is located within Zone 'A' of the Transportation Concurrency Exception Area (TCEA). An application for a Certificate of Final Concurrency must be submitted when a site plan is submitted for this development. An application for Preliminary Concurrency Certification has been submitted to the City of Gainesville's Department of Community Development for this proposed PD.

## **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 Layout Plan. Except for maintenance activities provided in the PD ordinance, no development shall be allowed within or over the areas delineated as setbacks north and south of the creek. The development may erect fencing or screening south of the Creek Setback Area to prevent intrusion into the area north of the development. Refer to the Stormwater Management Plan section below.

The regulated creek south setback has been established in accordance with the City of Gainesville Land Development Code (LDC), and is 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 minimum setback in most cases due to the specific topography of the site. The regulated creek setback on the north side of the creek is 50' 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 temporary barricade will use best available practices to maintain the integrity of the "Creek Setback Area." No development will occur north of the south creek setback line, except as may be required for utility infrastructure installation.

The site soils are characterized by three strata 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 currently 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, and stock piles. 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 may 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.

## **PROPOSED PD DESIGN GUIDELINES- INFRASTRUCTURE DESIGN STANDARDS**

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

Treatment of streetscape, street and sidewalk design and building orientation shall be consistent with the intent of the Traditional City and Special Area Plan.

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, construction will include internal sidewalk connections to adjacent public sidewalks and a transit bus stop will be constructed on the west side of NW 13<sup>th</sup> Street, directly 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 7<sup>th</sup> Avenue and NW 13<sup>th</sup> Street. However, there will be no direct vehicular connection from NW 7<sup>th</sup> Avenue to NW 13<sup>th</sup> Street which would allow cut-through traffic. Access to the garage from NW 13<sup>th</sup> Street will be in the form a right-turn in and right-turn out configuration. Access from NW 7<sup>th</sup> Avenue will be multi-directional and a stop sign will be placed at any exits onto NW 7<sup>th</sup> Avenue.

Buildings along Northwest 13<sup>th</sup> Street and Northwest 7<sup>th</sup> Avenue, should present an architectural style, which reflects a multiple-unit façade, each with a separate identity. Entrances at ground level should be oriented towards the street with stairs, porches or a compatible entrance feature directly related to the adjacent sidewalk.

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 applicable design vehicle requirements. 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 facility.

#### **VEHICULAR CORRIDOR DESIGN STANDARDS**

Corridor and drive design standards, as described below, will be the only vehicle access provided:

- 1) Private Drive:  
The private entrance drives shall be 24 feet of pavement allowing two-way vehicular traffic access. The two access points to the garage are unique. Therefore, cut-through traffic is not possible between NW 7<sup>th</sup> Avenue and NW 13<sup>th</sup> Street.
- 2) Restricted Ingress/Egress Drive:  
The restricted ingress/egress drive shall provide 16 feet of stabilized surface allowing vehicular access to NW 12<sup>th</sup> Street. The restricted ingress/egress drive is subject to development plan review. As per Code, 20 feet of unobstructed emergency vehicle access will be established. This access point will also be used for solid waste collection access. Access will be controlled using an Opticom or similar access control mechanism.

#### **SIDEWALKS**

Consistent with the Goals of the City of Gainesville's Traditional City overlay, the development will have both internal and external sidewalks. Existing sidewalks on NW 8<sup>th</sup> Avenue and NW 13<sup>th</sup> Street will be retained and enhanced with additional streetscaping.

## **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. Rattlesnake Branch areas will remain undisturbed, but may include the removal of non-native and invasive species by hand or small machinery. Augmentation of the wetlands with additional native or wetland species shall occur with approval of the St. John's River Water Management District.

## **SIGNAGE PLAN**

The project shall conform to the sign regulations stipulated in Division 1, Article IX of the City of Gainesville's Land Development Code for the construction of all site signs.

## **MECHANICAL EQUIPMENT**

The City of Gainesville's, Traditional City Special Area Plan Goals state:

*"All mechanical equipment must be placed on the roof, in the rear, or side of the building, or otherwise visually screened from the street. In no case shall mechanical equipment be allowed along street frontage(s). Mechanical equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening."*

Therefore, all mechanical equipment will be visually screened from the street.



## **COMPOSITE EXHIBITS “C & D”**

(Due to bulk and size, Composite Exhibits “C&D” are not attached, but are on file in the Office of the Clerk of the Commission.)

## TRANSIT PROPORTIONATE FAIR-SHARE AGREEMENT

This Agreement between the City of Gainesville (“the City”) and \_\_\_\_\_ (“the Developer”) is entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_ for the purposes of addressing the impacts of the development on the city’s transportation network system by providing additional Mass Transit Services along the N.W. 13<sup>th</sup> Street corridor, which is serviced by the RTS Mass Transit system.

WHEREAS, \_\_\_\_\_, is the Developer of property located at \_\_\_\_\_ for a mixed-use Multi-family Residential development, (Petition 30PDA-06PB) commonly known as “University House”, and

WHEREAS, the property is located within an area serviced by the RTS Mass Transit system.  
; and

WHEREAS, according to information provided by the Developer, the proposed University House development will result in a maximum of 585 new bedrooms, generating a total of 1,977 trips per day; and

WHEREAS, the City has determined and Developer agrees, that based on the number of new dwelling units, the number of bedrooms proposed and the trip generation of the development, the Developer agrees to make a payment towards improving the service along the affected bus route to address a portion of the impact caused by University House.

NOW, THEREFORE, the Developer and the City agree as follows:

1. Developer agrees to make the payment specified in Section 2 below, prior to receiving a final development order from the City for University House. For purposes of this agreement, final development order means the final approval of the development plan.

a. Developer agrees to make a payment of \$74,509.48 to the City to address a portion of the impact of University House on the city’s Transportation Network System by improving the Mass Transit service along the affected bus route. The amount of payment is derived based on the attached Exhibit “A”. Developer acknowledges that the payment of \$74,509.48 amounts to developer’s total payment obligation which is a portion of the total expenditure required by the City to achieve full improvement of the Mass Transit service along the affected bus route. The city is not obligated to provide the fully improved service at the time University House receives a certificate of occupancy. Improvement in the level of service is expected to be provided within a reasonable period after issuance of the certificate of occupancy, and subject to the adoption of the annual budget of the City and annual appropriation of funds. Nothing in this agreement requires the City to levy ad valorem taxes to comply with the terms of this Agreement.

- b. In the event the City determines the final development plan cannot receive a final development order due to circumstances beyond the control of the City, Developer shall receive a refund of all payments made pursuant to this Agreement, and this Agreement shall be null and void and of no further effect.
- c. Developer agrees that except for refunds as provided in subparagraphs b., e. and f. of this agreement, any interest earned on funds on deposit with the City for the purposes of meeting Mass Transit service requirements shall be considered the property of the City from the time of deposit with the City and shall be used toward improving Mass Transit service along the affected bus route.
- d. The City agrees that any funds received by the City as a result of this agreement will not be expended until a final development order has been obtained from the City's Department of Community Development.
- e. The City agrees to refund all payments made pursuant to this Agreement if the Developer, prior to receiving a final development order, submits a letter to the Community Development Department of the City declaring University House abandoned or the project null and void. That letter shall cause this Agreement to be null and void, and this Agreement shall have no further effect. This also shall have the effect of nullifying all approvals issued by the City of the development plan; and any development or project on the property will then be subject to the development approval process requirements and the code requirements then in effect.
- f. Developer acknowledges that the City may expend the funds given by Developer prior to the Developer commencing construction of the project but after a final development order has been obtained. If the Developer abandons the project or the development order expires prior to development activity (as defined §30-23 of the City's Land Development Code) occurring at the site, the City will refund the payment made pursuant to this Agreement provided the money has not been spent or is not otherwise encumbered by a contract or purchase order such that the City is legally obligated to third parties. If the money has been spent or is encumbered, the City will give a credit towards meeting Mass Transit Services improvement needs for a substitute project on the same property provided the substitute project is approved within two years of the date the Developer abandoned the original project, or the date the University House final development plan expired, whichever event occurs sooner. If the substitute project requires a change in the University House Planned Development, Petition 30PDA-06PB, the Developer of the substitute project must meet any required Mass Transit Services improvement needs, above those for which the credit has already been given. If the Developer abandons University House, in order to receive the credit, the Developer must submit an affidavit to the Community Development Department of the City declaring that the Developer is still the owner of the property, and that the development or project is abandoned and the Developer is giving up all rights granted by the University House final development order to develop on that property. Once development activity has occurred on the site, no refund or credit will be given if the project is later abandoned.

3. Developer agrees that this Agreement does not grant the Developer any right to develop the property except as expressly authorized by the final development order issued by the City. Nor shall this Agreement be construed as granting the extension of any time periods to develop the property, except as expressly provided by the City's Land Development Code.

4. Developer agrees that if the property or the right to develop the property under the final development order for this project is transferred or conveyed to a third party, the City must accept the Developer's assignment of this Agreement to its successor or assigned third party, which Developer will submit to the City in writing, and the Developer's successor or assigned third party must comply with all terms and conditions of the final development order and of this Agreement.

5. Developer agrees that the payment and/or other standards required under this Agreement are intended to mitigate the impact of the development on the transportation system, as provided in Ordinance No. 060233. Developer acknowledges that the payment and/or other standards meet the "rough proportionality" and "essential nexus" requirements established by the United States Supreme Court in the cases Nollan v. California Coastal Commission and Dolan v. City of Tigard. Developer further acknowledges and agrees that the payment of money or meeting other required standards in no way inordinately burdens an existing use of the property or any vested right to a specific use of the property, and does not establish any vested right for phases or projects other than those included in the University House final development order.

DEVELOPER HAS READ THIS AGREEMENT AND FULLY UNDERSTANDS IT, AND/OR HAS RECEIVED THE ADVICE OF AN ATTORNEY REGARDING THE LEGAL CONSEQUENCES OF ENTERING INTO THIS AGREEMENT BEFORE SIGNING, AND DOES SO FREELY AND VOLUNTARILY AND FOR THE PURPOSE SET FORTH HEREIN.

FOR DEVELOPER

FOR CITY OF GAINESVILLE

\_\_\_\_\_  
Name: \_\_\_\_\_

\_\_\_\_\_  
Thomas D. Saunders

Title: \_\_\_\_\_

Director of Community Development

Date: \_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_  
(witness)

\_\_\_\_\_  
(witness)

\_\_\_\_\_  
(witness)

\_\_\_\_\_  
(witness)

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

This instrument was acknowledged before me on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by \_\_\_\_\_, \_\_\_\_\_ (insert title) of \_\_\_\_\_, a \_\_\_\_\_ (insert legal entity), on behalf of the \_\_\_\_\_ (insert legal entity). He/she is personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
NOTARY PUBLIC

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

This instrument was acknowledged before me on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by \_\_\_\_\_, \_\_\_\_\_ (insert title) of \_\_\_\_\_, a \_\_\_\_\_ (insert legal entity), on behalf of the \_\_\_\_\_ (insert legal entity). He/she is personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
NOTARY PUBLIC

**Transit Proportionate Fair-Share Calculation**

**University House - SW 13th Street**

Proposed Use	Res-High	
Number of Residential Units		225
Number of bedrooms		
Total Trips		1977
PM Peak Trips		129
<b>Total Peak Hour Vehicle Trips</b>		<b>129</b>
Transit Assessment Area Cost	\$	967.56
Conversion Factor: Person Trips to Vehicle Trips		1.09
<b>Transit Proportionate Fair-Share Assessment</b>	<b>\$</b>	<b>114,509.48</b>
<b>Final Assessment (minus second bus shelter assessment)*</b>	<b>\$</b>	<b>74,509.48</b>

**Bus Cost**  
 Each 40 foot bus costs ~\$330,000  
 A percentage of the bus cost is charged to the context area based on the percentage that the route provides service to the context area.  
 If 50% of the route is in the Context Area, then \$165,000 per bus is charged to the Context Area

**Trip Costs**  
 Calculated using the same method as bus cost.

Before Enhancement	Peak Trips	Route	Percent of Route in Impact Area	New Peak Trips	Operating Cost/3 Years	# Buses	3 Yrs O+C Costs
Route 8	4	Route 8	5.0%	1.3	\$ 52,235.76	1	\$ 68,570.76
Route 10	2	Route 10	6.1%	1.3	\$ 34,817.00	1	\$ 54,947.00
Existing Bus Shelters		Shelters	1 Additional Bus Shelter X \$40,000 each				\$ 40,000.00
<b>Number of Trips Available in Peak Hour</b>	<b>6.0</b>			<b>2.6</b>	<b>\$ 87,052.76</b>		<b>\$ 163,517.76</b>

**Bus Shelter Determination = 2 per development**  
 Developer had previously agreed to provide 1 bus shelter. RTS determined that the project needs to provide an additional bus shelter to serve southbound passengers.

<b>Cost per Peak Bus Trip</b>	<b>\$ 62,891.45</b>
<b>Cost per Peak Passenger per Trip</b>	<b>\$ 967.56</b>

Route	Hours/Yr	Total Hours (3 Years)	Total Operating Cost
Route 8	254.3	762.90	\$ 52,235.76
Route 10	169.5	508.50	\$ 34,817.00
Route 44	254.3	762.90	\$ 52,235.76

Note: \*Bus shelter on west side of NW 13th Street will be provided in addition to this service enhancement fee calculation.