

EAST GAINESVILLE DEVELOPMENT PARTNERS LLC
P.O. Box 5156
Gainesville, FL 32627-5156

2008 JUN -4 PM 4:15

June 4, 2008

City Commission
City of Gainesville
200 East University Avenue
Gainesville, FL 32601

Re: *Hatchet Creek Land Use Amendment*

Dear Madam Mayor and Commissioners,

Thank you for your willingness to continue to consider the remaining issues regarding the Hatchet Creek Land Use Amendment application. We appreciate your time and effort to attempt to resolve important Conditions to the contemplated Ordinance.

At the City Commission Meeting of April 16th the City Commission resolved, in part, the following:

“... in addition, the Airport Authority, the petitioner and City Staff including the City Attorney will attempt to identify properties with the Industrial (zoning area) that could have residential use and not adversely impact airport operations;”

“... for Conditions Q and S, that the Commission receive and review Staff’s standards as they bring those back, but also, that the Petitioner work with Staff to bring back the trip generation information that was requested by Staff”.

(Above from Clerk of the Commission proposed Minutes for April 16, 2008)

We have worked diligently in an attempt to resolve these issues with City Staff and the Airport Authority before the next scheduled City Commission meeting; however, we have been unable to do so.

On May 7th, City Staff, Airport Authority representatives, and the Applicant met. A report from meeting chair, Erik Bredfeldt, should be forthcoming. The following represents key aspects of the meeting:

1. Based on the City's currently adopted noise contour map, City Staff and the Applicant agreed that residential and assisted living development could occur on land outside the 65 DNL noise area within the area having a current land use of Industrial, while the Airport Chairman and its CEO both personally stated that such area was least problematical – but they had no authority to speak for the Airport itself and therefore could not endorse this proposal or any other proposal;

2. The draft 2008 noise contour map is relevant to the discussion of Condition A and the Hatchet Creek Land Use Amendment and is the most accurate expression of noise conditions on the subject property;

3. The Applicant believes that no adverse impacts are created by allowing the contemplated amenity center, amenities, recreational facilities, general retail, and general office uses on the entire +/- 500 acre site. Such uses should not be limited to the western +/- 300 acres of the site.

4. The Applicant offered specific conditions to further restrict development on the site. Restrictions the Applicant previously offered, which continue to be offered, are:

- (i) no residential or assisted living development within the 65 DNL;
- (ii) providing an avigation easement on the entire site;
- (iii) building all structures to a 25 NLR standard; and,
- (iv) providing notice to purchasers.

Additional restrictions offered by the Applicant in the meeting were:

- (i) placing as much environmental mitigation, flood plain compensation, water detention areas, amenities, the amenity center, and some office uses, as economically and logistically reasonably possible within the 60 DNL and 65 DNL areas. Our land planners have estimated these non-residential uses to represent approximately 70% of such area based on the draft 2008 noise area map; and,
- (ii) building residential and assisted living in the 60 DNL area to a 30 NLR building standard, which would effectively double the sound-proofing of homes as compared to the best case in the City's Appendix F for residential development in the 65 DNL.

Below is a list of the outstanding substantive issues with respect to the Ordinance, all related to old Conditions A, Q and S:

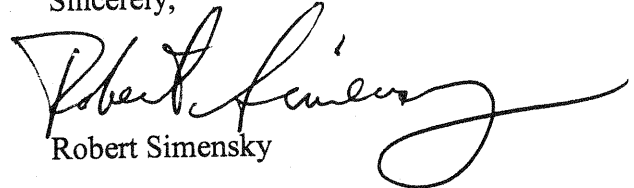
1. Setting a maximum of 1,500 homes on the +/- 500 acre site in the land use Ordinance, while limiting the number of homes that will be initially zoned for the property to 1,199 (existing land use provides for 2,392 homes on +/- 298 acres).
2. Clarify what can be built in the 65 DNL area and under what terms (i.e., extra NLR standard). Also, if limitations are to be placed in the 60 DNL area, establish them at this time as well. Without clarity on this issue, water permits cannot be obtained, a preliminary site plan cannot be completed and therefore a zoning application cannot be completed. The Applicant will be forced to revert back to the underlying land use and zoning, which provides existing zoning for over 1,100 homes on +/- 298 acres, with residences built in the 65 DNL, without an easement to the City or Airport, without an integrated environmental plan, without an integrated storm water plan, without mixed uses, with limited positive economic impact to the area, with fewer jobs created, and a limited increase in the tax base to the City.
3. The number of driveways on NE 53rd Avenue should be set at zoning, once a preliminary site plan is completed and based upon established rules.
4. The number of drive-through facilities should be set at zoning, once a preliminary site plan is completed and based upon established rules. Staff and the Applicant have already agreed that there shall be no independent drive-through facilities with direct access to NE 39th Avenue or NE 53rd Avenue.
5. Staff and the Applicant have already agreed that non-residential uses will be connected to residential uses. The type of connection (vehicular, golf cart, bicycle, or pedestrian) should be set at the zoning stage, once a preliminary site plan is completed (see Condition e, which is agreed to by Staff).

We believe our proposed amendments to Conditions a, d, t, v, and dd in the draft Ordinance achieves these objectives. We have also provided clarifications to Staff proposed draft Conditions b, c, and e that do not change the intent of these Conditions. Finally, we have provided text to achieve the intent of the addition Staff has proposed to Condition h (old Condition E). This text has been reviewed by the City's Environmental Coordinator.

We understand this has been a difficult process for all parties involved. We have approached this project from the outset with a vision for the community which we understood you to share. Through our continued effort to work together in a reasonable fashion, this vision can be achieved.

Thank you again for your time and consideration. We look forward to seeing you when we next meet to resolve these few points so this process may proceed. If I can be of further assistance, please call me at: (352) 222-7714.

Sincerely,



Robert Simensky

Enclosures:

1. 2008 draft noise contour map
2. Emails and comments from FAA regarding its review of assumptions for noise contour maps produced by the Airport
3. Memorandum from BSB Design
4. Memorandum from Fishkind & Associates, Inc.
5. Proposed amendments and clarifications to draft Ordinance

RSH
 RAYSON HOLDINGS
 10000 W. 10th Ave., Suite 100
 Denver, CO 80202
 Phone: 303.755.1000
 Fax: 303.755.1001
 Website: www.rsh.com

GAINESVILLE REGIONAL AIRPORT

GAINESVILLE REGIONAL AIRPORT

IN ASSOCIATION WITH

RTSA Architects

GAINESVILLE REGIONAL AIRPORT PART 150 STUDY

REVISIONS

NO. DESCRIPTION DATE

NEW GAINESVILLE REGIONAL AIRPORT
 AIRFIELD 150 STUDY
 PREPARED BY
 RTSA ARCHITECTS
 201-300-0200
 10000 W. 10th Ave., Suite 100
 Denver, CO 80202

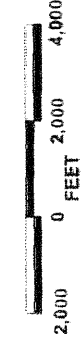
SHEET TITLE

SHEET NUMBER



LEGEND

- PROPERTY LINE
- 75 DnL NOISE CONTOUR
- 70 DnL NOISE CONTOUR
- 60 DnL NOISE CONTOUR
- 55 DnL NOISE CONTOUR
- 85 DnL NOISE CONTOUR



Ritter, Justin

From: Breeden, Jeffrey
Sent: Friday, April 18, 2008 6:07 AM
To: Ritter, Justin
Subject: FW: GNV Part 150 Forecasts

Importance: High

Attachments: Review of GNV forecast.doc; ATT2968544.gif



Review of GNV
forecast.doc (43...

I will call later

Sent from my GoodLink synchronized handheld (www.good.com)

-----Original Message-----

From: Rebecca.Henry@faa.gov [mailto:Rebecca.Henry@faa.gov]
Sent: Thursday, April 17, 2008 04:45 PM Eastern Standard Time
To: Breeden, Jeffrey
Cc: allan.penksa@flygainesville.com; Lindy.McDowell@faa.gov
Subject: RE: GNV Part 150 Forecasts

Please review and we can discuss if you have questions.

Rebecca Henry
Orlando Airports District Office

"Breeden, Jeffrey" <Jeffrey.Breeden@rsandh.com>

04/15/2008 09:21 AM

To: Rebecca Henry/ASO/FAA@FAA
cc: <allan.penksa@flygainesville.com>, Lindy McDowell/ASO/FAA@FAA Subject
RE: GNV Part 150 Forecasts

Hello Rebecca

That is fine with us. I know Allan is very anxious to move this process along given the adjacent property is in the midst of going through rezoning. Any help in expediting would be appreciated.

Can you e-mail me the comments as soon as you get them from HQ?

Thanks

Jeff

From: Rebecca.Henry@faa.gov [mailto:Rebecca.Henry@faa.gov]
Sent: Tuesday, April 15, 2008 9:13 AM
To: Breedon, Jeffrey
Cc: allan.penksa@flygainesville.com; Lindy.McDowell@faa.gov
Subject: Re: GNV Part 150 Forecasts
Importance: High

Hi Jeff,
We'd like to finish our written comments for you prior to any discussion. HQ is working toward a response sometime next week...once I receive comments I will e-mail them to you. You and Allan can confer and decide which direction to take and/or if you need further clarification on our comments. If you do need clarification, we would be happy to set up a telecon then.
Rebecca Henry
Orlando Airports District Office

"Breedon, Jeffrey" <Jeffrey.Breedon@rsandh.com>

04/11/2008 03:39 PM

To
Rebecca Henry/ASO/FAA@FAA
cc
Lindy McDowell/ASO/FAA@FAA, <allan.penksa@flygainesville.com>
Subject
GNV Part 150 Forecasts

Good Afternoon Rebecca

I spoke with Allan Penksa at the Gainesville Regional Airport and he briefed me on the initial review of the forecasts by FAA Headquarters.

We thought it might be wise to arrange for a teleconference next week and I can review our proposed methodology and also hear the concerns regarding the forecasts.

Can you help arrange a teleconference? I can set up a 1-800 number to call in for everyone once we have settled on a day and time.

I am pretty open next week with a few meetings each day. Lets plan to start with 2 or 3 options and work down from there.

Thanks in advance for your help

Jeff



ATT2968544.gif (2
KB)

Jeffrey W. Breedon AICP
Senior Aviation Consultant
Richmond Office Leader

1100 Boulders Springs Parkway, Suite 600

Richmond, Virginia 23225

Phone : (804) 327-2456

Fax: (804) 320-0918

Cell: (804) 212-4352

E-mail: jeffrey.breeden@rsandh.com <mailto:jeffrey.breeden@rsandh.com>

To: Gil Neumann, APP-400
 From: J. Peter LeBoff, APO-110
 Subject: Review of "Part 150 Noise Study Appendix A – Aviation Demand Forecast: Gainesville Regional Airport" January, 2008
 Date: April 18, 2008

Thank you for the opportunity to review the "Part 150 Noise Study Appendix A – Aviation Demand Forecast: Gainesville Regional Airport" dated January, 2008. The report forecasts aviation activity through 2027 and compares the forecasts with the 2007 Terminal Area Forecast (TAF). FAA policy states that sponsor forecasts are considered to be consistent with the TAF if they are within 10 percent of the TAF for the 5-year forecast period and within 15 percent of the TAF for the 10-year forecast period. As shown below the Part 150 Study forecasts for total enplanements and total operations exceed the TAF by 10 percent in 5 years and 15 percent in 10 years.

Year	Total Enplanements			Total Operations		
	2007 TAF	Part 150 Study	% difference	2007 TAF	Part 150 Study	% difference
2007	150,256	152,642	+1.6%	85,656	92,445	+7.9%
2012	157,822	176,954	+12.1%	91,477	105,137	+14.9%
2017	165,774	200,207	+20.8%	96,676	116,252	+20.2%

The Part 150 Study begins with an enplanement base in 2007 that is 1.6% higher than the FY2007 estimate in the TAF. If the Part 150 Study had applied its growth rates to the same 2007 base as the TAF, the Part 150 Study levels for 2012 and 2017 would be 10.4% and 18.9% higher than the TAF, respectively. However, the actual FY2007 enplanement totals from the U.S. DOT T-100 data equal 144,763 enplanements. This means that the difference between the Part 150 Study forecasts and the TAF would be even greater if the TAF was based on actual FY2007 enplanements.

The Part 150 Study adjusts its 2007 operations for scheduled commercial service and general aviation by 5.5% to account for nighttime activity when the tower is closed. The study notes that if the operations were not adjusted, forecasts of total operations would be within 10% of the TAF in the 5-year timeframe. Furthermore it appears that without the adjustment, the forecasts of total operations would be within 15% of the TAF in the 10-year timeframe.

Although the above consideration is worth noting, the Part 150 Study forecast methodology is not rigorous and is based too much on assumptions. In addition the study relies on modifying the growth rates in the 2006 GNV Master Plan Update, whose

forecasts were prepared in 2003. Areas where the Part 150 Study needs improvement are discussed below:

1. *Inadequate forecast methodology*

p. A-11 The recommended enplanement forecasts were prepared based on modifying the forecast rates from the 2006 GNV Master Plan Update. No forecast methodology such as regression analysis was used to quantify enplanements based on the drivers of demand (e.g., personal income). The report bases the modified growth rate on the 2.5% historic average annual growth over the last five years. However this period includes the Northwest Airlines service that started in 2004 and ended in 2006. The long run trend at the airport from 1990 to 2007 has mainly been negative. In addition the forecast rate is attributed to the potential of attracting another carrier to the airport. There is no discussion of potential markets that are presently being under-served or potential airlines that have expressed interest in serving GNV.

p. A-13 The report states that “After reviewing the various studies, a modest 1.2 percent average annual growth rate for scheduled air carrier operations was chosen for the 20-year planning horizon...” There does not appear to be a methodology for deriving the operations forecasts. An appropriate way to derive scheduled commercial operations is divide forecast enplanements by forecast enplanements per departure and multiply the result by two to obtain operations. The enplanements per departure assumptions should be derived from assumptions about average seats per aircraft and load factor. No assumptions are provided for average seats per aircraft and load factor in the study. These should be shown in the Appendix B Template for Summarizing and Documenting Airport Planning Forecasts found in “Forecasting Aviation Activity by Airport.” The report is available at http://www.faa.gov/data_statistics/aviation_data_statistics.

p. A-15 Based aircraft were forecast using assumed growth rates. The report states that “The revalidated growth rate is supported by the continued healthy growth trends of general aviation at GNV which is expected to continue into the future.” No quantitative forecast methodology that addresses the drivers of demand (e.g., population) or share analysis was used to derive the based aircraft forecasts.

p. A-18 The report assumes a near-term forecast of general aviation operations of 3.0% per year between 2007 and 2012, a forecast of 2.0% per year between 2012 and 2017, and a forecast of 1.5% per year between 2017 and 2027. No forecast methodology such as share analysis was used to prepare these forecasts. The growth rates take into account “... additional general aviation traffic generated by Eclipse and DayJet and the recent establishment of a third FBO...” The additional operations attributable to these activities is not provided in the study.

p. A-21 The air cargo operations are assumed to grow 1.5% per year between 2007 and 2012, assumed to grow 20.0% per year between 2012 and 2017, and assumed to grow 1.5% per year between 2017 and 2027. There is no discussion on the historic demand of

cargo at the airport or what are the drivers. The study assumes the 20.0% growth rate from 2012 and 2017 based on an air cargo facility being built at GNV in 2012. The derivation of this rate should be explained.

2. Assumptions that are questionable or not documented

p. A-8 An assumption is made that the ratio of instrument operations to non-instrument operations is the same when the air traffic control tower is closed (10:30 pm to 6:45 am) as when the tower is open. This ratio (38% IFR to 62% VFR) is used along with operational data on aircraft that filed flight plans when the tower was closed to derive the number of operations not on an instrument flight plan when the tower was closed. Based on this ratio the number of reported operations in 2007 for scheduled commercial service and general aviation were increased by 5.5%. The use of the same 5.5% adjustment for scheduled commercial service and general aviation is questionable. Based on a preliminary review of ETMS data, scheduled commercial service only flies IFR.

p. A-19 The historic number of general aviation operations per based aircraft (OPBA) are shown. The forecast OPBA are not given in the report. They should be presented using the Appendix B Template noted above.

p. A-20 Military operations were forecast to grow at GNV. Typically military operations are forecast to be constant or increase using a growth rate based on expected developments. The report states "After review of the data and particularly the last three years of historical activity, it is suggested that the preferred forecast for military operations increase at an average rate of 1.0 percent for the 20-year period." Some explanation of future developments or factors that support the assumed 1.0 percent rate should be provided.

p. A-22 The report uses the same itinerant and local percentages as the 2006 GNV Master Plan Update to forecast general aviation operations. This results in a 2007 to 2012 average annual growth rate of 2.1% for itinerant general aviation operations and a rate of 4.9% for local general aviation operations. The high growth rate for local operations relative to itinerant operations is not explained and does not appear to be consistent with recent historic trends.

3. Data issues

p. A-12 In Table A1-3 there are 152,642 enplanements shown for 2007. If these are actual rather than estimated for calendar year 2007, they are significantly higher than the 141,800 enplanements in the U.S. DOT T-100 data for the same period.

p. A-15 The report states that "Over the past ten years, based aircraft have grown at an average annual rate of approximately 3.5 percent." This should be 4.5 percent.

p. A-16 In Table A1-5 the average annual growth rate between 2002 and 2007 for the 2007 FAA TAF should be 2.0% not -1.3% and the rate between 2007 and 2027 should be 2.1% not 1.3%.

p. A-22 The term “instrument approaches” should be “instrument operations.” These terms have different meanings.

p. A-22 The report states “The number of annual instrument approaches performed ranged from a high of 35,129 in 1990 to a low of 22,185 in 2004.” The high was in 2007 based on Table A1-11, not 1990 (and “approaches” should be “operations”).

p. A-26 In Table A1-13 the average annual growth rates for 2007 – 2012 for the following are not correct:

scheduled commercial service should be 1.4% (not 1.0%)
itinerant general aviation should be 2.1% (not 3.0%)
local general aviation should be 4.9% (not 3.0%)

The average annual growth rates for 2007 – 2027 for the following are not correct:

scheduled commercial service should be 1.3% (not 1.2%)
itinerant general aviation should be 1.8% (not 2.0%)
air cargo should be 5.8% (not 12.0%)
local general aviation should be 2.4% (not 2.0%)

4. Statements that are questionable or not accurate

p. A-21 “This data can be difficult to track as air traffic control tower records combine air cargo traffic with general aviation traffic.” The tower should count FedEx operations on Cessna Caravan C-208 aircraft as air taxi operations. It is possible that it is being miscounted as general aviation operations.

p. A-23 “FAA Order 5090.3C provides guidance on the FAA forecast review process and states that the FAA will find an airport planning forecast acceptable if the 5-year, 10-year and 15-year forecasts contained in the planning document are within 10 percent of the TAF projections.” Based on a December 23, 2004 memorandum from APP-1, FAA policy was expanded to require that sponsor forecasts be within 15 percent of the TAF in the 10-year forecast period.

p. A-23 “The 2006 Airport Master Plan Update forecasts were incorporated into the TAF as the recommended forecast for two years (2004 and 2005)...” This statement does not appear to be accurate even assuming that the 2006 airport master plan update forecasts refer to the forecasts prepared in 2003. The statement needs to be verified and reworded.

p. A-24 "It is important to note that the December 2007 TAF used projections for the year 2007, while the recommended forecast used actual activity for 2007." This is not true regarding the TAF. The 2007 TAF used actual FY2007 operations data (and estimates for FY2007 enplanements).

In summary APO believes that the forecasts presented in the Part 150 Study are not justified. Therefore the 2008 TAF will not be adjusted based on these forecasts. APO will assess the need for adjustments based on Eclipse and DayJet at GNV. If you have any questions please phone me at (202) 267-3361.



May 28, 2008

Mr. Robert Simensky
East Gainesville Development Partners LLC
P.O. Box 5156
Gainesville, Florida 32627-5156

Ref: *Development Capacity of +/- 500 Acre Site at
2100 NE 39th Avenue, Gainesville, FL 32609 (the "Property")*

Dear Mr. Simensky:

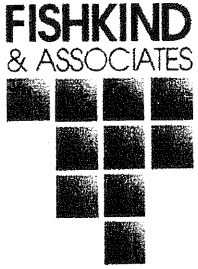
In the course of working with East Gainesville Development Partners LLC over the past two years, BSB Design has become extremely familiar with the Property, which is contemplated for development. Our firm provides land planning, landscape architecture, and architecture services for mixed-use communities of this scale – including golf course communities and Active Adult communities. We have substantial experience in providing such services in Florida, the southeast, and in all regions of the US.

After extensive review of the Property, it is our professional opinion that the Property can support 1,500 residences, 300 assisted living facility ("ALF") beds, recreational amenities, 100,000 ft² of office space, and 100,000 ft² of retail space, all in an attractive site plan.

Our analysis assumes the Conditions to development as discussed at the City Commission meeting on April 16, 2008 and that something similar to the draft 2008 noise exposure map ("NEM") prepared by the Gainesville Regional Airport ("GACRAA") will be adopted by the City of Gainesville. We have also assumed no residential or ALF development in the 65 DNL noise contour. We have estimated 131 acres of the Property lie within the 60 DNL or 65 DNL noise contours. It is our belief that we could likely create non-residential uses for approximately 93 of such acres – approximately 70% of this area. Such non-residential uses would include: (i) wetland mitigation areas; (ii) flood plain compensation areas; (iii) storm water detention areas; (iv) recreational amenity uses; and, (v) some commercial office uses.

Sincerely,

Robert E. Boyd
Partner In Charge
BSB DESIGN OF FLORIDA, INC.
Florida Registration AA0002378



MEMORANDUM

TO: Robert Simensky
East Gainesville Development Partners LLC

FROM: Kevin Plenzler, Associate
Fishkind and Associates, Inc.

SUBJECT: Hatchet Creek Economic Impact Summary

DATE: May 20, 2008

1.0 Background

East Gainesville Development Partners LLC ("Client") has asked Fishkind & Associates, Inc. ("Consultant") to conduct a residential and retail need analysis as part of a Comprehensive Land Use Amendment process associated with +/- 498 acres adjacent to the Ironwood Golf Course in Gainesville, FL. In addition, as part of the application, the consultant will provide a summary of estimated economic impacts of the project with respect to economic output, employment and wages associated with the project.

The market study examines the need for additional residential housing within the City of Gainesville. The study also examines the need for community oriented commercial retail space within a 20-minute drive-time of the site.

2.0 Hatchet Creek Economic Impact Summary

2.1 Employment and Wages

The Comprehensive Land Use Plan Change for Hatchet Creek includes 1,500 residential units, 100,000 square feet of commercial retail space, 100,000 square feet devoted to offices, 300-unit ALF and a substantial community amenity center. Table 1 provides an estimate for the number of jobs directly supported by the non-residential development proposed for Hatchet Creek as part of this Comprehensive Land Use Plan Amendment.

Table 1. Employment Estimates

Category		Jobs/sqft	Jobs
Retail	100,000	598	167
Office	100,000	300	333
Recreation	12,000	500	24
<u>ALF (units)</u>	<u>300</u>	<u>0.75</u>	<u>225</u>
Totals (sqft)	212,000		749

Source: Fishkind and Associates, Inc.

In addition to the 749 employees in Hatchet Creek, the residents of the 1,500 residential units in Hatchet Creek will support additional trade and service jobs in the wider community. Table 2 provides estimates of the number of employees and the distribution of the employees based on each employment category associated with Hatchet Creek. The distribution of each set of employees is conducted over a normal curve using annualized 3rd Quarter 2007 Alachua County NAICS employment and wages data. Based on this data the average retail and ALF worker wage is \$23,486, average office wage is \$48,060, and average recreation wage is \$38,535.

Table 2. Hatchet Creek Employment Distribution

Low	High	Median	Retail	Office	Recreation	ALF
\$12,800	\$14,999	\$13,900	23	0	0	29
\$15,000	\$17,499	\$16,250	14	0	0	19
\$17,500	\$19,999	\$18,750	18	0	0	24
\$20,000	\$22,499	\$21,250	21	0	0	29
\$22,500	\$24,999	\$23,750	22	0	0	30
\$25,000	\$27,249	\$26,125	19	1	0	25
\$27,250	\$29,999	\$28,625	19	2	0	26
\$30,000	\$32,499	\$31,250	13	5	1	18
\$32,500	\$34,999	\$33,750	9	8	3	12
\$35,000	\$37,499	\$36,250	5	14	5	7
\$37,500	\$39,999	\$38,750	3	21	7	4
\$40,000	\$42,499	\$41,250	1	29	5	2
\$42,500	\$43,599	\$43,050	0	15	1	0
\$43,600	\$44,999	\$44,300	0	21	1	0
\$45,000	\$47,499	\$46,250	0	40	1	0
\$47,500	\$49,999	\$48,750	0	41	0	0
\$50,000	\$52,499	\$51,250	0	38	0	0
\$52,500	\$54,999	\$53,750	0	32	0	0
\$55,000	\$57,499	\$56,250	0	25	0	0
\$57,500	\$59,999	\$58,750	0	17	0	0
\$60,000	\$62,499	\$61,250	0	11	0	0
\$62,500	\$65,399	\$63,950	0	7	0	0
Greater than \$65,399			0	6	0	0
Total			167	333	24	225

Source: Fishkind and Associates, Inc.

2.2 Tax Base Implications

The Consultant estimated the current taxable value of the Client's holding and then provided an estimate based on buildout of the project. Table 3 indicates, the residential component of the project produces a considerably higher tax base versus the current use of the land.

Table 3. Current and Potential Tax Base

	Current Tax Base	Potential Residential	
PIN	VALUE LAND	Tax Base	
08160-002-000	\$416,000	1,500	Housing Units
08160-004-001	\$63,200	\$323,850	Assessed Value Per Unit*
08160-001-000	\$1,021,900	\$50,000	Homestead Exemption
08171-001-000	\$0	\$273,850	Taxable Value
08160-004-000	\$47,000	-	
08169-000-000	\$265,900	-	
Total Taxable Value	\$1,814,000	\$410,775,000	
Millage Rate	24.5841	24.5841	
Annual Taxes	\$44,596	\$10,098,534	

Source: Alachua County Property Appraiser and Fishkind and Associates, Inc.
 * assumes average home value of \$381,000

2.3 Aggregate Income and Retail Demand of the Project

The commercial retail development proposed at the site includes 100,000 square feet of retail space. The primary trade area for the proposed retail space consists of the households contained internally within Hatchet Creek. The secondary trade area includes all households within a 20-minute drive-time of the site.

The Consultant calculated the total demand generated by the 1,500 households scheduled to be included internally within the Hatchet Creek Project. Utilizing the 2007 HUD Median Income for Alachua County (\$54,200) and then increasing it by 25 percent to take into account the wealth and purchasing habits of active adult communities, the Consultant estimated the average household income at \$67,750. The aggregate household income of the 1,500 households is projected to be \$101.6 million. According to the 2005 Consumer Expenditure Survey Data collected by the Department of Commerce, the typical household spends roughly 55% of its annual income on retail expenditures. Thus, the 1,500 households would be expected to spend \$55.9 million on retail expenditures per year. Based on Urban Land Institute (ULI) data, the Consultant utilized an expenditure per square foot ratio of \$300 / 1sq.ft. to determine the equivalent volume of retail square footage that would be required to accommodate the \$55.9 million in annual expenditures. Based on these assumptions, the 1,500 households will generate demand for 186,313 square feet of retail space. Table 4 summarizes these findings.

Table 4. Hatchet Creek Retail Demand

	Households
Residential Units & Hotel	1,500
2007 HUD Median HH Income (+ 25%)	\$67,750
Cumulative HH Income	\$101,625,000
% of HH Income Used For Retail Expend.	55%
Retail Expenditures	\$55,893,750
ULI Conversion (\$/sqft)	\$300
Retail Demand (sqft)	186,313
Retail Demand (sqft)/Household	124
Primary TA - Total Retail Demand (sqft)	186,313
Neighborhood Demand (sqft) (15%)	27,947
Community Demand (sqft) (50%)	93,156
Regional Demand (sqft) (35%)	65,210

Source: Fishkind and Associates, Inc.

2.4 Economic Impact Summary

The Consultant conducted an economic impact analysis to determine the economic impacts of the age restricted residents and commercial office and retail component of the Hatchet Creek Project. This study relies on data gathered from the following sources:

- Consultant Estimated Construction Cost Data
- Primary Survey Data
- Regional Input-Output Modeling System (RIMS II)

A systematic analysis of state and local level economic impacts is essential for effective planning in the public- and private-sectors. In the 1970's the Bureau of Economic Analysis (BEA) developed a method known as RIMS (Regional Input-Output Multiplier System), which measures these economic impacts. The RIMS method utilizes I-O tables, the distribution of the inputs purchased and the outputs sold, to analyze these economic effects. The Consultant has used RIMS II (2004) for this analysis.

Based on the employment estimates for the Hatchet Creek Project, the Consultant estimated the economic impacts of the permanent employment and households of the project to Alachua County. The Consultant estimates that the employment opportunities created by Hatchet Creek in the local economy will generate per capita wages of \$33,192 (\$48.4 million in earnings/1,459 permanent employees). Table 5 summarizes these findings.

Hatchet Creek (direct)

- Economic Activity - \$72.3 million
- Earnings - \$27.8 million
- Employment – 749

Hatchet Creek (direct and indirect)

- Economic Activity - \$152.9 million
- Earnings - \$48.4 million
- Employment – 1,459

**Table 5. Economic Impact Summary
(Permanent Employment and Households)**

	<u>Direct Impacts</u>			<u>Direct & Indirect Impacts</u>		
	<u>Employees</u>	<u>Earnings</u>	<u>Output</u>	<u>Employees</u>	<u>Earnings</u>	<u>Output</u>
Office	333	\$15,512,529	\$36,444,747	525	\$21,280,088	\$58,205,905
Retail	167	\$3,857,729	\$14,325,431	222	\$5,543,942	\$21,121,416
ALF & Recreation	249	\$8,392,224	\$21,529,426	363	\$11,686,172	\$34,881,976
Households	-	-	-	349	\$9,926,687	\$38,643,016
Permanent	749	\$27,762,482	\$72,299,604	1,459	\$48,436,889	\$152,852,312

Source: RIMS II and Fishkind and Associates, Inc.

Proposed Amendments to CITY'S DRAFT ORDINANCE:

Only relating to old Conditions A, Q and S.

- a. The residential and Assisted Living Facility ("ALF") density and allowable residential and ALF uses within the PUD is a maximum of 1,500~~1,199~~ residential units and 300 ALF~~Assisted Living Facility (ALF)~~ beds.

- d. The allowable uses within the PUD shall be as restricted as described below and as more specifically described in the PD zoning ordinance.

- 1. Within the 65 dB DNL noise zone~~Airport Noise Zone~~, subject to the Airport Hazard Zone Regulations~~Regulations~~:

~~(a)~~a. No residential development or, including ALF beds, is are allowed. Accessory uses (e.g., amenity center, recreational facilities, boat, RV and personal storage) to residential development, or parks, open space, conservation, open space buffers, mitigation areas, flood plain compensation areas, and water detention areas are allowed.

~~(b)~~b. Non-residential (retail, office and accessory uses to residential) development is allowed in accordance with the permitted uses identified in the PD zoning ordinance. In addition, such permitted uses shall be compatible or made compatible (in accordance with Table 1 of Appendix A to 14 C.F.R. Part 150) with the noise zone within which the use is located. These compatibility measures include building to the 25 dB noise level reduction ("NLR") standard and granting of an avigation easement acceptable in form to the City and the Gainesville Alachua County Regional Airport Authority, as well as recreational facilities as accessory uses that are customarily and clearly incidental to an active adult community or parks, open space, conservation, open space buffers and mitigation areas; except that on lands with the underlying land use designation of Industrial, the non-residential development shall be limited to permitted retail and office uses identified in the Limited Industrial (I-1) zoning district.

2. Below the 65 dB DNL noise zone: Outside of the Airport Noise Zone, subject to the Airport Hazard Zoning Regulations, to the extent same are applicable:

(a)a. Residential development and, including ALF beds are, is allowed. Accessory uses (e.g., amenity center, recreational facilities, boat, RV and personal storage) to residential development, or parks, open space, conservation, open space buffers, mitigation areas, flood plain compensation areas, and water detention areas are allowed. except that on lands with the underlying land use designation of Industrial, no residential development, including ALF beds is allowed.

~~a.~~

(b)b. Non-residential (retail, office and accessory uses to residential) development is allowed in accordance with the permitted uses identified in the PD zoning ordinance. , as well as recreational facilities as accessory uses that are customarily and clearly incidental to an active adult community or parks, open space, conservation, open space buffers and mitigation areas.

3. To the extent economically and logistically reasonably possible, wetland mitigation areas, water detention areas, flood plain compensation areas, some office uses, and amenity center and recreational facility uses shall be located within the 60 dB and 65 dB DNL noise zones.

t. All proposed land uses in association with drive-through facilities at the time of the PD zoning ordinance shall be consistent with the City's Land Development Code. Such land uses will be subject to review by City staff to deem consistency with the Land Development Code. No drive-through facilities shall be allowed to have independent direct access to either NE 39th Avenue or NE 53rd Avenue.

~~A maximum of three drive through facilities shall be allowed. No direct access from NE 39th Avenue or NE 53rd Avenue shall be allowed. All access to the drive through facilities shall be from the internal roadway system in the PUD.~~

v. Proposed driveway connections to NE 53rd Avenue (S.R. 232) shall be evaluated at the time of the PD zoning ordinance. The proposed driveways shall be consistent with FDOT connection spacing criteria, as

well as the City's Land Development Code. The driveway connections shall be reviewed for consistency with the appropriate codes at the time of the applicant's preliminary site plan submittal. A maximum of two access points shall be allowed along NE 53rd Avenue unless additional access points are approved by Alachua County and the City of Gainesville, in accordance with the Alachua County Access Management regulations, and the locations shall be included in the PD zoning application. All access points are subject to Alachua County and City of Gainesville approval at the planned development zoning stage and shall be specified in the PD zoning ordinance. To minimize traffic impacts from the Hatchet Creek PUD on NE 53rd Avenue, the access points on NE 53rd Avenue shall be interconnected with the internal road system in the Hatchet Creek development.

- dd. All non-residential development in the PUD and residential and ALF development in areas with a DNL noise zone less than 60 dB shall be constructed to achieve an outdoor to indoor NLR of 25 dB. All residential and ALF development in areas with a DNL noise zone of 60 dB or greater shall be constructed to achieve an outdoor to indoor NLR of 30 dB. All residential and non-residential development shall be constructed to achieve an outdoor to indoor noise level reduction (NLR) as specified in Appendix F Airport Hazard Zoning Regulations, Chapter 30 of the Gainesville Code of Ordinances in effect at the time of application for building permit.

Proposed Clarifications of CITY'S DRAFT ORDINANCE:

- b. The non-residential and non-ALF intensity and allowable non-residential and non-ALF uses within the PUD is a maximum of 200,000 square feet of non-residential uses (to include a maximum of 100,000 square feet of retail space, a maximum of 100,000 square feet of office space, and accessory uses customary and clearly incidental to an active adult community, such as boat, RV, or personal storage). Any such accessory uses shall be for the exclusive use of the residents of the PUD and their guests and shall be specified in the Planned Development ("PD") zoning ordinance. In addition, the PUD may include recreational facilities as accessory uses that are customarily and clearly incidental to an active adult community or parks, open space, conservation, open space buffers and mitigation areas.
- c. The actual amount of residential units, ALF beds, and non-residential development ~~area~~ will be specified in the PD zoning ordinance as limited by the city, county and state development restrictions and constraints, including but not limited to, wetlands and surface water regulations, wellfield protection, floodplain requirements, concurrency and airport hazard zoning regulations.
- e. All non-residential areas in the PUD shall be connected to the residential areas in the PUD by an interior roadway system and/or a pedestrian or /bicycle or /golf cart system. All pedestrian sidewalk systems in the PUD shall comply with the Florida Accessibility Code for Building Construction requirements.

Staff Proposed New Addition to Condition h (old Condition E):

STAFF PROPOSED LANGUAGE:

“In addition, at the time of application for PD zoning, the owner/developer shall submit a plan for improvement of surface water and wetland function within the Planned Use District and, subject to City review and approval, the plan of improvement shall be incorporated into the PD zoning ordinance.”

APPLICANT LANGUAGE REVIEWED WITH MARK GARLAND:

“If wetland impacts are proposed by the owner/developer at the time of application for PD zoning, the owner/developer shall submit a mitigation plan for improvement of the surface water and wetland function appropriate to mitigate the proposed impacts within the Planned Use District and, subject to City review and approval, such plan shall be incorporated into the PD zoning ordinance.”