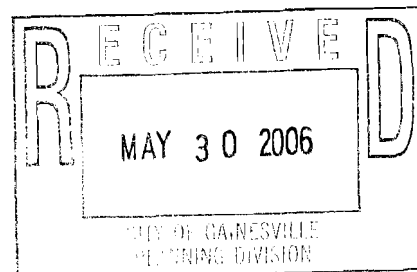


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LAKESHORE
*Planned Development
Justification Report*



Prepared for submission to:
The City of Gainesville

Prepared on behalf of:
Florida Southeast Development, LLC

Prepared by:



May 2006

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Executive Summary

Causseaux & Ellington, Inc.

Engineering • Surveying • Planning

To: Lawrence Calderon, City of Gainesville, Project Planner

#06-0049

From: Gerry Dedenbach, AICP, Director of Planning and GIS Services

Date: 5/30/2006

Re: Lakeshore, Planned Development (PD)

<u>Jurisdiction:</u> City of Gainesville	<u>Intent of Development:</u> Residential Condominiums	
<u>Address of Location:</u> 2306 SW 13 th Street		
<u>Parcel Number:</u> 15696-003-000, 15696-004-001, and 15696-005-000	<u>Acres:</u> ± 7.13 acres <i>(Source: Approximated from GIS Database)</i>	
<u>Current Future Land Use Classification:</u> <i>Mixed Use-Medium (12-30 units per acre)</i> Allows for a mixture of residential, office, business and light industrial uses concentrated in mapped areas... Residential development from 12 to 30 units per acre shall be permitted; Intensity will be controlled, in part, by adopting land development regulation that establish height limits of 5 stories or less. <i>Commercial</i> Commercial land use category identifies areas most appropriate for large scale highway-oriented commercial uses... Intensity will be controlled by adopting height limits of 5 stories or less...	<u>Proposed Future Land Use Classification:</u> <i>Residential High-Density (8-100 units per acre)</i> The land shown as Residential High-Density on the Future Land Use Map identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for high-intensity multi-family development, traditional neighborhood development, and secondary retail and office uses scaled to serve the immediate neighborhood.	
<u>Current Zoning Category:</u> <i>Mixed-Use-medium intensity district (MU-2)</i> The mixed-use medium intensity district is established for the purpose of providing a mix of employment, retail, professional, service and residential uses in medium level activity center.	<u>Proposed Zoning Category:</u> <i>Planned Development:</i> It is the purpose of this district to provide a method for landowners or developers to submit unique proposals that are not provided for or allowed in the zoning districts otherwise established by this chapter.	
<u>Current Maximum Dwelling Permitted</u> 5.5-acres x 30 dwelling units (du) / acre = 165 du 0.35-acres x 100 dwelling units (du) / acre = 35 du	<u>Maximum Dwellings Permitted by PD</u> A maximum of 250 dwelling units (du) 250 du / 7.13 acres = 35 du / ac	
<u>Evaluation Summary (F.A.C. 9J-5)</u> Location (Relative to existing urban core) Distribution (Vehicular & Pedestrian) Density (Maximum allowable units) Intensity (Impact of development) Compatibility (To surrounding land use) Suitability (Impacts on concurrency items) Functional Relationship (Relation to area) Land Use Combination (Promotion of mixes)	<u>Positives</u> + + + + + + +	<u>Negatives</u> -
	Evaluation Summary Total	+6

2. Planned Development Report

i) Statement of Intent

The proposed Lakeshore rezoning consists of three parcels located along SW 13th Street. Currently, there are two structures on the project site. The proposed zoning change is the second step in redeveloping and redesigning the site from an apartment complex and university supportive structure to a residential condominium and associated accessory recreational facilities. The proposed facilities will increase the residential home ownership population along the corridor, promoting the City of Gainesville's long-term revitalization goals for the area.

The parcels currently have a Future Land Use classification of Mixed-use Medium and Commercial. Submitted concurrently with the proposed rezoning is a Small-Scale Comprehensive Plan Amendment (CPA) to change the Future Land Use to Residential High Density. Therefore, to implement the new Future Land Use designation with specific design criteria, this rezoning to Planned Development is requested. The proposed change will provide for greater consistency and compatibility within the project site and along the corridor.

A Planned Development (PD) is required due to the uniqueness of the proposal. Lakeshore will consist of two multi-story buildings. The desired height for the two structures is 14 stories. Currently, there is no category within the City of Gainesville Land Development Code that accommodates the height of the proposed development. Furthermore, the PD will limit the allowable density of the project site to a maximum of 250 dwelling units. This will provide assurance of the overall compatibility and consistency of the development.

The parcels surrounding the project have a Future Land Use designation of Residential High Density, Commercial, or Education. Additionally, all parcels immediately to the north and south of the site carry a Zoning category of Residential High – 1 (RH-1). Table 7 illustrates the Future Land Use and Zoning designations surrounding the entire project site.

Table 1: Surrounding Future Land Use and Zoning Designations

Direction	Future Land Use Designation	Zoning Designation
North	Residential High Density / Commercial	Residential High Density (RH-1) / Business, Tourism (BT)
East	Commercial	Business, General (BUS)
South	Residential High Density / Commercial	Residential High Density (RH-1) / Business, General (BUS)
West	Education	Education

Lakeshore intends to convert and rehabilitate the existing Lakeshore Towers apartment into a residential structure, containing condominiums and accessory structures for active recreation. There will be a total of two residential structures, associated accessory structures, a pool, and other outdoor court facilities. Additionally, Lakeshore intends to support the SW 13th Street redevelopment through the construction of additional residential buildings on the site and bring additional ownership residents to a commercial corridor needing higher density residential development for the promoting of redevelopment efforts.

ii) Statistical Information

Table 2: Statistical Information

Total Site		7.13 acres
Maximum Building Coverage		50 % of site
Maximum Impervious Ground Coverage		79 % of site
Minimum Residential Units		120 units
Maximum Residential Units		250 units
Non-Residential Land Uses:		
	Office	3,000 square feet
	Retail	7,000 square feet
Maximum Acreage by Use:		
	Residential	Up to 2.75 acres
	Non-Residential	Up to 0.19 acres
	Conservation	Up to 0.85 acres
Open Space and Recreation		
	Area devoted to publicly owned facilities	0 acres
	Area devoted to common area and usable open space	+/- 2.50 acres

iii) Stormwater Management

A comprehensive assessment of the SMFs will be performed during development review to determine if expansion of SMFs is necessary. If additional stormwater management is needed, the site design will locate SMFs in concert with existing topographical grades to ensure that the peak rate of post-development runoff does not exceed the pre-development runoff rate. If change is proposed, the development's design will take the 100-year critical duration rainfall depth into consideration.

Where applicable, best management practices such as landscape berms, retention walls, and/or detention basins will be constructed to mitigate the potential impacts of 100-year critical duration rainfall depth. Any proposed SMFs within the development will be strategically located and constructed in the form meeting best management practices, designed to percolate 80 percent of the runoff from a three year, one-hour design storm, within 72 hours after the storm event.

Furthermore, as required by the St. John's River Water Management District, there will be no direct discharge of stormwater into delineated wetlands. This will be achieved through efficient and correct engineering of the SMFs to contain any site runoff. These SMFs will be designed to allow stormwater to percolate into the soil, rather than run directly into wetland areas.

iv) Design Standards

Streets, parking facilities, and loading facilities will be designed in conformance with all applicable regulations for the RH-2 zoning district set forth in the Land Development Code, except when expressly indicated in the PD report or PD Layout Plan Map. In addition, a portion of the project site is designated within the SW 13th Street Special Area Plan (SAP). The proposed building development within the Lakeshore PD is proposed outside of the SAP. Therefore, the setback requirements are not applicable for the proposed structures.

However, do to the area containing bicycle and motorcycle parking, the Southwest 13th Street SAP Exhibit A(n) governs how parking lots should be screened along the corridor. A minimum 3 feet high screening wall will be located between the sidewalk and the parking area. The screening wall may be constructed of brick, stone, stucco materials and/or landscaping materials reaching at least 75% opacity. Furthermore, the individual parking areas shall not extend for a width of greater than 70 feet along the street frontage as stipulated by Exhibit A(m)2.

The proposed screening wall provides structured development along the build to lines of the SAP satisfying the overall intent. In addition, landscaping and median beautification is consistent with improving the sense of place along the SW 13th Street Corridor further creating a sense of place and arrival to the Corridor and creating a positive southern gateway into and out of Gainesville.

v) Development Schedule

Pending approval of the Small-Scale Comprehensive Plan Amendment (CPA) and PD applications, the applicant intends to submit development plans for review within 24 months of the effective date of the PD ordinance. The PD shall be effective for 3 years from the effective date of the PD ordinance.

vi) Proposed Signage

Signage on the site will be erected in conformance with the SW 13th Street SAP (Appendix A, Section 7) and may be integrated into the screening wall. Onsite signage will be in accordance with the provision of the City of Gainesville sign code Article IX, Division 1.

vii) Enumeration of Zoning Differences

The proposed PD will comply and permit all the regulations for the Residential High Density (RH-1 & RH-2) zoning district except as follows:

1. The maximum density will be 35 dwelling units per acre.
2. The maximum floor area ratio shall be 7.0

3. Setbacks for construction of the new tower shall be a minimum of 50 feet from the north and south property lines.
4. The maximum height for the new residential structures and the parking structure will be 182' feet of 14 stories. Existing residential structure shall remain the existing height. Accessory antenna may extend over the 182 foot threshold.
5. There shall be a minimum distance of 50 foot between buildings as measured from the foundation.
6. No minimum lot size for the structures will be established.
7. Signage will be permitted on the screening wall along the eastern boundary shall be consistent with the SW 13th Street SAP (App. A, Section 7) and Article IX, Division 1.
8. A landscape buffer that conforms to Buffer A, Option Y in Section 30-253 – Chart B will be maintained along the northern and southern property boundaries where current buffering is not already provided. Portions of the property without construction activities and having less than the landscape buffer provided above shall be permitted as part of the established parking / circulation area.
9. The western portion of the project site delineated by the conservation boundary shall have a use conservation easement placed on it.
10. Site design shall consider the preservation of significant existing trees. Removal of any existing trees will be proposed at development plan review.
11. An average 50-foot wetland buffer shall be placed along the wetland edge except where other environmental conditions require greater separation. Portions of the buffer encroached by existing development is permitted as long as a comparable addition buffer is provided maintaining the average 50-foot buffer. Further encroachment into the buffer shall be prohibited and signage shall be placed restricting pedestrian movement into areas not part of the passive recreation area.
12. The minimum number of vehicle parking spaces will be calculated based on .75 spaces per bedroom. The maximum number of vehicle parking spaces will be calculated based on 1.0 spaces per bedroom. Parking areas will be conforming to the design criteria established in Article IX Division 2 of the City of Gainesville Land Development Code.
13. On site lighting will utilize full cut-off fixture to minimize the impact on surrounding land uses. No lighting shall be placed over 30 feet in height on the buildings and shall not create adjacent glare or impact to adjacent uses
14. Final development plans shall provide internal pedestrian and bicycle circulation that is safe, accessible, efficient and clearly separated from vehicular circulation. Sidewalks connections from the development shall provide at least 5 feet of unobstructed width. Internal sidewalks shall be hard surfaced.

15. Internal pedestrian circulation shall be provided for via the appropriate roadway stripings were 5 foot sidewalks are not provided.
16. Land use boundaries within the planned development may vary in position and / or acreage from the PD Layout Plan.
17. Gateway Street and elements of Gateways streets shall apply for the portions of the property along SW 13th Street.
18. Active common open space shall be defined as those activities associated with the outdoor pool facility. In addition, activities such as tennis, basketball, racquetball, squash or related activities shall be deemed active.
19. An invasive and exotics species plan shall be submitted at development plan review including the appropriate bonding and monitoring plan.
20. Conservation easements shall be utilized for passive recreation purposes. Ownership of the easement shall be that of the homeowners associated or as decided upon by the developer at the time of development plan review. The designated owner shall be responsible for maintaining the conservation easement as part of a conservation management plan approved by the appropriate entity.
21. Prior to expiration of the time limits established herein, the applicant may request a one-time extension before the CPB and the CC. If the time limit for development review expires the applicant may apply for a text amendment to the approved PD. If time limit for the PD expires, a new PD application will be required.
22. Detailed stormwater reports shall be submitted as part of the development review process and permitted with the Water Management district.
23. The mixed use are labeled as area 'F' shall allow residential, commercial, office, and / or vehicular / bicycle parking. Building structures shall be limited five stories or 8 stories by a special use permit. Area 'F' shall not be required if the PD site plan is determined to be consistent with the SW 13th Special Area Plan.
24. Development shall be required to landscape the adjacent median consistent with the SW 13th Special Area Plan within the right-of-way.

viii) PD Evaluation Criteria

Conformance with the PD Objectives and the Comprehensive Plan

As stated in Section 30-211(b) of the LDC, the PD district is established with the goal of achieving a set of objectives. Lakeshore fulfills these objectives as follows:

1. As a high density residential development, the site provides a design that encourages convenient and comfortable internal and external travel by foot, bicycle, and transit, allowing for modest setbacks while conserving environmental features on site.
2. The location of Lakeshore proximate to the University of Florida, Shands Healthcare, and the Veteran's Administration Medical Center provides flexibility to meet changing needs and consumer preferences as many professionals opt to locate closer to their daily destinations.
3. Lakeshore will redevelop a previously existing multi-family site with a greater emphasis on owner occupied dwellings providing an increase in community ownership and interest.
4. Lakeshore will enhance the coordination of architectural styles, building forms, and building relationships within the development through an integrated design and renovation.
5. Lakeshore will promote the use of quality-of-life design features such as pedestrian scale parking, located within proximate to buildings and formal landscaping along land throughout the site.
6. The proposed screening wall provides structure development along the build to lines of the SAP satisfying the overall intent. In addition, landscaping and median beautification is consistent with improving the sense of place along the SW 13th Street Corridor further creating a sense of place and arrival to the SW 13th Street Corridor and creating a positive southern gateway into and out of Gainesville. An example of the proposed screening wall can be seen in Figure 1 and 2. In addition, an amendment to the SW 13th Street SAP has allowed flexibility in the SAP through the Planned Development Process with approval from the City Manager.

Figure 1: Conceptual Entrance Design A

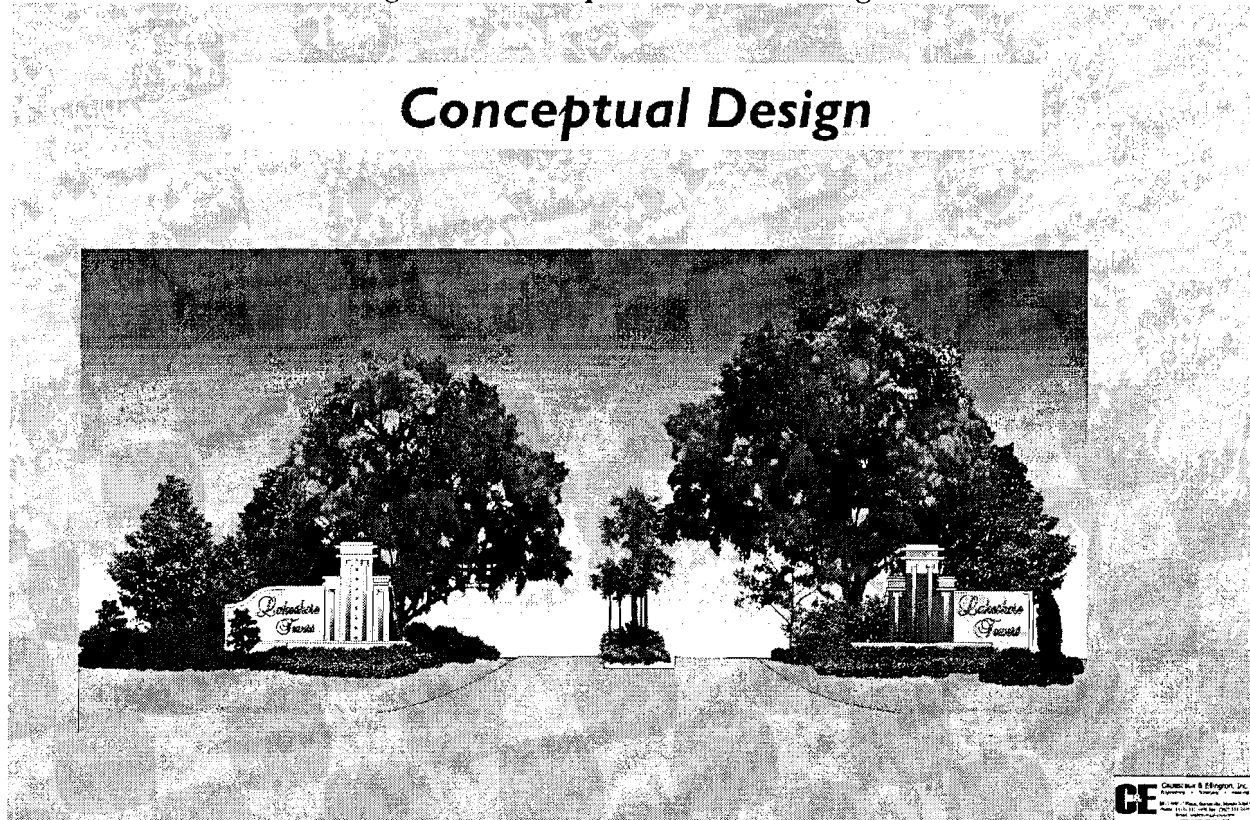
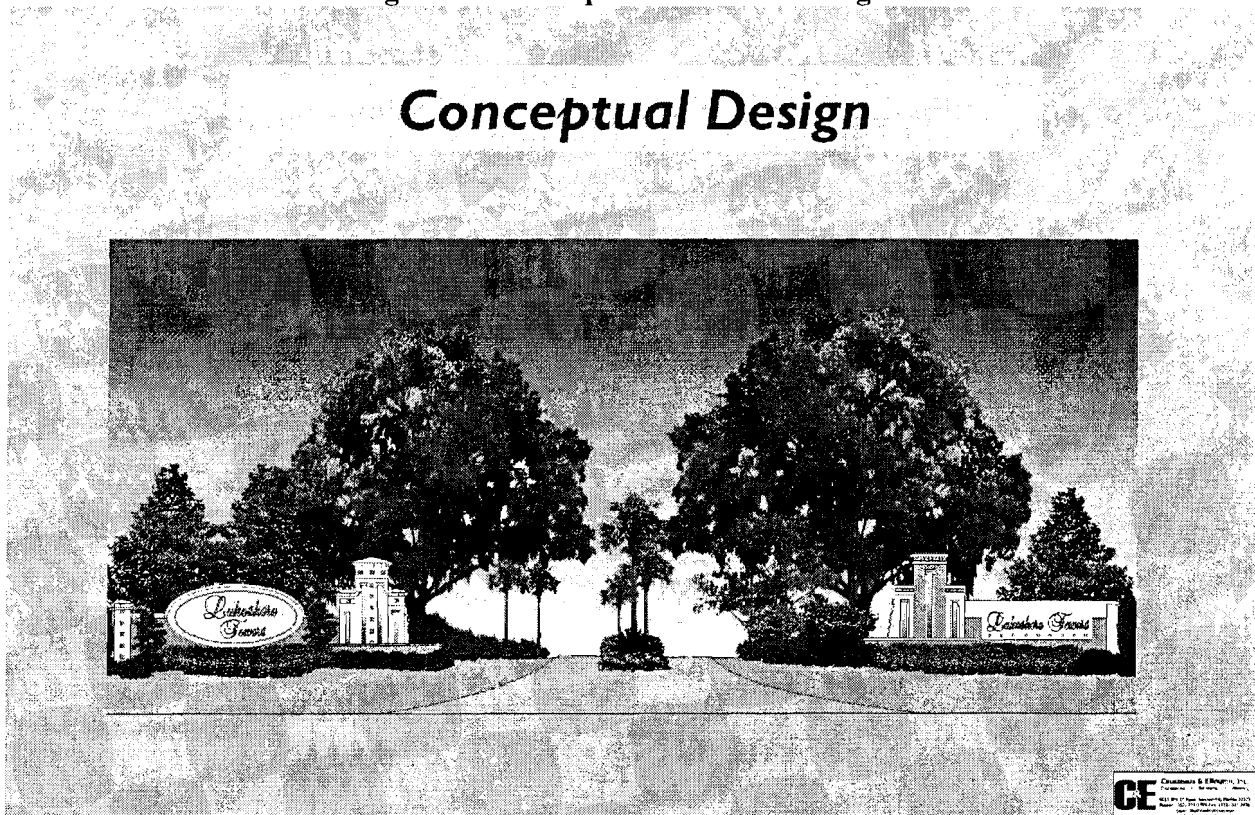


Figure 2: Conceptual Entrance Design B



Please refer to *Section 3: Consistency with the Comprehensive Plan* for specific references regarding conformance with the goals, objectives, and policies of the Comprehensive Plan.

Concurrency

This site is located on SW 13th Street. This is within the Transportation Concurrency Exception Area, Zone A. It is not required that development within this area meet roadway concurrency requirements, provided the requirements of Policy 1.1.4 of the Concurrency Management Element are met. Furthermore, an application for concurrency certification has been submitted with this report. Additional concurrency analysis for public facilities will be conducted by City staff.

Table 3: Projected Trip Generation

Land Use	Units	Daily		AM Peak		PM Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
High-Rise Condominium (ITE 232)	250	4.18	1,045	0.34	85	0.38	95
Trip Reduction for previous uses (Apartment ITE 222)	114	4.20	-479	0.30	-34	0.35	-40
Trip Reduction for previous uses (General Office ITE 710)	9.66 ³	11.01	-106	1.55 ⁴	-15	1.49 ⁴	-14
Trip Reduction for previous uses (Medical-Dental Office ITE 720)	5.13 ³	36.13	-185	2.48	-13	3.72	-19
Redevelopment Credit (10% previous uses)	-	-	-77	-	-6	-	-7
Total			198		17		15

1. Source: Institute of Traffic Engineers. *ITE Trip Generation 7th Edition*.

2. Units = dwelling units base area.

3. Units = 1,000 sq. ft. of building area.

4. The ITE manual does not calculate AM peak hour of adjacent street traffic for General Office ITE 710.

Table 4: Projected Impact on Roadway Segments

Traffic System Category	Segment S-2 SW 13th Street (US 441) from SR 331 to SR 24²
Maximum Service Volume (<i>Level of Service D, 4/D Lanes</i>) ¹	35,700
Existing traffic	21,000 ²
Available capacity	14,700
Reserved trips	None
Projected rezoning trip generation	198 AADT
Residual capacity after proposed development	14,502

1. Numbers given in terms of Average Annual Daily Traffic (AADT) unless otherwise specified. Level of Service defined by 2006 Metropolitan Transportation Planning Organization (MTPo) Table 1: Highway Level of service Data for State Roads within the Gainesville Metropolitan Area Boundary.

2. Segment S-2 of the MTPo Illustration II – S.

Internal Compatibility

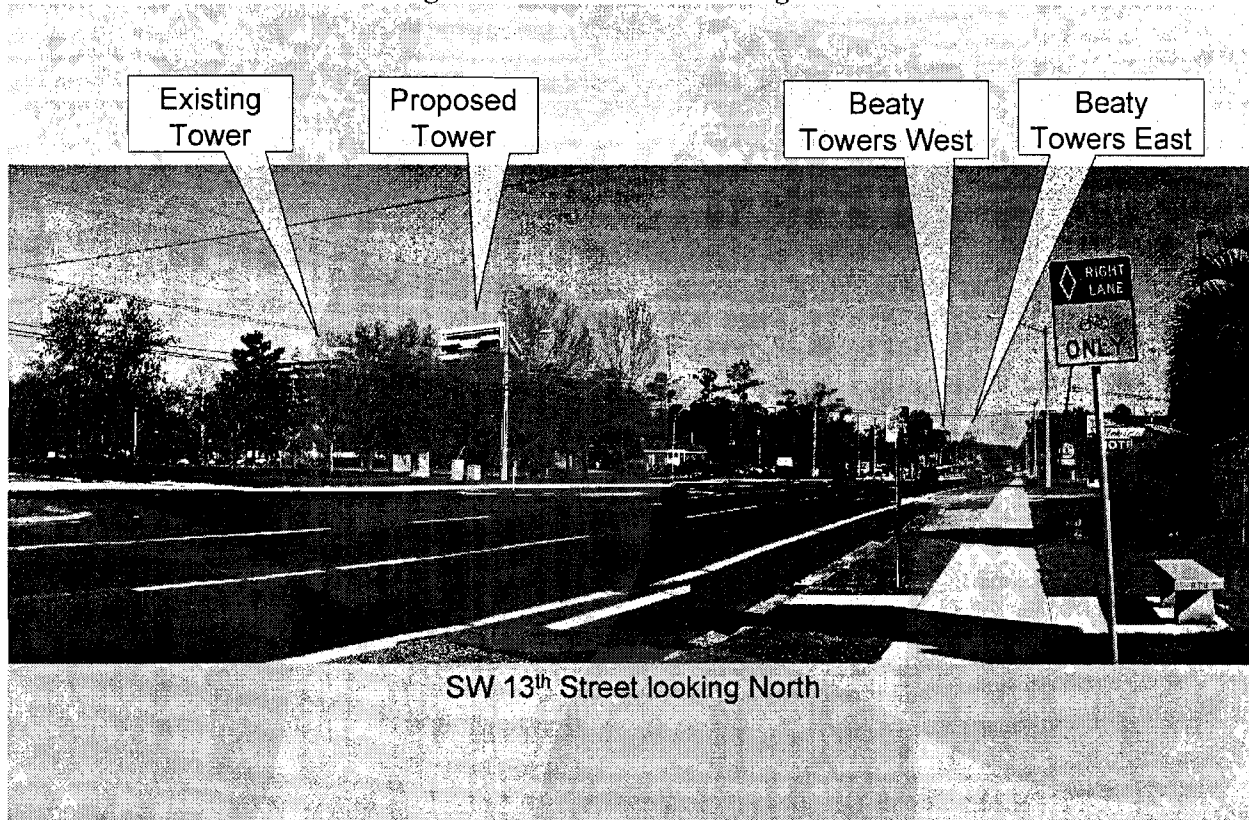
The development will consist of up to two multi-unit residential structures with an integrated parking structure that will have security access and surveillance features. Additional lot parking will be provided within the areas as designed on the PD Layout Plan Map. Zones A and B will be integrated allowing for pedestrian circulation internal to the development as well as transitioning in toward the conservation land use. On-site lighting may be designed to include full cut-off fixtures to minimize lighting impacts on surrounding properties and residents of the community. Lighting installed on the site will be in accordance with Section 30-345(8) of the LDC. Security access will be available to emergency service providers by an approved mechanism.

External Compatibility

Lakeshore will incorporate quality-of-life design features such as pedestrian scale, integrated parking facilities, and multi-modal access while still maintaining compatibility with the SW 13th Avenue Corridor. The additional building will be located to minimize shadowing of adjacent property. Furthermore, east / west orientation of project site allows for potential shadows to be cast internal to the development.

See Figure 3: Elevation Looking North is an approximate building elevation and visual impact of the development.

Figure 3: Elevation Looking North



Intensity of Development

Lakeshore is requesting a density of 35 dwelling units per acre for a total of 250 dwelling units. The increase in density will be accommodated by the innovative design discussed above. The Mixed Use-2 district currently located on the site and generally considered to be more intense, allowing for a mixture of land use. The Residential High Density (RH) districts located to the north and south allow a maximum of 100 units per acre similar to the requested change. The intensity of the development will be further mediated through the expansion and enhancement of the multi-modal transportation network.

Usable Open Spaces, Plazas, and Recreation Areas

Lakeshore proposes open space around the perimeter of the site. In addition, portions of the building area will be dedicated to active to common open space such as pool and/or tennis / basketball facilities. Lastly, the western portion of the project site designated within the conservation land use will allow for passive recreation such as walking trails. As part of the open space, new sidewalks will be constructed along SW 13th Street.

Environmental Constraints

The Lakeshore site contains wetlands as recently delineated December 2005. Portions of the site are located within the Federal Emergency Management Agency (FEMA) 100 year flood plain. Please refer to Illustration 1: Existing Conditions for a generalized depiction of the physical and environmental features of the site. Stormwater management facilities will be constructed to control runoff from the built portions of the site. These facilities will be constructed in accordance with LDC Section 30-270. Post-development run-off will not exceed pre-development run-off.

All buildings shall be inspected prior to demolition. All hazardous materials regulated under Alachua County Hazardous Materials Management Code, including fluorescent lamps and other mercury containing devices, shall be removed and properly managed. The petitioner shall provide a letter to Alachua County Environmental Protection Department (ACEPD) certifying that the inspection and, if applicable, the removal and proper management of regulated materials was completed.

Major construction activities will occur east of the existing Lakeshore Towers facility. Wetlands will be delineated and flagged during an environmental study. The wetlands will not be encroached by major construction activities unless permitted by the necessary environmental agency. Furthermore, a removal plan will be formulated for exotics species identified within the environmental study.

External Transportation Access

The site is located along SW 13th Street, which is maintained by the Florida Department of Transportation (FDOT). Access to the facility will be from SW 13th Street from a relocated access point that aligns to the current median opening. This will allow for safer and more efficient transportation exchange from the Lakeshore PD to the travel lanes. Access shall meet the condition of Article IX of the LDC and the standards set forth by the FDOT. Additionally, the site is located along RTS Bus Route #13 and is part of the larger sidewalk system of the SW 13th Street Corridor.

Internal Transportation Access

The primary external ingress/egress will align with the current median cut along SW 13th Street. In addition, Pedestrians will be accommodated through a series of sidewalk connections to the as well as the external pedestrian and bicycle circulation.

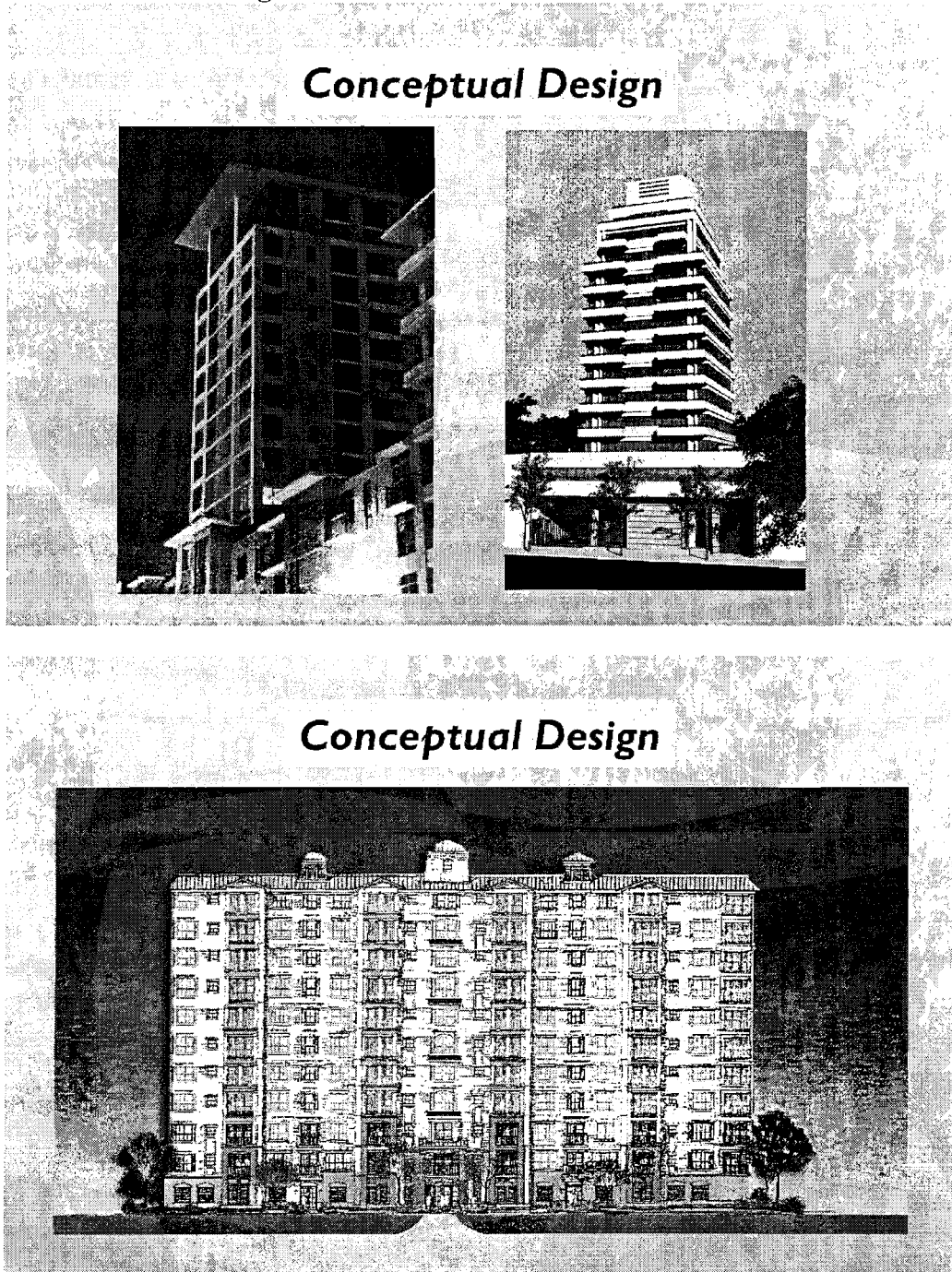
Provision for a Range of Transportation Choices

Residents and visitors will be able to safely walk, bike, or drive to and from the site. Transit riders may access RTS Route #13. Pedestrians and bicycles will have access to sidewalks and crosswalks from the site.

Typical Building Theme

The general theme will incorporate architectural themes of the existing Lakeshore Tower into the overall design. Buildings such as those clad with glass, stucco, or traditional clapboard will be permitted. Figures 4 depict three types of buildings that may be designed within the PD.

Figure 4: General Architectural Theme



3. Consistency with the Comprehensive Plan

Future Land Use Element

The Comprehensive Plan Future Land Use Element Policy 2.1.4 and associated Map have designated a portion of the project site area as part of the SW 13th Street Special Area Plan (SAP). Further, Comprehensive Plan Future Land Use Element *Policy 2.1.1* states that redevelopment plans should include recommendations regarding land use changes. The Future Land Use pattern change from Mixed-use Medium and Commercial to Residential High Density will unify land use along the SW 13th Street corridor. In addition, utilizing structures with compact overall footprints on this site will allow for the protection and enjoyment of passive and active open space. This is accomplished through the use of a specific site design as part of the Planned Development (PD) rezoning process and will delineate uses for each part of the site.

Traffic Mobility Element

This site is located on US 441 / SW 13th Street. This is within the Transportation Concurrency Exception Area, Zone A. While it is not required that development within this area meet roadway concurrency requirements, the proposed change will not generate enough trips to degrade the level of service on SW 13th Street.

Table 4 illustrates the impact that the development will have on SW 13th Street. As can be seen, SW 13th Street would still have significant capacity available to serve the City of Gainesville and further redevelopment efforts. The proposed project will use both the existing and newly constructed parking lots and garages to support the proposed residential facilities. These lots will have direct access to SW 13th Street via an internal roadway network and access will meet Florida Department of Transportation and the City of Gainesville design criteria. Additionally, the level of service standards defined within the City of Gainesville Comprehensive Plan Traffic Mobility Element will be met.

Adequate space will be provided for the facilities using a mix of pervious and impervious improvements. Because the residents will have access to four different modes of transportation, the proposed land use is most appropriate at this location. As Figure 4 illustrates, the project site is located along RTS Route #13. This route will transport residents of the facility directly to the University of Florida (UF). From there, riders can connect to various parts of Gainesville and those parts of Alachua County currently served by the RTS system. Further, SW 13th Street has existing sidewalks which will allow residents to walk to commercial facilities existing along the corridor. Development of the site may include the construction and dedication of an RTS-approved rider shelter. This will further aid in the establishment of multi-modal habits for new and returning residents to the area.

Sidewalks to match the existing pedestrian facilities along SW 13th Street may be reinstalled if the condition is such as to warrant repair. New sidewalks will run the length of the subject properties along SW 13th Street and meet the requirements set forth in the SW 13th Street SAP as defined within the City of Gainesville Land Development Code.

At least 20% of the project site will be considered common open space. This area will include active and passive common open space areas, wetland areas, buffers, and stormwater management facilities (SMFs). These areas may contain pervious surfaces allowing precipitation to percolate through the ground, thereby minimizing the amount of run-off from the site. The SMFs will be designed to hold stormwater, as required by the governing regulatory agencies and keep it from entering surface waters.

Potable Water/Wastewater Management Element

The existing facilities are connected to potable water and sanitary sewer service provided by Gainesville Regional Utilities (GRU). The PD demonstrates generalized changes being made to the property. By the request of staff, concurrency information with regards to the potable water / wastewater has been omitted from this report. If, during improvement of the site, it is determined that upgrades to the existing onsite potable water and wastewater facilities are necessary, the development may make improvements as needed.

Stormwater Management Element (SMF)







If site design is modified, then a comprehensive assessment of the SMFs will be performed during development review to determine if expansion of SMFs is necessary. If additional stormwater management is needed, the site design will locate SMFs in concert with existing topographical grades to ensure that the peak rate of post-development runoff does not exceed the pre-development runoff rate. If change is proposed, the development's design will take the 100-year critical duration rainfall depth into consideration.

Where applicable, best management practices such as landscape berms, retention walls, and/or detention basins will be constructed to mitigate the potential impacts of 100-year critical duration rainfall depth. Any proposed SMFs within the development will be strategically located and constructed in the form meeting best management practices, designed to percolate 80 percent of the runoff from a three year, one-hour design storm, within 72 hours after the storm event.

Furthermore, as required by the St. John's River Water Management District, there will be no direct discharge of stormwater into delineated wetlands. This will be achieved through efficient and correct engineering of the SMFs to contain site runoff. These SMFs will be designed to allow stormwater to percolate into the soil, rather than run directly into wetland areas.



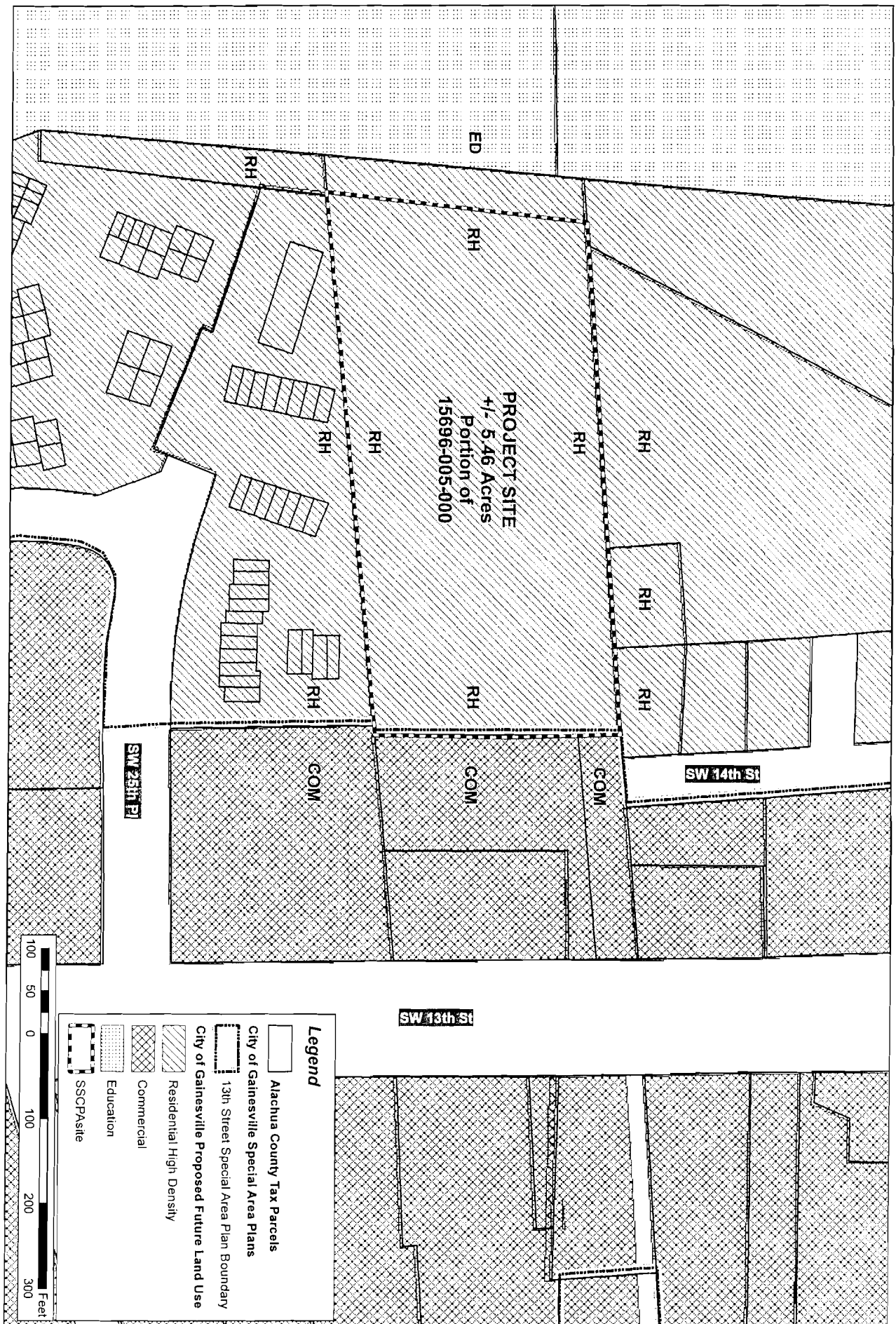
Legend

	Gainesville City Limits
	City of Gainesville Special Area Plans
	13th Street
	Traditional City
	University Heights
	SSCPasite

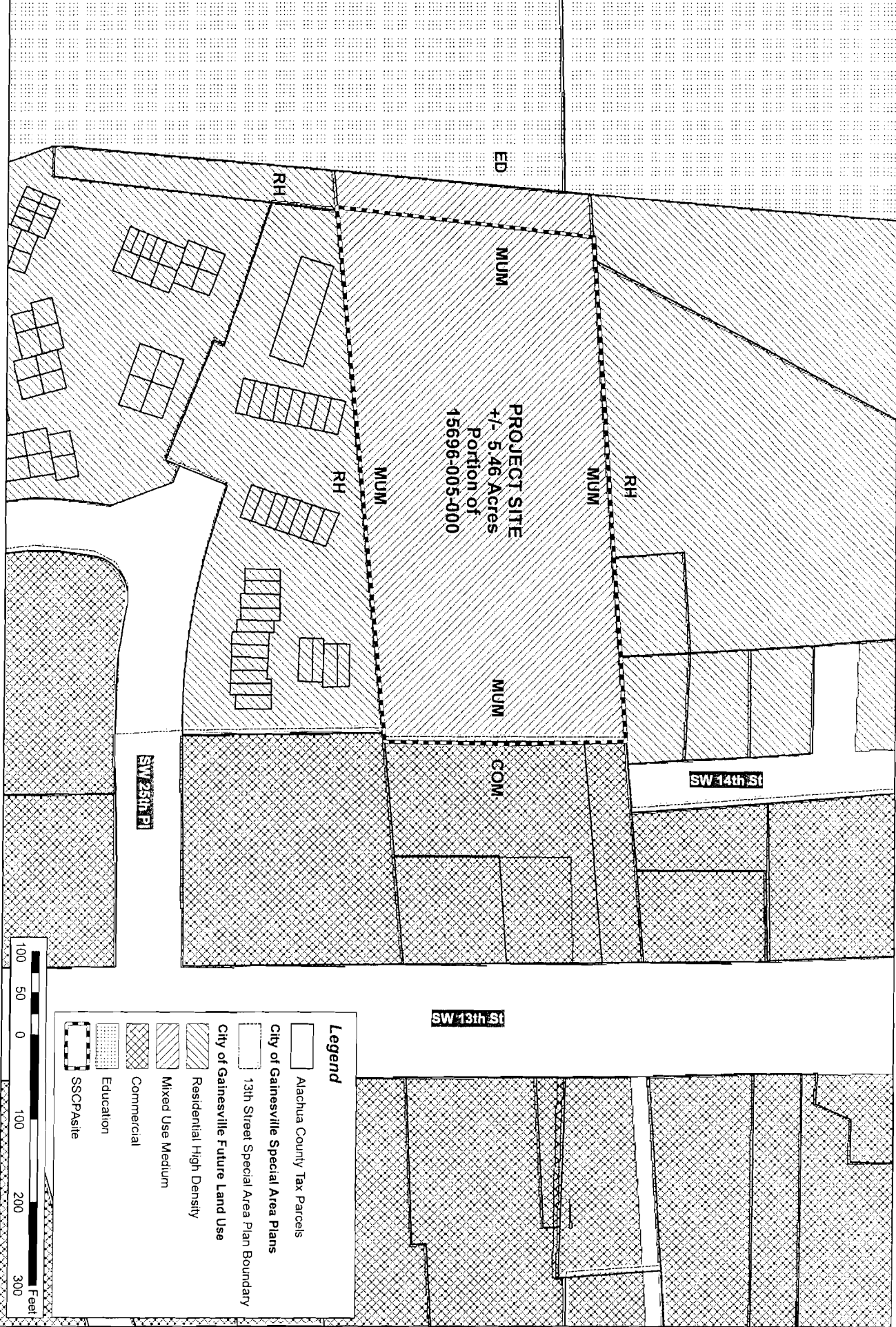
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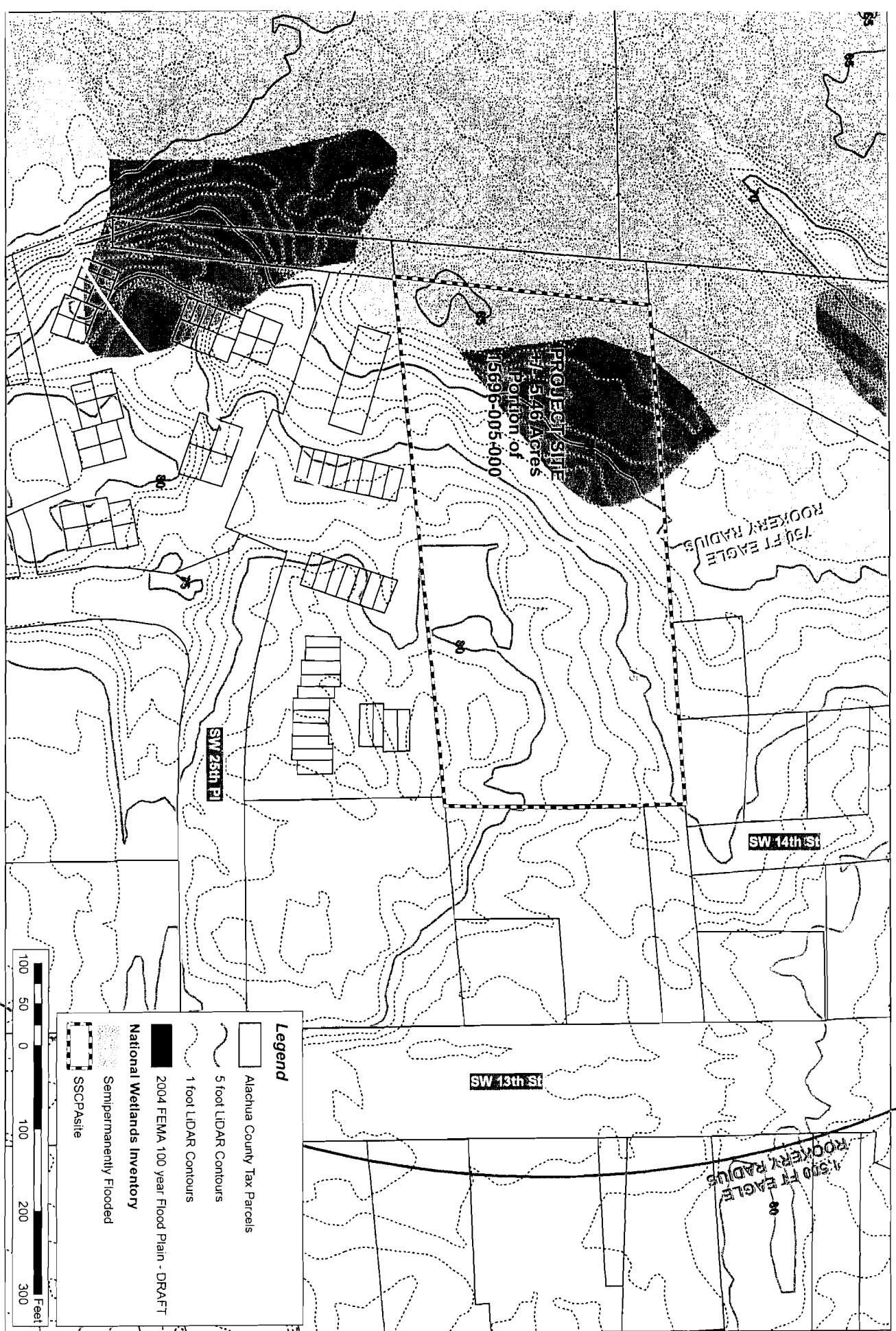
Map A Project Location



Map B
Proposed Future Land Use Map



Map C
Existing Future Land Use Map

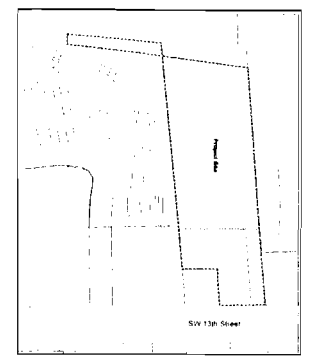
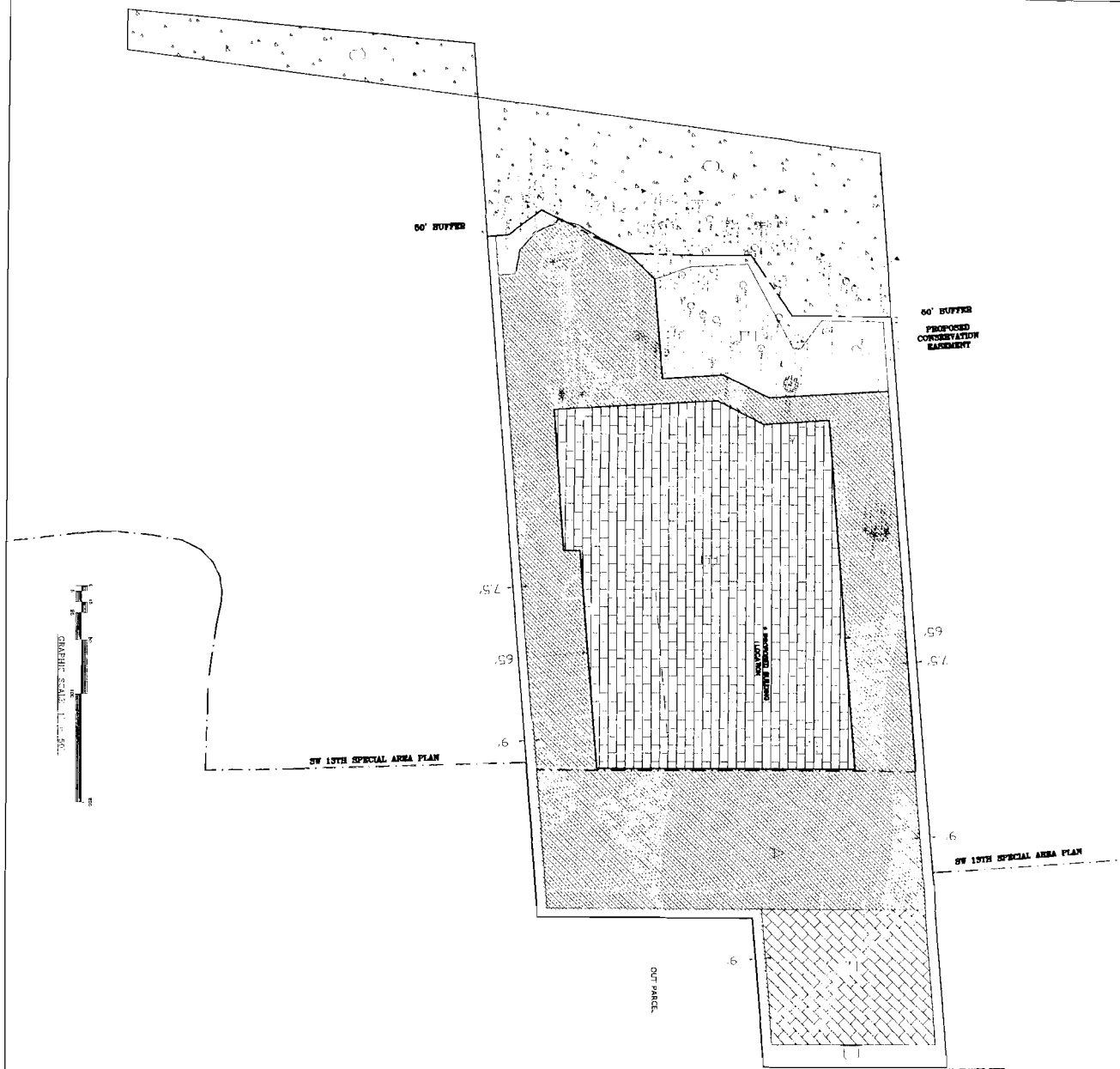




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PLANNED DEVELOPMENT NOTES:
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3. **Petition 66TCH-06PB** Causseaux & Ellington. Amend the Southwest 13th Street Special Area Plan to allow exceptions to the regulations for Planned Developments.
4. **Petition 31LUC-06 PB** Causseaux & Ellington, Inc., agent for S. Clark Butler Properties Land Trust. Amend the City of Gainesville 2000-2010 Future Land Use Map from MUM (Mixed Use Medium Intensity, 12 to 30 units per acre) to RH (Residential High Density, 8-100 units per acre). Located at 2306 SW 13th Street. Related to Petition 32PDV-06 PB.
5. **Petition 32PDV-06 PB** Causseaux & Ellington, Inc., agent for S. Clark Butler Properties Land Trust. Rezone property from MU-2 (12-30 units/acre mixed use medium intensity) and BUS (General business district) to PD (Planned development - up to 35 units per acre) to rehabilitate an existing building and allow an additional 14-story residential building. Located at 2306 SW 13th Street. Related to 31LUC-06 PB.

Ms. Shenley Neely, Senior Planner, was recognized. She stated she would address all three petitions simultaneously and there could be three individual motions.

Ms. Neely stated these petitions were in regard to the Lakeshore Tower project. She stated the project would involve a land use change, a rezoning and a text amendment to the Southwest 13th Street Special Area Plan. She pointed out the location of the project and stated it was three separate parcels. She stated the project would renovate an existing 11-story residential tower and construct an additional 14-story residential tower and associated infrastructure. She pointed out the 5.1-acre portion of the project site proposed for the land use change. She explained the surrounding land uses and zoning in the area. She showed the area of the Southwest 13th Street Special Area Plan. She stated the Planned Development would be applied to all three parcels, 7.1 acres. She stated that staff has recommended approval of all three petitions.

Mr. Jerry Dedenbach, of Causseaux & Ellington, was recognized. He explained the requests of the three petitions. He stated that the project was situated in Zone 2 of the Southwest 13th Street Special Area Plan with a building setback of 20 feet to bring the building up to the 13th Street corridor to allow for sidewalks near the right-of-way. He stated that there were 31 conditions and they agreed to 29. He stated he wished to clarify 3 of the conditions. He showed the configuration of the existing development and the proposed development. He showed the overall PD Master Plan. He showed the traffic circulation as it is today. He showed an area along SW 13th Street that would be retained for commercial buildings.

Mr. Dedenbach referred to Condition 7 of the staff report. He showed the layout of the existing drive and stated the drive is 5 feet from the property line and there is fencing there. He stated there was not an intention to remove the fencing and although they agree with buffering, they did not intend to remove the existing driveways and parking because that would render the site unusable and there are utilities that are there.

On the south side, he pointed out the handicapped spaces close to the tower that exists 5 feet from the property line. He stated if that becomes a 15-foot buffer, the parking would be lost and the project could not go on. He requested that Condition 7 be revised to state that the "existing vehicular use areas adjacent to the residential area to the north and south may remain . . ."

Regarding Condition 20, Mr. Dedenbach stated the east property line is 13th Street, which involves the issue of the Special Area Plan. He stated the 13th Street Special Area Plan has a 20-foot setback in the Zone 2 area. He explained that there was a special request that the only way the development could deviate from having a building in the area was that it be codified that it could be done only through a Planned Development and only through the permission of the City Manager. He stated there is a desire to place an architectural wall in that area. The condition would be revised to say “Vehicular use areas . . . or parking of vehicles with the exception of bicycles shall occur within 20 feet of the east property line and shall contain at least a three-foot high screening wall consistent with the 13th Street Special Area Plan.” He showed a representation of how the entrance to the development would be placed with an architectural wall along the entrance. He stated parking would be behind the wall and there could be a coffee house. He stated it was necessary to have the parking behind the wall rather than 80 feet back from 13th Street.

He stated the last concern was in Condition 15 that states “. . . a three foot architecturally compatible wall” He stated the plan is to have a masonry wall with fountain features and a logo. He explained that the request was to place the sentence, “The criteria and design shall be determined during development review.” at the end of the Condition so there would be more flexibility in the type of wall that would be used.

Mr. Lawrence Calderon, Chief of Current Planning, was recognized. He stated the conditions are meant to write regulations, because there are no regulations for a Planned Development and the regulations are intended to guide the Board in the development review process.

Mr. Calderon stated that regarding the 15-foot setback in Condition 7, the development had the potential for the pavement to be removed and new paving placed in. He stated with the amount of vehicular movement that will occur on the site, staff requested a 15-foot landscape buffer primarily when new paving occurs. Mr. Calderon stated that once the new entrance and parking is placed as proposed, the applicant should be able to get the 15 feet without unduly burdening the project. He stated this was a very nice project that will have a catalytic effect in the area and will stimulate additional development, however, the Special Area Plan was designed to maintain a certain intent and quality in the area, and staff does not think the buffer would hurt the development and staff would like the 15 feet to remain.

Mr. Calderon stated that regarding Condition 20, staff would agree to modify the condition to allow the development the flexibility they request. He suggested that the condition be revised to read “Vehicular use areas, and those areas for vehicular storage . . . shall have no more than a double row of parking within 80 feet of the east property line.” He stated there would not be two coffee shops as suggested in the drawing, but there could be some other restaurant or nothing. He stated staff does not want that area to become a storage area.

Mr. Calderon stated that staff had no objection to the requested change in Condition 15. He stated the recommendation was for approval with all the conditions and modifications.

Ms. McDonell asked where the Eagles nest mentioned in the packet was located. Mr. Calderon stated that the issue of the Eagles nest had been resolved satisfactorily. Mr. Dedenbach pointed out the location on the north side of Bivens Arm toward the back of the Veterinarian School, which is a safe distance away.

Ms. McDonell asked if the changes to Condition 20 would force the parking to be placed on the west side, or was there reason for additional parking or paved surfaces added to the west side of the development.

Mr. Dedenbach further explained the parking configuration of the development, and stated that they do not wish to pave any more than necessary. He stated there was a one space per bedroom limit, which was thought to be sufficient. He further addressed the parking and stated they would like additional parking in the future. He stated the parking would be behind the wall, but until more commercial businesses were there, they did not want to be blocked from the double-parking.

Mr. Calderon pointed out what would be considered a double row of parking within 80 feet. He stated staff would agree to that configuration.

Mr. Dedenbach stated the development needs to be completed (residents moved in) before more commercial businesses come to Southwest 13th Street. He stated that a 5,000 square foot building may locate in that area of the development, behind the wall, but until that development occurs, it could be used for parking.

Mr. Cohen asked Mr. Calderon what language should be used in Condition 15. Mr. Calderon suggested that "At a minimum" could be removed and place "The criteria and design shall be determined during development review" at the end of the paragraph. Mr. Calderon stated, the sentence should state, "A three-foot architecturally compatible wall" and remove "with metal picket-type fencing and landscaping."

Mr. Cohen stated he would like the bus stop to be enhanced. Mr. Dedenbach stated that the condition could state that the bus stop should be "compatible and complementary to the architectural style of the development and wall."

Mr. Calderon noted that the language of Condition 14 is to leave the final say to the RTS agency. Mr. Cohen agreed that the final determination about the bus stop would be for RTS, he was just concerned about the design.

Mr. Tecler asked the reason for Condition 7.

Mr. Dedenbach stated he wanted to clarify that they did not want to tear up existing pavement. Mr. Calderon stated the condition referred to new paving.

Mr. Calderon stated the condition should have had the word "new," which had been discussed. He said that in the event that paving is removed adjacent to residential, staff would like the respect to be given to the residential development.

Mr. Cohen stated that staff had suggested no more than two rows.

Mr. Dedenbach he liked the spirit of compromise. There was discussion about the double row of parking.

Mr. Calderon stated the intent was to prevent all of the parking and storage from being in front of the building line. He stated staff agreed to the presented layout.

Mr. Mimms clarified that the drawing was showing two double rows of parking. He stated that a building could be put on one and the other available for the double row of parking.

Mr. Dedenbach explained the wall would hide the parking.

Mr. Calderon explained the intent of staff when they said a double row of parking. He stated the objective was to try to have the parking and storage out of the 80-foot build-to line.

Mr. Mimms asked whether, in Conditions 7 and 5, the word “should” ought to be “shall.” Mr. Calderon agreed.

Mr. Tecler stated the plan shows that the developer is following the intention of the Special Area Plan. He stated the Plan Board should make a proposal that maximizes the flexibility with the parking situation.

Chair Reiskind asked whether anyone from the public wished to speak. There were no questions from the public.

Chair Reiskind asked why one tower would be three stories higher than the existing building.

Mr. Dedenbach stated that originally it was thought the 11-story tower could be built up, and the 14-story tower was planned. It was found that they could not build more stories on the 11-story building and since they already had planned the 14-story, decided to stick with it.

Chair Reiskind asked about concurrency on the site. Mr. Dedenbach addressed the question.

Chair Reiskind asked if there are other parties that review the detailed plans.

Mr. Mimms replied affirmatively and stated the Board could request that the plan go to the Plan Board, otherwise it will go to the Development Review Board.

Ms. McDonell asked how closely the design criteria of the SAP would have to be followed.

Mr. Calderon stated that is outlined in the text amendment report and the Planned Development would follow the intent of the Special Area Plan.

Chair Reiskind stated that was covered under Condition 18.

Mr. Clark Butler was recognized. He stated this was an expensive project that would serve the upper end and was not for student housing. He explained the project was being designed to work with the University to bring the kind of staff they want that will meet their demands. He stated the old building will be completely rebuilt and the new building will be modern.

Mr. Tecler stated the Board had not addressed providing the developer the flexibility in the front-parking situation.

Mr. Calderon stated the development is being crafted and there may be a variation in the amount of parking that occurs at the front. He stated that staff would determine the amount of parking spaces at development plan review, and the issue would be the appearance and storage in that area, and that it meets the intent of the SAP.

Mr. Dedenbach stated that Mr. Calderon suggested that the 80 feet in Condition 20 could be cut to 40 feet.

<u>Motion By:</u> Mr. Tecler	<u>Seconded By:</u> Ms. McDonell.
<u>Moved to:</u> Approve Petition 66TCH-06 PB	<u>Upon Vote:</u> Motion Carried 4 – 0 Aye: Cohen, Reiskind, Tecler, McDonell

<u>Motion By:</u> Mr. Tecler	<u>Seconded By:</u> Ms. McDonell.
<u>Moved to:</u> Approve Petition 31LUC-06	<u>Upon Vote:</u> Motion Carried 4 – 0 Aye: Cohen, Reiskind, Tecler, McDonell

<u>Motion By:</u> Mr. Tecler	<u>Seconded By:</u> Ms. McDonell.
<u>Moved to:</u> Approve Petition 32PDV-06 PB, with staff conditions as modified.	<u>Upon Vote:</u> Motion Carried 4 – 0 Aye: Cohen, Reiskind, Tecler, McDonell