



City of Gainesville

Department of Sustainable Development

CITY PLAN BOARD STAFF REPORT

PUBLIC HEARING DATE: September 30, 2021
 PROJECT NAME AND NUMBER: Finley Woods Next; PB-21-00117 ZON
 APPLICATION TYPE: Quasi-Judicial
 RECOMMENDATION: Approve
 CITY PROJECT CONTACT: Juan Castillo
 PROPERTY SIZE: ± 283 Acres

Figure 1: Existing Zoning – Alachua County Agricultural

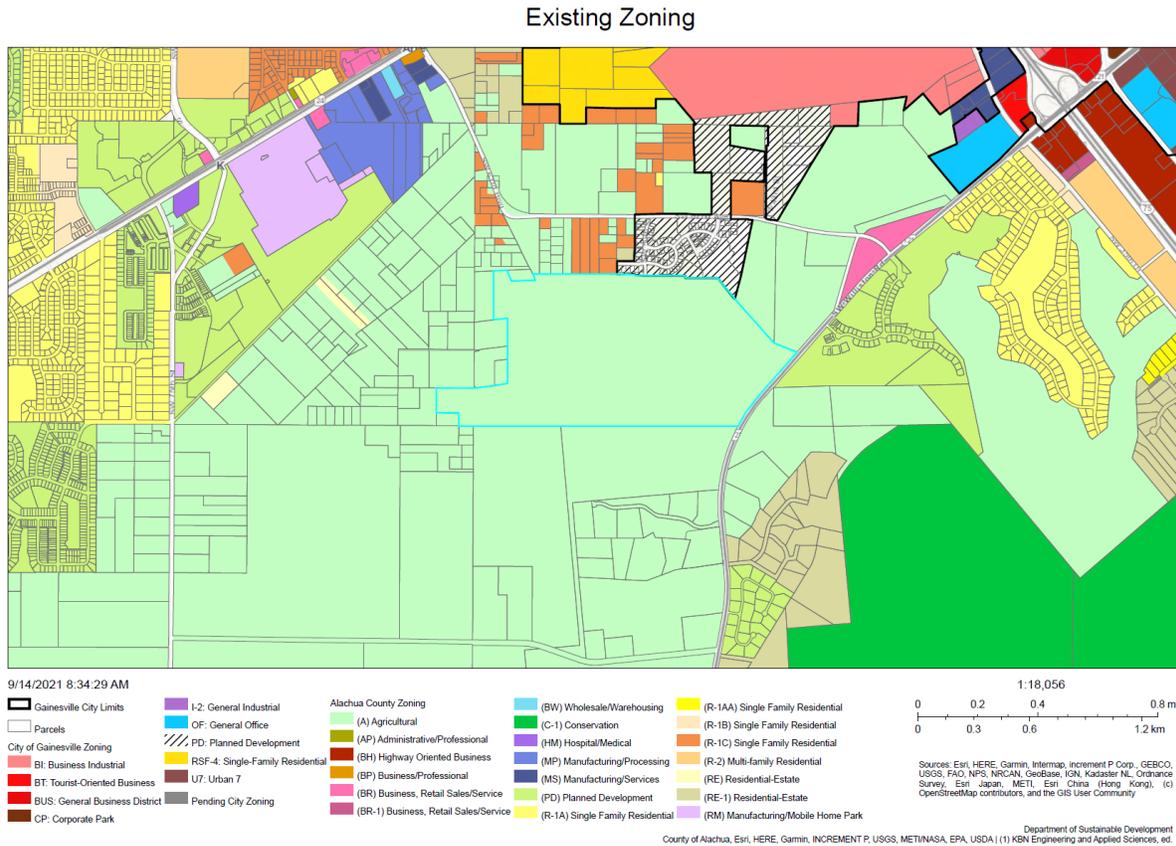
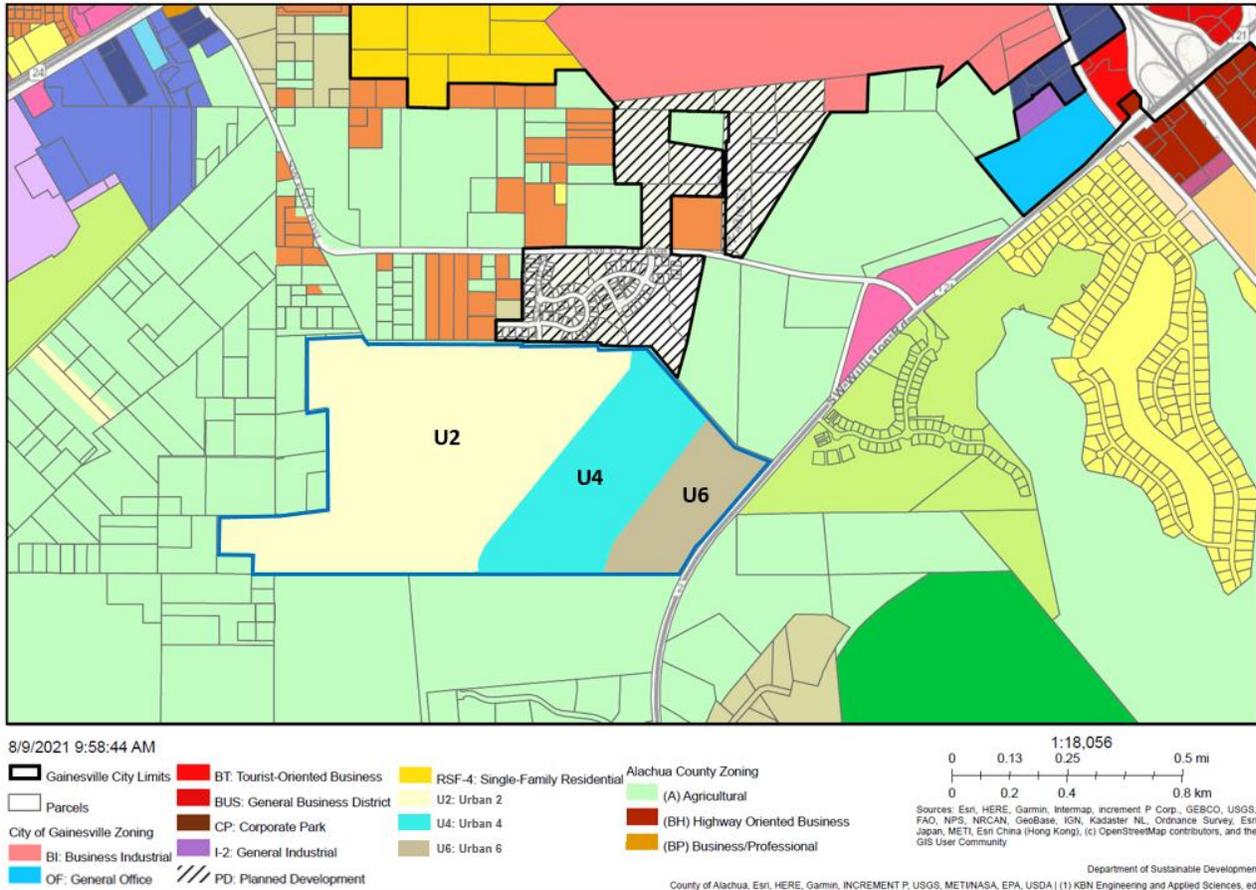


Figure 2: Proposed Zoning – City of Gainesville Urban 2, Urban 4, and Urban 6



APPLICATION INFORMATION

Agent/Applicant: City of Gainesville

Property Owner(s): Dink Henderson, Frederick L. Henderson, and Gary Williams

Related Petition(S): PB-21-00116 LUC

Legislative History: In the process of being annexed.

SITE INFORMATION

Location: On SW Williston Road, south of Finley Woods subdivision and South of City boundaries.

Parcel Number(s): 06982-000-000 and 06980-000-000.

Existing Use(s): Vacant.

Existing Land Use Designation(s): Alachua County Estate Residential

Proposed Land Use Designation(s): City of Gainesville Residential Low Density (RL), Mixed Use Office Residential (MOR), and Urban Mixed Use (UMU).

Existing Zoning Designation(s): Alachua County Agricultural.

Proposed Zoning Designation (s): City of Gainesville Urban 2 (U2), Urban 4 (U4), and Urban 6 (U6).

Transportation Mobility Program Area (TMPA): Zone D.

Annexed: In the process of being annexed.

Table 1: Adjacent Property Characteristics

| | Existing Use(s) | Land Use Designation(s) | Zoning Designation(s) |
|-------|-------------------------------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| North | Single Family Residential, Vacant | PUD, Alachua County Low Density (1-4 DU/Acre) | PD, Alachua County Single Family Low Density (R-1C) 1 - 4 DU/Acre, Alachua County Agricultural (A) |
| South | Single Family Residential, Agriculture | Alachua County Rural Agriculture | Alachua County Agricultural (A) |
| East | ROW, Vacant, Sivilculture | Alachua County Estate (0.5 DU/ Acre) | Alachua County Planned Development (PD), Alachua County Agricultural (A) |
| West | Single Family Residential | Alachua County Estate (0.5 DU/ Acre) | Alachua County Agricultural (A) |

Purpose and Description

Section 171.062 of the Florida Statute, Effects of annexations or contractions states that “if the area annexed was subject to a county land use plan and county zoning or subdivision regulation, these regulations remain in full force and effect until the municipality adopts a comprehensive plan amendment that includes the annexed area.” Additionally, The City of Gainesville Comprehensive Plan Policy 1.4.7 – Intergovernmental Coordination Element reiterates the Florida Statute, “Upon the annexation of any land, the City shall amend the Comprehensive Plan to reflect data and analysis changes, establish land uses on newly annexed areas, and provide services to meet adopted LOS standards.’ Resultantly, after a property is annexed into the City of Gainesville, City categories for Land Use and Zoning must be designated for the property. These designations are made by the city boards with the recommendation (s) of staff.

This petition is a request for the rezoning of two annexed parcels (006982-000-000, and 06980-000-000) from Alachua County Agriculture to City of Gainesville transect zones Urban 2, Urban 4, and Urban 6 to allow for mixed use development. This property is generally located on SW Williston Road, south of Finley Woods subdivision and South of City boundaries (see map on page 1) roughly 1.2 miles south of I-75. This request is a result of two parcels potentially annexing into the City of Gainesville.

Currently, the subject property is undeveloped with no paved roads or structures. Subject property is located adjacent to the south of the existing Finley Woods Development.

The current Alachua County zoning of Agricultural would allow primarily agricultural and Conservation uses with allowance for single family development. The proposed Gainesville transect urban zones would allow for the opportunity of mixed use development which would include an increase in density and variety of residential development to include multi-family development. Furthermore, the opportunity for office and retail development would also be present with the proposed zoning. Consequently, the proposed zoning change would increase the density and intensity of the annexed property. However, the higher density and intensity is consistent with the trend and projection of the area given that there’s an existing residential development with a multi-family component adjacent to the annexed parcels.

Provisions and Regulations

- **Sec. 171.062, F.S. – Effects of annexations or contradictions.**
 2. If the area annexed was subject to a county land use plan and county zoning or subdivision regulations, these regulations remain in full force and effect until the municipality adopts a comprehensive plan amendment that includes the annexed area.

City of Gainesville Land Development Code

Sec. 30-4.3 – Zoning Map. E. Un-zoned property generally. If property in newly annexed territory is unzoned; or if the zoning of any property is vacated or invalidated for any reason, either judicially or legislatively, then the classification of any of such properties shall be deemed to be conservation district (CON), unless and until a different zoning is approved.

Sec. 30-4.4 – Annexed Territory. When lands are annexed into the city, such lands shall be rezoned in accordance with this chapter to an appropriate city zoning district(S). The county zoning district and applicable regulations shall apply prior to rezoning to a city zoning district.

Recommendation Criteria

The staff recommendation is based on the criteria listed below:

- A. Compatibility of permitted uses and allowed intensity and density with surrounding existing development.
- B. The character of the district and its suitability for particular uses.
- C. The proposed zoning district of the property in relation to surrounding properties and other similar properties.
- D. Conservation of the value of buildings and encouraging the most appropriate use of land throughout the city.
- E. The applicable portions of any current city plans and programs such as land use, traffic ways, recreation, schools, neighborhoods, stormwater management and housing.
- F. The needs of the city for land areas for specific purposes to serve population and economic activities.
- G. Whether there have been substantial changes in the character or development of areas in or near an area under consideration for rezoning.
- H. The goals, objectives, and policies of the Comprehensive Plan.
- I. The facts, testimony, and reports presented at public hearings.
- J. Applications to rezone to a transect zone shall meet the following additional criteria:
 1. The proposed T-Zone shall provide a logical extension of an existing zone, or an adequate transition between zones.
 2. The area shall have had a change in growth and development pattern to warrant the rezoning to a more or less urban T-Zone.
 3. The request shall be consistent with the overall City of Gainesville vision for growth and development as expressed in the City of Gainesville Comprehensive Plan.

4. If not adjacent to an existing T-Zone, the rezoning site shall comprise a minimum of ten acres.

ANALYSIS

Compatibility of permitted uses and allowed intensity and density with surrounding existing development.

Surrounding existing development is predominantly low density, single family dwellings. However, most of the surrounding properties are vacant not improved and unincorporated. The trend for the area is of densification with future multi-family development within the Finley Woods subdivision, north of the subject parcel. The proposed city urban zonings provide for low intensity development west, closer to surrounding existing development while the most intense land use are concentrated to the east, adjacent to SW Williston Road.

The character of the district and its suitability for particular uses.

As mentioned above, most of the surrounding properties are vacant and unincorporated. However the trend of the area is of densification. Existing development includes the Finley Woods subdivision north of the subject property which incorporates single family development as well as multi-family development. North-east of the subject property there are more single family development. The I-75 interstate is located roughly 1.2 miles north east of the subject property along with commercial sites such as the Williston Plaza.

The proposed zoning district of the property in relation to surrounding properties and other similar properties.

The proposed zoning districts allow for a variety of housing types and mix of uses. The proposed transect zones are unique to the area and would currently stand alone. However, the direction of the city is to create opportunities for mixed use development to connect with existing commercial development further north. The introduction of the proposed transect zones will provide the opportunity for transect zone expansion further north.

Conservation of the value of buildings and encouraging the most appropriate use of land throughout the city.

The subject property currently lies vacant. Surrounding development patterns and demand for both residential and non-residential opportunities in this portion of the city supports the proposed zoning districts as being appropriate for the area. The city as a whole has supported rezoning properties to more urban zones as opposed to Euclidean zoning districts.

The applicable portions of any current city plans and programs such as land use, traffic ways, recreation, schools, neighborhoods, stormwater management and housing.

All applicable portions of City Plans were considered for this area.

The needs of the city for land areas for specific purposes to serve population and economic activities.

The proposed transect zones will enable the opportunity to develop a range of housing types at varying densities helping to diversify the available housing stock in the City. The proposed zoning will also provide the opportunity for retail and office space in the area.

Whether there have been substantial changes in the character or development of areas in or near an area under consideration for rezoning.

The subject property was recently annexed into the City. Per Florida Statue 171.062, the City of Gainesville's Comprehensive Plan, and the City of Gainesville's Land Development Code property annexed into the City must be given City Land Use and Zoning.

The goals, objectives, and policies of the Comprehensive Plan.

The proposed transect zones Urban 2, Urban 4, and Urban 6 are consistent with the City of Gainesville's Comprehensive Plan by discouraging the proliferation of urban sprawl (Objective 1.5), services and facilities are present to serve the property (Objective 3.4), the transitional layout of the urban zoning districts help to mitigate the impact to existing low-intensity uses while providing a healthy co-existence with various land uses (Objective 4.2), and lastly, the proposed zoning districts are consistent with the proposed land uses (Policy 4.1.1).

RECOMMENDATION

Staff recommends approval of PB-21-00117 ZON rezone of parcels 06982-000-000 and 06980-000-000 from Alachua County Agricultural zoning to City of Gainesville transect zones Urban 2, Urban 4, and Urban 6.

DRAFT MOTION FOR CONSIDERATION

Approve PB-21-00117 ZON rezone of parcels 06982-000-000 and 06980-000-000 from Alachua County Agricultural zoning to City of Gainesville transect zones Urban 2, Urban 4, and Urban 6.

LIST OF APPENDICES:

Appendix A: Comprehensive Plan Goals, Objectives and Policies

A-1 Comprehensive Plan Future Land Use Element

A-2 Relevant Comprehensive Plan Goals, Objectives, Policies (GOP)

A-3 Comprehensive Plan – Transportation Mobility Element

Appendix B: Land Development Code Regulations

Appendix C: Maps

Exhibit C-1 Map: Existing Zoning

- Exhibit C-2 Map: Proposed Zoning
- Exhibit C-3 Map: GRU Electric Services
- Exhibit C-4 Map: GRU Gas Services
- Exhibit C-5 Map: GRU Wastewater Utility Facilities
- Exhibit C-6 Map: GRU Water Utility Facilities
- Exhibit C-7 Map: GRU City Park Services Facilities
- Exhibit C-8 Map: Strategic Ecosystems

Appendix D: Executive Summary CHW report

**APPENDIX A: COMPREHENSIVE PLAN GOALS,
OBJECTIVES AND POLICIES**

Appendix A: Comprehensive Plan Goals, Objectives and Policies**A-1 Comprehensive Plan Future Land Use Element**

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows:

Commercial (C)

The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial uses. Land development regulations shall determine the appropriate scale of uses. This category is not appropriate for neighborhood centers. Intensity will be controlled by adopting height limits of 5 stories or less, requiring buildings to face the street, and modest build-to lines instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by Special Use Permit.

Office (O)

The Office land use category identifies areas appropriate for office, residential, professional and service uses, hospital and medical uses, and appropriate ancillary uses. Office designations shall be applied to compact office development. Residential uses in office districts shall be designed as new in-town development, mixed-use, live-work, compound use or shall accommodate existing residential development within the Office zoning district. Some non-office type uses such as restaurants may be allowed in this land use category by a Special Use Permit process established in the Land Development Code. Densities shall not exceed 20 units per acre. Land development regulations shall determine the appropriate scale of uses; and the specific criteria for the siting of private schools and churches. Intensity will be controlled by adopting land development regulations that establish height limits of 5 stories or less, that require buildings to face the street, and modest build-to lines, instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by Special Use Permit. For hospitals and large-scale medical office facilities that are located in a Medical Services zoning district, the height may be increased to 14 stories by Special Use Permit.

Single-Family (SF): up to 8 units per acre

This land use category shall allow single-family detached dwellings at densities up to 8 dwelling units per acre. The Single-Family land use category identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family development. Land development regulations shall determine the performance measures and gradations of density. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community-level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations in conjunction with single-family dwellings under certain limitations.

A-2 Relevant Comprehensive Plan Goals, Objectives, Policies (GOP)

Policy 1.1.3 Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

Objective 4.1 The City shall establish land use categories that allow sufficient acreage for residential, commercial, mixed-use, office, industrial, education, agricultural, recreation, conservation, public facility, and institutional uses at appropriate locations to meet the needs of the projected population and that allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites. Land use categories associated with transect zones are intended to encourage a more efficient and sustainable urban form by allowing a range of housing, employment, shopping and recreation choices and opportunities in a compact area of the City.

Objective 4.2 The City shall implement regulations that will protect low-intensity uses from the negative impacts of high-intensity uses and provide for the healthy coexistence and integration of various land uses.

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Objective 4.7 **A Special Area is established for the Idylwild/Serenola area that shall be subject to the policies and standards contained in this Section. Portions of the Idylwild/Serenola area that are not currently within city limits shall be subject to these policies and standards at such time as they may be annexed into the City.**

Policy 4.7.1 The intent of this Special Area is to establish specific guidelines for the area identified as Idylwild/Serenola, generally bounded by Archer Road to the north, SW 13th Street to the east, Paynes Prairie to the south and east, and SW 34th Street and Interstate 75 to the west. Only a small portion of this area is currently within city limits and subject to these standards. To help with identification of the area and specific areas described herein, an Idylwild/Serenola Special Area Map (Special Area Study: Idylwild/Serenola in the Future Land Use Element Map Series), is incorporated by reference. Except where modified by the policies herein, all policies of the Plan shall be applicable within the special area. Where the specific policies conflict with general policies in the remainder of the plan, it is the intent that the policies herein shall prevail.

Policy 4.7.2 To preserve and conserve significant natural resource areas, the following policies shall apply.

- a. Preservation of significant natural communities, listed species habitat, geological features, and areas of strategic ecosystems shall be encouraged through public or private acquisition where possible, and other appropriate methods of preservation.
- b. Appropriate conservation strategies shall be used to permit compatible development when acquisition is not possible. These development regulations are contained in the regulated natural and archeological resources development portion of the Land Development Code.

Policy 4.7.3 To preserve, maintain, and restore where necessary, areas containing extensive trees canopies, policies (a) and (b) below shall apply. Tree canopy areas are major existing areas containing a significant population of trees of a size and condition to be considered a significant environmental resource.

- a. The development regulations shall require a tree survey be submitted for all development proposed within designated “Tree Canopy Areas”. The survey shall be submitted at the time of development application.
- b. Development within Tree Canopy Areas shall utilize “cluster” design concepts where appropriate, concentrating development within given areas to minimize the impact of the proposed development. The development regulations shall provide for appropriate mitigation, if necessary.

Policy 4.7.4 To maintain developable or already developed lots in as much of a natural state as possible, the following policy shall apply in areas currently in residential use. The areas currently in residential use contain the densely tree-canopied, developed areas of the Idylwild, Serenola, and Malore Gardens neighborhoods.

- a. Innovative lot designs shall be encouraged through flexibility in the development regulations to maintain the natural character of the individual lots currently in residential use.

Policy 4.7.5 To protect listed species through habitat maintenance and appropriate development regulations, the following policies shall apply.

- a. The policies within the Conservation, Open Space and Groundwater Recharge Element of the Gainesville Comprehensive Plan shall apply as they relate to listed species.
- b. “Listed species,” meaning those species of plants and animals listed by federal or Florida law as endangered, threatened, or a species of special concern; and those species ranked by the FNAI as S1, S2 and S3 plants, and S1 animals, S2 animals and only S3 animals that are

breeding/nesting shall be afforded the legal protective status provided by law.

- c. The encroachment of development upon areas of listed species shall be discouraged through regulations contained in the regulated natural and archeological resources portion of the Land Development Code.

Policy 4.7.6

Individual sites and areas of archeological significance shall be preserved, protected, or acquired, and wherever possible, enhanced. Policies (a) through (b) below shall apply to archeologically significant areas.

- a. The relocation of construction sites which coincide spatially with identified historical and archeological sites shall be encouraged.
- b. The development regulations shall establish minimum buffer areas around known archeologically significant areas.

Policy 4.7.7

The City shall protect existing residential neighborhoods from encroachment of incompatible land uses in the Idylwild/Serenola Special Area; promote compatible land uses on adjacent properties; and encourage the type and intensity of land uses that are consistent with and compatible to the natural characteristics of the land.

Policy 4.7.8

The policies governing land use in the special area are as follows:

- a. The 44 acres of the Idylwild/Serenola Special Area that were annexed by Ordinance No. 991231, if developed, shall be developed with no more than 88 residential units, each of which must be single-family and detached.
- b. Residential properties located adjacent to single-family residential neighborhoods should be developed at not higher than a 2 du/a increase in density above the density permitted on any adjacent land within 150 feet. Adjacent properties shall mean abutting properties or properties which are separated only by a private or County right-of-way or easement, but properties that are separated by an arterial street shall not be considered adjacent. Further increases may be permitted only for development shown to be sufficiently similar in character and intensity to existing uses so that compatibility is maintained. Techniques such as step-up in residential density, buffers, setbacks, screening, modest surface parking, and low-intensity lighting between uses—based on performance standards to be defined in the development regulations—may be utilized to provide such compatibility. All density increases for any portion of the 44-acre property annexed by Ordinance No. 991231 shall comply with Policy 4.9.8 a., which limits the total number of units for the entire, 44-acre property to 88, each of which must be single-family and detached.

- c. The natural constraints of the land shall be considered in light of any proposed development.
- d. Provide protection for environmentally significant areas. Specific criteria, standards, and procedures should be identified for development requests including provisions such as appropriate setbacks, buffers, mitigation and restoration requirements and provision of natural open areas.
- e. Provide for low density/intensity uses around environmentally significant areas such as Paynes Prairie.
- f. Provide through the development regulations a manner to reevaluate proposed development which has not developed after a designated period of time.

Policy 4.7.9 Provide the necessary infrastructure to sustain and support growth which maintains and enhances the quality of life within the Idylwild/Serenola neighborhood.

Policy 4.7.10 To provide for public water and centralized sewer system of adequate size and capacity to protect the sensitive environmental structure of the area, policies (a) through (e) below shall apply.

- a. Extend existing public water lines as appropriate to all approved new development within the Idylwild/Serenola neighborhood, appropriately looped to enhance flow. Such extensions shall be made in accordance with GRU extension policies.
- b. Extend centralized sanitary sewer facilities as appropriate to all approved new development. Such extensions shall be made in accordance with GRU extension policies.
- c. Coordinate the extension of water and sewer facilities with the expansion of the GRU treatment plant.
- d. Require all new development to tie into the extended water and sewer lines when capacity is available. Such connections shall be made in accordance with GRU policies.
- e. Prohibit new development within the neighborhood unless it is connected to a public water supply and a centralized sewer facility unless:
 1. the development is single-family in nature; and
 2. is being constructed on a lot of 3 acres or more; and
 3. receives the appropriate permits for either well use, on-site treatment, or both.

A-3 Comprehensive Plan – Transportation Mobility Element

Objective 10.1 The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.

Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.

Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

Policy 10.1.7 For any development or redevelopment within Zone C, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

| Net, New Average Daily Trip Generation | Number of Criteria That Shall Be Met |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 50 or less | At least 1 |
| 51 to 100 | At least 3 |
| 101 to 400 | At least 4.5 |
| 401 to 1,000 | At least 7.5 |
| 1,001 to 5,000 | At least 12 |
| Greater than 5,000 | At least 18 and meet either a. or b.: <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years. |

Zone C Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
 2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road;
 3. extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and
 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Use of joint driveways or cross-access connections to reduce curb cuts.
- d. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, transit signal prioritization, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- g. Provision of matching funds for transit or other transportation mobility-related grants.
- h. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the

addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- i. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- j. Pedestrian-scale lighting in priority areas, including:
 - 1. SW 35th Place;
 - 2. SW 37th/39th Blvd.;
 - 3. SW 23rd Terrace; and
 - 4. Williston Road.
- k. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- l. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- m. Funding for the construction of new or expanded transit facilities.
- n. Construction of bus shelters built to City specifications.
- o. Bus shelter lighting using solar technology designed and constructed to City specifications.
- p. Construction of bus turn-out facilities to City specifications.
- q. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- r. Business operations shown to have limited or no peak-hour roadway impact.
- s. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.8 The City establishes the following priority for transportation mobility projects within Zone C and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Construction of an extension of SW 47th Avenue to connect from its terminus east and south to Williston Road.
- c. Funding for the construction of new or expanded transit facilities.

Policy 10.1.16 To encourage redevelopment and desirable urban design and form, any development or redevelopment within Zones B, C, D, E, or M that meets standards such as neo-traditional, new urbanist, transit-oriented development (TOD), or mixed-use development and includes a mix of both residential and non-residential uses at transit-oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the criteria in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as applicable.

Policy 10.6.1 Parking in excess of that required by the Land Development Code shall be prohibited within the TMPA.

Policy 10.6.2 Developments may apply for a parking reduction within the TMPA, based on criteria in the Land Development Code.

APPENDIX B: LAND DEVELOPMENT CODE REGULATIONS

Appendix B – Land Development Code Regulations

B-1 Governing Principles

- Section 30-4.3 – Zoning Map.

E. *Unzoned property generally.* If property in newly annexed territory is unzoned; or if the zoning of any property is vacated or invalidated for any reason, either judicially or legislatively, then the classification of any of such properties shall be deemed to be conservation district (CON), unless and until a different zoning is provided for such property by ordinance amending the zoning map; and, until such amendment is provided for, no use may be made of any such property except in accordance with the regulations for the CON district.

Section 30-4.4. Annexed Territory.

When lands are annexed into the city, such lands shall be rezoned in accordance with this chapter to an appropriate city zoning district(s). The county zoning district and applicable regulations shall apply prior to rezoning to a city zoning district.

16 Section 30-3.14. Rezoning Criteria.

17 Applications to rezone property shall be reviewed according to the following criteria:

- 18 A. Compatibility of permitted uses and allowed intensity and density with surrounding existing
19 development.
- 20 B. The character of the district and its suitability for particular uses.
- 21 C. The proposed zoning district of the property in relation to surrounding properties and other similar
22 properties.
- 23 D. Conservation of the value of buildings and encouraging the most appropriate use of land throughout
24 the city.
- 25 E. The applicable portions of any current city plans and programs such as land use, traffic ways,
26 recreation, schools, neighborhoods, stormwater management and housing.
- 27 F. The needs of the city for land areas for specific purposes to serve population and economic
28 activities.
- 29 G. Whether there have been substantial changes in the character or development of areas in or near
30 an area under consideration for rezoning.
- 31 H. The goals, objectives, and policies of the Comprehensive Plan.
- 32 I. The facts, testimony, and reports presented at public hearings.
- 33 J. Applications to rezone to a transect zone shall meet the following additional criteria:
- 34 1. The proposed T-Zone shall provide a logical extension of an existing zone, or an adequate
35 transition between zones.
- 36 2. The area shall have had a change in growth and development pattern to warrant the rezoning to
37 a more or less urban T-Zone.

- 1 3. The request shall be consistent with the overall City of Gainesville vision for growth and
 2 development as expressed in the City of Gainesville Comprehensive Plan.
 3 4. If not adjacent to an existing T-Zone, the rezoning site shall comprise a minimum of 10 acres.

B-2 City of Gainesville Land Development Code

2 **Section 30-4.2. Correspondence with Future Land Use Categories.**

- 3 The following table establishes the zoning districts allowable within the future land use categories from
 4 the Comprehensive Plan.

| Future Land Use Category | Zoning Districts | Special Districts |
|------------------------------------------|--------------------------|--------------------------|
| Single-Family (SF) | U1, RSF-1 to 4, RSF-R | PD, CON, PS |
| Residential Low-Density (RL) | U2, RSF-4, RMF-5, MH, RC | PD, CON, PS |
| Residential Medium-Density (RM) | RMF-6 to 8 | PD, CON, PS |
| Residential High-Density (RH) | N/A | PD, CON, PS |
| Mixed-Use Residential (MUR) | U5 | PD, CON, PS |
| Mixed-Use Office/Residential (MOR) | U4, U3 | PD, CON, PS |
| Mixed-Use Low-Intensity (MUL) | MU-1 | PD, CON, PS |
| Mixed-Use Medium-Intensity (MUM) | MU-2, CP | PD, CON, PS |
| Urban Mixed-Use (UMU) | U6, U7, U8 | PD, CON, PS |
| Urban Mixed-Use High-Intensity (UMUH) | U9 | PD, CON, PS |
| Urban Core (UC) | DT | PD, CON, PS |
| Office (O) | OR, OF, CP | PD, CON, PS, MD |
| Commercial (C) | W, BA, BT, BUS, BI | PD, CON, PS |
| Business Industrial (BI) | BI, CP | PD, CON, PS |
| Industrial (IND) | W, I-1, I-2, BI | PD, CON, PS |
| Education (E) | N/A | PD, CON, PS, ED |
| Recreation (REC) | N/A | PD, CON, PS |
| Conservation (CON) | N/A | PD, CON, PS |
| Agriculture (AGR) | N/A | PD, CON, PS, AGR |
| Public and Institutional Facilities (PF) | N/A | PD, CON, PS, AF |
| Planned Use District (PUD) | N/A | PD |

5

| | Use Standards | U1 | U2 | U3 | U4 | U5 | U6 | U7 | U8 | U9 | DT |
|------------------------------------------------------|---------------|-------------|----|----|----|----|----|----|----|----|----|
| use) | | | | | | | | | | | |
| Parking, structured (principal use) | | - | - | - | - | - | - | P | P | P | P |
| Passenger transit station | | - | - | - | - | - | - | - | P | P | P |
| Personal services | | - | - | - | P | - | P | P | P | P | P |
| Places of religious assembly | 30-5.21 | S | P | P | P | P | P | P | P | P | P |
| Professional school | | - | - | - | P | P | P | P | P | P | P |
| Public administration buildings | | - | - | - | S | S | S | P | P | P | P |
| Public parks | | P | P | P | P | P | P | P | P | P | P |
| Recreation, indoor ² | | - | - | - | - | - | P | P | P | P | P |
| Recreation, outdoor | | - | - | - | - | - | - | P | P | P | P |
| Research development & testing facilities | | - | - | - | - | - | - | P | P | P | P |
| Residences for destitute people | 30-5.22 | - | - | - | - | - | - | - | S | S | S |
| Restaurant | | - | - | - | S | - | P | P | P | P | P |
| Retail sales | | - | - | - | - | - | P | P | P | P | P |
| School, elementary, middle & high (public & private) | | S | S | S | P | P | P | P | P | P | P |
| Scooter and electric golf cart sales | | - | - | - | - | - | - | P | P | P | - |
| Simulated gambling establishments | | - | - | - | - | - | - | - | - | - | - |
| Social service facilities | 30-5.25 | - | - | - | - | - | - | - | P | P | P |
| Skilled nursing facility | | - | - | - | P | - | P | P | P | P | P |
| Vehicle sales and rental (no outdoor display) | | - | - | - | - | - | - | P | P | P | P |
| Vehicle services | 30-5.28 | - | - | - | - | - | - | P | P | - | - |
| Vehicle repair | 30-5.28 | - | - | - | - | - | - | P | - | - | - |
| Veterinary services | 30-5.29 | - | - | - | P | - | P | P | P | P | P |
| Vocational/Trade school | | - | - | - | - | - | S | P | P | P | P |
| Wireless communication services | | See 30-5.30 | | | | | | | | | |

1 **LEGEND:**

2 P = Permitted by right; S = Special Use Permit; A = Accessory; Blank = Use not allowed.

3 1 = When located along a Principal Street.

4 2 = Prohibited where adjacent to single-family zoned property.

5 3 = Office uses as a home occupation.

6 4 = Office uses up to 20% of the building square footage and shall be secondary to a principal residential use. No outdoor storage allowed.
7

2 **Section 30-4.13. Building Form Standards.**

3 This section contains the building form standards that determine the location, scale and massing of all
4 buildings within the transects.

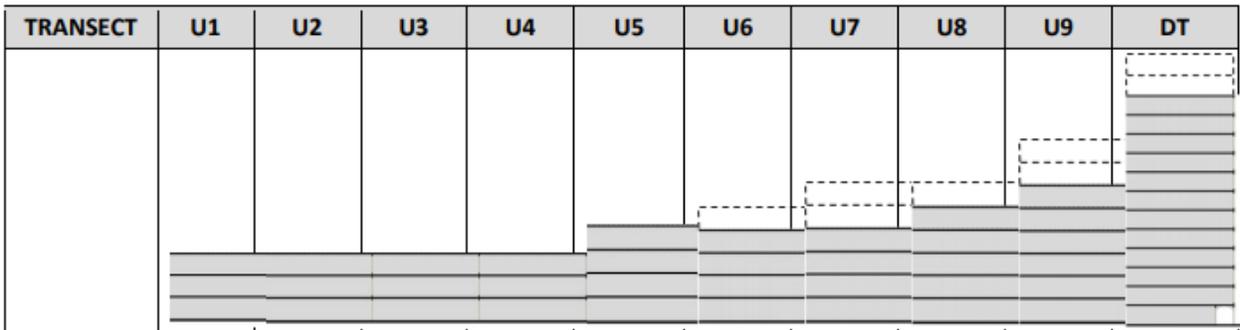
5
6 **Table V - 2: Building Form Standards within Transects.**

| TRANSECT | U1 | U2 | U3 | U4 | U5 | U6 | U7 | U8 | U9 | DT |
|---------------------------------------------------------------------------|----------------------|----------------------|----|----|----|-------|-------|----------------------|----------------------|---------|
| A. BLOCK STANDARDS | | | | | | | | | | |
| Block perimeter (max feet) | 2,600' | | | | | | | | 2,000' | 1,600' |
| B. LOT CONFIGURATION | | | | | | | | | | |
| Lot width (min feet) | 34' | 18' | | | | | | 18' | 18' | |
| C. DEVELOPMENT INTENSITY | | | | | | | | | | |
| Nonresidential building coverage (max) | 60% | 80% | | | | | | 90% | 100% | |
| Residential density by right/with bonus ² (max units per acre) | 8 | 15 | 20 | 20 | 75 | 50/60 | 50/60 | 60/80 | 100/125 | 150/175 |
| D. BUILDING FRONTAGE | | | | | | | | | | |
| Primary frontage (min) | 50% | 60% | | | | | | 70% | 80% | |
| Secondary frontage (min) | 30% | 40% | | | | | | 50% | 60% | |
| E. BUILDING PLACEMENT | | | | | | | | | | |
| min-max from curb | | | | | | | | | | |
| min landscape/min sidewalk/min building frontage | | | | | | | | | | |
| Storefront Street | 20'-25' 5'/10'/5' | 20'-25' 5'/10'/5' | | | | | | 20'-25' 5'/10'/5' | 20'-25' 4'/10'/5' | |
| Principal Street | 17'-37' 6'/6'/5' | 17'-27' 6'/6'/5' | | | | | | 17'-27' 6'/6'/5' | 17'-27' 6'/6'/5' | |
| Thoroughfare Street | 19'-100' 6'/6'/5' | 19'-100' 8'/6'/5' | | | | | | 19'-100' 8'/6'/5' | 19'-100' 8'/6'/5' | |
| Local Street | 15'-35' 5'/5'/5' | 15'-20' 5'/5'/5' | | | | | | 16'-21' 5'/6'/5' | 15'-20' 4'/6'/5' | |
| F. BUILDING SETBACKS | | | | | | | | | | |
| Side interior setback (min) | 5' | 5' | 5' | 5' | 5' | 5' | 5' | 0' | 0' | 0' |

| | | | | |
|--------------------|-----|------------------------------|-----------------------------|-----------------------------|
| Rear setback (min) | 15' | 3' (alley) 10' (no alley) | 3' (alley) 5' (no alley) | 3' (alley) 0' (no alley) |
|--------------------|-----|------------------------------|-----------------------------|-----------------------------|

LEGEND:

1 = See Section 30-4.8 for development compatibility standards.



| G. BUILDING HEIGHT | | | | | | | | | | |
|---------------------------------------------------------------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|
| TRANSECT | U1 | U2 | U3 | U4 | U5 | U6 | U7 | U8 | U9 | DT |
| Min feet | NA | NA | NA | NA | NA | NA | 18 | 18 | 18 | 18 |
| Max stories (by right ¹ /with bonus ²) | 3 | 3 | 3 | 3 | 4 | 4/5 | 4/6 | 5/6 | 6/8 | 12/14 |
| Max feet (by right ¹ /with bonus ²) | 36 | 36 | 36 | 42 | 60 | 60/74 | 60/88 | 74/88 | 88/116 | 172/200 |
| H. FLOOR HEIGHT | | | | | | | | | | |
| Min first floor height (residential / nonresidential) | NA/10' | NA/12' | NA/12' | NA/12' | NA/12' | NA/12' | 12'/12' | 12'/15' | 12'/15' | 12'/15' |
| I. GLAZING | | | | | | | | | | |
| Min first floor - nonresidential | - | 30% | | | 50% | | | 65% | | |
| Min first floor - multi-family | - | 30% | | | | | | | | |

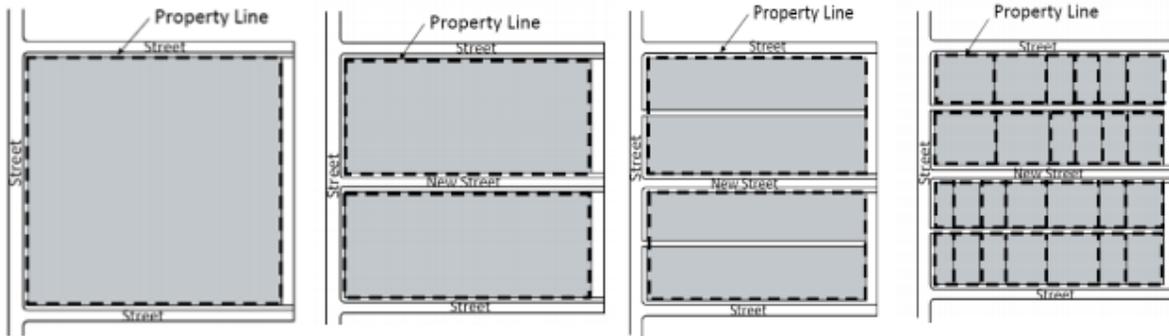
| | | |
|----------------------------------------------------|---|-----|
| Min upper floors - nonresidential and multi-family | - | 15% |
|----------------------------------------------------|---|-----|

- 1 **LEGEND:**
- 2 1 = See development compatibility standards in Section 30-4.8.
- 3 2 = See bonus system requirements in Section 30-4.9.

A. *Block standards.*

1. *Maximum block perimeter.* Maximum block perimeters are defined Table V-2 for each transect. When development cumulatively includes 50% or more of the total project area, it shall be required to include new local streets or urban walkways and the resulting block(s) shall not exceed the prescribed maximum block perimeter. Figure V-1 below depicts a recommended approach to breaking down large blocks to provide a new street grid on a large site.

Figure V - 1: Creating Blocks



Step 1-original site; Step 2-introduce streets; Step 3-introduce alleys; Step 4-introduce lots.

2. *Construction of new streets.*

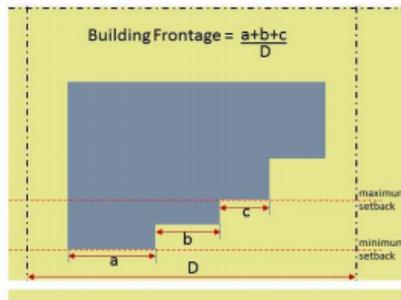
- a. The required local streets or urban walkways shall be constructed at the expense of the owner/developer as part of the development review process and shall be constructed according to the appropriate city standards, but may be sited and configured in a manner so that they provide the most appropriate access to the development. Where a street is planned to continue beyond the extent of a development, the development shall provide for the continuation of the street by stubbing out the improvements as close as is practicable to edge of the property boundary.
- b. The required local streets, multi-use paths or urban walkways shall provide for public access and may be dedicated for public right-of-way after construction, if the city desires to accept same for maintenance.
- c. Notwithstanding any other provision in this chapter, a development may receive final approval prior to construction of the required local streets or urban walkways if the city, upon approval of the City Commission, has executed a binding agreement with the owner/developer that:
 - i. Requires the city and/or the Community Redevelopment Agency to construct the required local streets as public streets within two years of final approval; and
 - ii. Provides for the conveyance or dedication of the associated right-of-way from the property owner to the city, at no cost to the city.

The city may enter into such an agreement only when the city determines that doing so would be in the public interest and when the city and/or the Community Redevelopment Agency has budgeted legally available funds for the construction of the required local

streets. The form and content of the agreement shall be provided by and acceptable to the city in its sole discretion.

- d. Board modifications from the requirement to construct new streets may be granted in accordance with the procedures and criteria for a variance, with specific consideration given to situations where the construction of a street is limited by: access management standards, regulated environmental features, regulated natural or archeological resources, public stormwater facilities, existing utility facilities, contamination sites, inconsistencies with plans for a future city street network, parks, or schools. Where a variance from these requirements is approved, the block perimeter shall be completed with the provision of sidewalk and bicycle connections, and multi-use paths or urban walkways, subject to approval by the city.
3. *Urban walkways.* When required new streets or urban walkways are constructed as part of a subdivision or development, their design and construction shall conform to the following standards and applicable design manual standards:
 - a. New streets or urban walkways shall connect to existing streets on abutting properties, or be constructed in alignment with planned public streets on abutting properties.
 - b. Where a portion of a new street or urban walkway is newly constructed, it shall be designed to be extended to abutting property. Stub-outs shall extend to the property line.
 - c. Urban walkways shall be a minimum of 26 feet wide and may be designed with a single or divided paved pathway. The pathway(s) shall be at least 10 feet wide in total width and shall provide for both bicycles and pedestrians. An urban walkway shall be landscaped with shade trees on minimum 50-foot centers on both sides of the paved path. Unpaved areas may also contain stormwater facilities. Urban walkways may contain benches, fountains, outdoor cafes or other outdoor uses as long as a minimum sidewalk width as specified above is maintained.
 - B. *Building frontage.* Building frontage requirements shall create a continuous building presence along streets.
 1. The building frontage standards are a proportion of the building length relative to the width of the development site measured at the site frontage line, (see Figure V - 3).
 2. *Frontage hierarchy.*
 - a. Where a development has frontage along multiple street types that do not include a thoroughfare, the urban street (Storefront or Principal, in that order of hierarchy) shall be considered the primary street for the front face of the building.
 - b. Where a development has frontage on a thoroughfare and any other street type, the thoroughfare shall be considered the primary street.

Figure V - 3: Building Frontage



c. Where a development has frontage on two streets of equal type, then the City Manager or designee shall make a determination as to which street frontage shall be considered primary.

3. In the case where the required building frontage cannot be met due to the need to provide vehicular access from the primary frontage, a gateway, arch or similar feature may be provided to preserve the block continuity and may be counted toward meeting the building frontage requirement, (see Figure V - 4).
4. A preserved high quality heritage tree canopy within the street setback range may count towards meeting the building frontage requirement.
5. The ground floor along the street frontages shall contain active uses oriented to the street. Active uses may include, but are not limited to, display or floor areas for retail uses, waiting and seating areas for restaurants, atriums or lobbies for offices, lobbies or dining areas for hotels or multi-family residential buildings, and hotel rooms or multi-family residential units with street facing entrances.

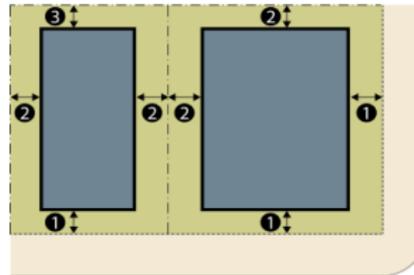
Figure V - 4: Example of Gateway



C. **Building placement and setbacks.** The placement of a building on a site is critical to creating a vital and coherent public realm. The building placement and setback standards shall shape the public realm and strengthen the physical and functional character of the area. Figure V-5 depicts the types of setbacks.

1. Building placement requirements shall be measured from the back of curb instead of the front property line, with the following exceptions:
 - a. In the absence of curbs, shall be measured from the edge of pavement.
 - b. Where the required building placement falls within a public right-of-way, it shall be shifted to the property line instead.

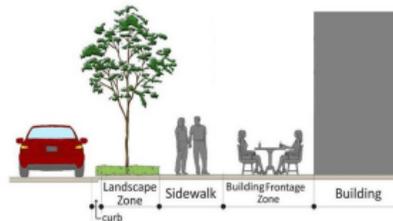
Figure V - 5: Building Setbacks



- ① Street Setback
- ② Side Setback
- ③ Rear Setback

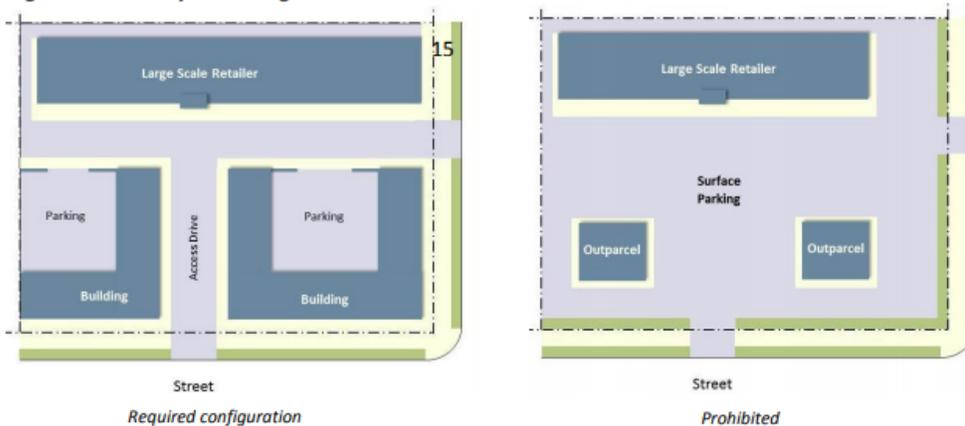
2. Building placement requirements shall be comprised of a landscape zone, a public sidewalk zone and a building frontage zone. Figure V-6 depicts the required configuration of these zones in relation to the street curb and building. The required minimum widths for the landscape and sidewalk zones are listed within Table V - 2. The building frontage zone shall be a minimum of 5 feet in all locations. Section 30-4.13 D contains additional standards for the design of the building frontage zone.

Figure V - 6: Public Realm Zones



4. The following shall not be located within the public sidewalk zone: utility poles including electrical transmission and distribution poles; light poles; mechanical equipment as defined in Section 30-6.10; signs included in Section 30-9.2A; and street furniture including benches, trash receptacles, and bicycle racks.
5. Where multiple buildings are proposed within a development, the placement of buildings at the rear of a site is allowed as long as one or more buildings are placed along the front of the site meeting the building placement and setback and building frontage requirements of this division. Figure V-7 depicts the required configuration of multiple buildings on a site, such as within a shopping center. Streets or access drives shall be incorporated into the site to break it down into smaller lots/blocks (platting will not be required). The primary access drive shall be centered on the anchor building and shall be lined with buildings, which shall meet the required frontage standards along the street and access drive.

Figure V - 7: Multiple Buildings on a Site

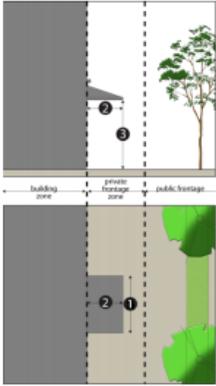
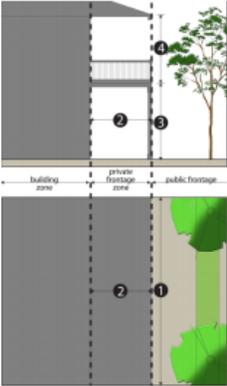
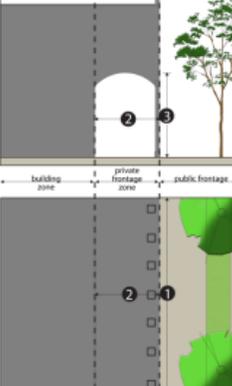
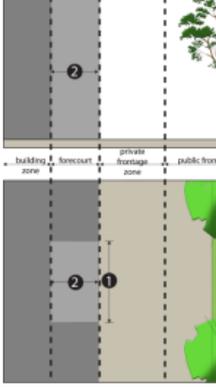
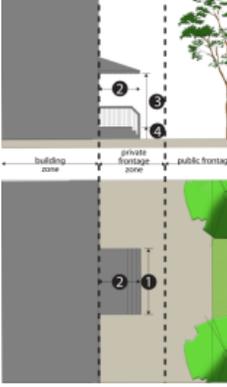
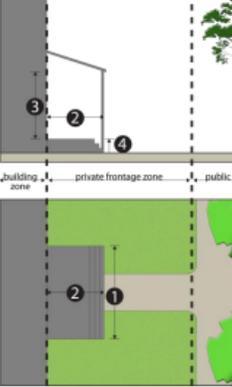


- D. **Building frontage zone requirements.** All development shall provide a minimum 5-foot wide building frontage zone behind the public sidewalk, and buildings shall have at least one type of building frontage incorporated into its design. Table V-3 contains the dimensional requirements for the various types of building frontages allowed. The intent of the building frontage zone is to provide a transition between the public street/sidewalk and the building. The type of activity conducted in the private frontage zone depends on the nature of the proposed use (Figure V-8). For a commercial building, the intent of the private frontage zone is to attract customers into the business. For a residential site, the intent of the private frontage zone is to provide for a private outdoor space and establish a separation from the public sidewalk for the ground floor rooms.

Figure V - 8: Examples of Building Frontage Zone Activity



1 Table V - 3: Building Frontage Dimensional Standards

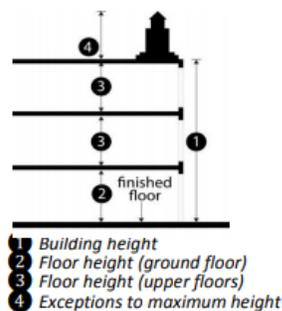
| Storefront | Gallery | Arcade |
|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
|  |  |  |
| <p>1. Width: 25% of façade width min. 2. Depth: 5' min. 3. Clear Height: 8' min.</p> | <p>1. Width: 75% of façade width min. 2. Depth: 8' min. 3. Clear Height: 12' min. (1st floor)</p> | <p>1. Width: 75% of façade width min. 2. Depth: 8' min. 3. Clear Height: 12' min. (1st floor)</p> |
| Courtyard | Stoop | Porch |
|  |  |  |
| <p>1. Width: 10' min to 50% of façade width max. 2. Depth: 10' min/20' max. 3. Elevation: 18" max above grade.</p> | <p>1. Width: 5' min to 16' max. 2. Depth: 5' to 8' 3. Clear Height: 8' 4. Elevation: 21" min above grade.</p> | <p>1. Width: 12' min. 2. Depth: 8' min. 3. Clear Height: 8' min. 4. Elevation: 21" min above grade.</p> |

2 Note: See Article II for definitions of frontages.

3 1. *Building frontage standards, general.*

- a. In addition to the encroachments shown in Table V-3, cantilevered balconies, bay windows and roof overhangs are allowed to encroach into the building frontage zone.
 - b. Street furniture such as benches, trash receptacles, or bicycle racks may be installed within the building frontage zone; however, permanent fencing is prohibited.
2. *Standards for storefronts, awnings and canopies.*
 - a. Storefront doors shall not be recessed more than 5 feet from the front façade. Recessed doors shall have angled walls leading to the door to promote the visibility of the entrance.
 - b. Awnings and canopies shall not cover building architectural elements including but not limited to cornices or ornamental features.
 - c. High gloss or plasticized fabrics and aluminum are not allowed for awnings.
 - d. Backlit awnings are not permitted.
 - e. Awning shall match the width of the window or door opening and shall enhance the architectural features of the building.
 3. *Standards for galleries and arcades.*
 - a. Along urban Storefront streets, gallery/arcade openings shall align with storefront entrances.
 - b. Galleries may be one or two stories.
 - c. Arcades and galleries shall have consistent depth along a frontage.
 4. *Standards for courtyards.*
 - a. Courtyards shall be paved and a minimum of 20% of the total courtyard area shall be enhanced with either above-ground or in-ground landscaping.
 5. *Standards for stoops and porches.*
 - a. Stoops shall align directly with the building entry.
 - b. Porches may be one or two stories.
 - c. Porches may encroach into the building frontage zone.
- E. *Building height.*
1. The heights of parking structures shall be limited in accordance with the maximum feet within each district, but shall not be limited to the maximum number of stories.
 2. Mezzanines that meet the definition and requirements of the Florida Building Code shall not be counted as an additional story.
 3. The building height limitations contained in Table V - 2 do not apply to spires, belfries, cupolas, antennas, water tanks, ventilators, chimneys or other appurtenances required to be placed on the roof and not intended for human occupancy. Other exceptions include:
 - a. Roof structures above eave line can vary in height up to a

Figure V - 9: Building Height



maximum of 15 feet above eave line.

b. Trellises may extend above the maximum height up to 8 feet.

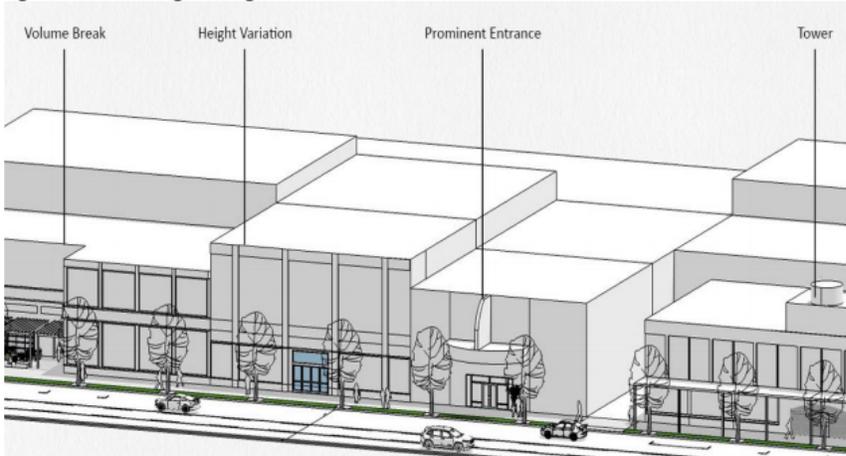
F. Floor height.

1. Floor height shall be measured as provided in the Florida Building Code.
2. Parking garages are exempt from the minimum floor height requirements.

Section 30-4.14. Building Design Standards.

A. **Building massing.** Large building volumes shall be divided to appear as smaller volumes grouped together. Volume breaks may be achieved by volume projections and recesses, and varying heights and roof lines. Therefore, building facades shall not exceed 60 feet along a street frontage without providing a substantial volume break such as a volume projection or recess, a tower or bay, or an architecturally prominent public entrance. The recesses and projections shall have a minimum depth and width of 10 feet.

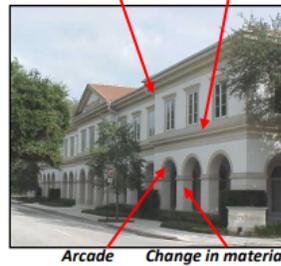
Figure V - 16: Building Massing



B. **Facade articulation.** The standards contained in this section apply to multi-family, nonresidential and mixed-use buildings. Building facades along streets shall maintain a pedestrian scale by integrating the following architectural elements:

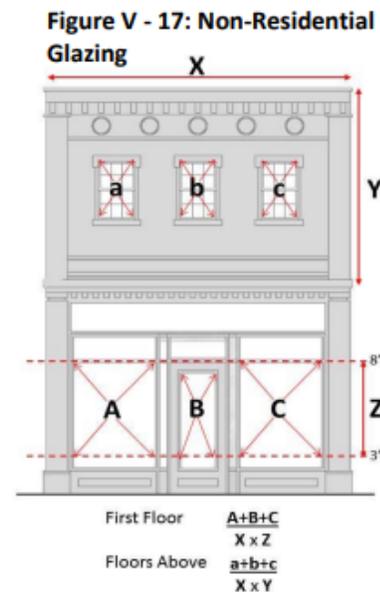
1. Façades shall not exceed 20 horizontal feet without including at least one of the following elements:
 - a. A window or door.
 - b. Awning, canopy or marquee.
 - c. An offset, column, reveal, void, projecting rib, band, cornice, or similar element with a minimum depth of six inches.

Figure V - 18: Façade Elements



- d. Arcade, gallery or stoop.
 - e. Complementary changes in façade materials or texture.
2. An expression line shall be provided between the first and second stories delineating the transition between ground and upper floors.
 3. Architectural treatments on the façade, such as cornices or expression lines, shall be continued around the sides of the building visible from a street.
 4. All building elevations (including secondary/interior side façades) shall use similar materials and appearance as the front/street façade.
- C. *Glazing requirements.*

1. Glazing percentages shall be calculated as follows:
 - a. Nonresidential First Floor: The area of glass between 3 feet and 8 feet above finished floor, divided by the area of the building façade also between 3 feet and 8 feet above finished floor.
 - b. Nonresidential above First Floor: The combined area of glass on all floors above the first divided by the total area of the building façade for those floors.
 - c. Residential: The area of glass divided by the area of the façade.
2. The approving authority may allow reduced glazing and/or glass transmittance for places of religious assembly and schools.
3. There is no maximum limit on how much glazing may be provided. However, if glass walls are used, an architectural feature, such as a canopy/marquee, overhang, or a horizontal change in plane shall be provided between the first and second floors to ensure pedestrian scale at the sidewalk level.
4. Windows and glass doors shall be glazed in clear glass with 80% minimum transmittance. The use of reflective glass and reflective film is prohibited on the ground floor of all buildings.



- D. *Building entrances.*
1. Each building shall provide a primary public entrance oriented toward the public right-of-way, and may be located at the building corner facing the intersection of two streets. Additional entrances may be provided on other sides of the building.
 2. Primary public entrances shall be operable, clearly-defined and highly-visible. In order to emphasize entrances they shall be accented by a change in materials around the door, recessed into the façade (alcove), or accented by an overhang, awning, canopy, or marquee.
 3. Building frontages along the street shall have functional entrances at least every 150 feet.

Section 30-4.15. Parking Requirements.

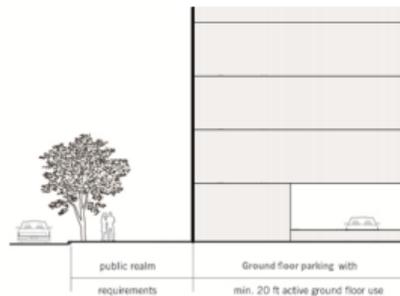
A. Parking amounts.

| Transect | Min Vehicle Spaces | | Min Bicycle Spaces | | Min Scooter Spaces |
|----------|--------------------|------------------|--------------------------|------------------|--------------------|
| | Nonresidential Use | Residential Use | Nonresidential Use | Residential Use | |
| DT | - | - | 1 per 2000 sq.ft. of GFA | 1 per 3 bedrooms | 1 per 6 bedrooms |
| U9 | - | - | 1 per 2000 sq.ft. of GFA | 1 per 3 bedrooms | 1 per 6 bedrooms |
| U8 | - | - | 1 per 2000 sq.ft. of GFA | 1 per 3 bedrooms | 1 per 6 bedrooms |
| U7 | - | 1 per 3 bedrooms | 1 per 2000 sq.ft. of GFA | 1 per 3 bedrooms | 1 per 6 bedrooms |
| U6 | - | 1 per 3 bedrooms | 1 per 2000 sq.ft. of GFA | 1 per 3 bedrooms | 1 per 6 bedrooms |
| U5 | - | 1 per 3 bedrooms | 1 per 2000 sq.ft. of GFA | 1 per 3 bedrooms | - |
| U4 | Per parking code | | | | |
| U3 | | | | | |
| U2 | | | | | |
| U1 | | | | | |

B. Location of parking facilities.

- Surface parking lots shall be located to the rear or side of buildings, but no more than 50% of the total parking area may be located to the side of buildings.
- Surface parking in the form of a single level of ground floor parking located within the building footprint (see Figure V-10) must include a minimum of 25 feet of active ground floor commercial, residential, or office uses along Storefront and Principal streets, or in the event that all of the abutting roadways are local streets, must include a minimum of 25 feet of active ground floor uses along the most primary local street as determined by pedestrian traffic. All other street frontages must include decorative screening walls, perimeter parking landscaping per Article VII, or a combination thereof to shield ground floor parking areas.
- Surface and structured parking areas shall be accessed from rear alleys or rear lanes where available (see Figure V-11), from an adjacent property (see Figure V-12), or from local streets, in that order of hierarchy. Vehicular access from other street types shall only be allowed in the absence of these options.

Figure V - 10: Ground-Floor Parking under Building



4. Within the DT district, any surface parking areas abutting a public street or urban walkway shall be screened from street view by a masonry garden wall with a height between 3 and 5 feet. In the other T-zones, the parking lot may be screened in accordance with the perimeter parking landscaping standards per Article VII.
5. A minimum of 10% of the provided bicycle parking shall be located between the building and the street.

Figure V - 11: Parking Access from Alley

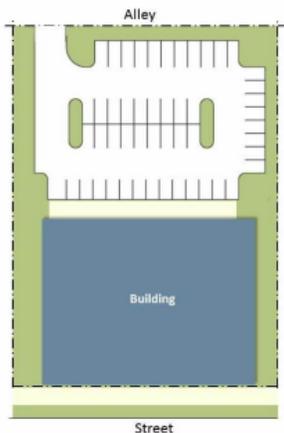
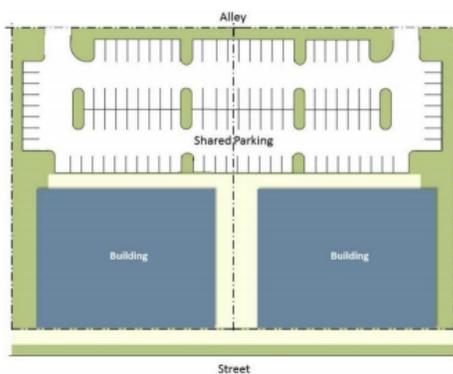


Figure V - 12: Parking Access from Adjacent Property



C. *Design of parking structures.*

1. Parking structures located along Storefront streets shall be concealed by liner buildings, which may be attached or detached from the parking structure (see 13). The liner building shall have a minimum of two stories and a minimum height of 30 feet and a minimum depth of 25 feet along the entire length of the parking structure.

Figure V - 13: Parking Structures on Storefront Streets

2. Parking structures located along Principal streets shall be required to provide ground floor

Figure V - 14: Parking Structures on Principal Streets



commercial or office space along the street frontage (see Figure V-14).

3. On all other streets, any structured parking that is not concealed behind a liner building or ground floor commercial or office space shall have decorative screening walls, perimeter parking landscaping per Article VII, or a combination thereof to screen ground floor parking (see Figure V-15).

Figure V - 15: Parking Structures on Other Streets

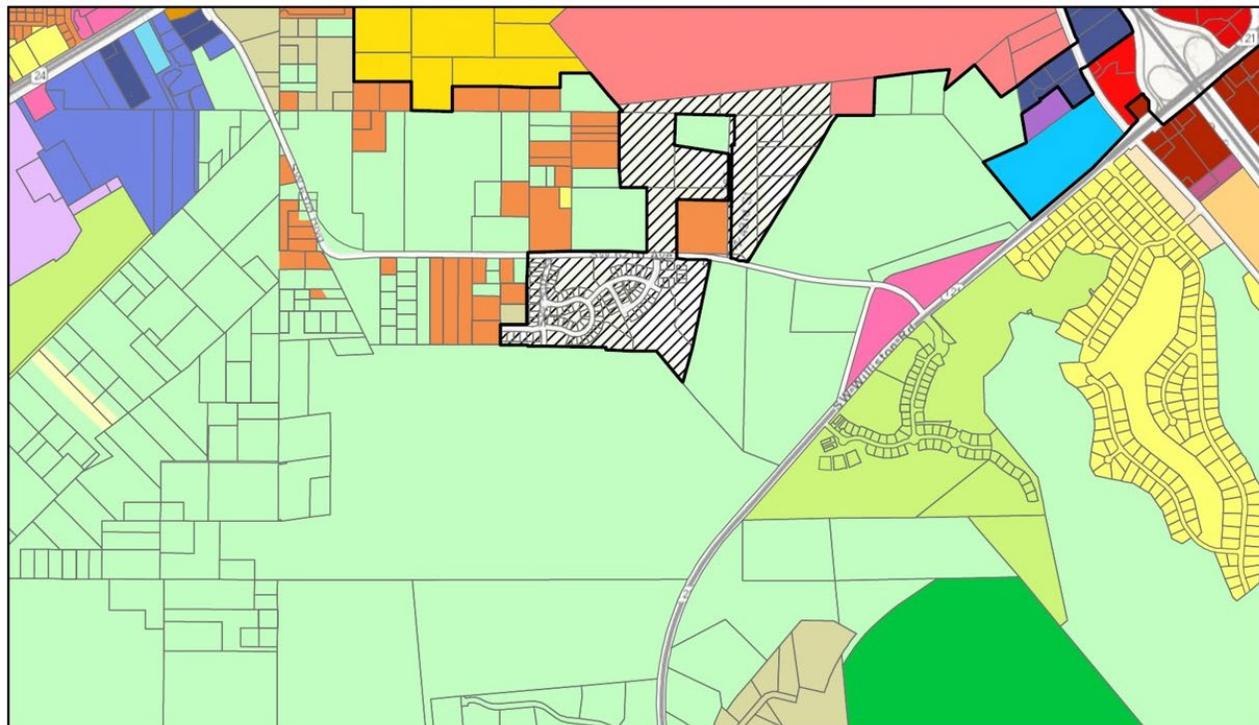


4. Parking structures shall meet setback, height, and façade articulation standards applicable to the transect, but are exempt from the minimum floor-to-ceiling height requirement and the building frontage zone requirement.

APPENDIX C: MAPS

Appendix C: Maps

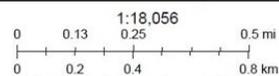
Exhibit C-1: Existing Zoning



8/9/2021 9:58:44 AM

- | | | | |
|----------------------------|--------------------------------|----------------------------------|-------------------------|
| Gainesville City Limits | BT: Tourist-Oriented Business | OF: General Office | PD: Planned Development |
| Parcels | BUS: General Business District | RSF-4: Single-Family Residential | |
| City of Gainesville Zoning | CP: Corporate Park | | |
| BI: Business Industrial | I-2: General Industrial | | |

- Alachua County Zoning
- | | |
|----------------------------|--------------------------------|
| (A) Agricultural | (BH) Highway Oriented Business |
| (BP) Business/Professional | |

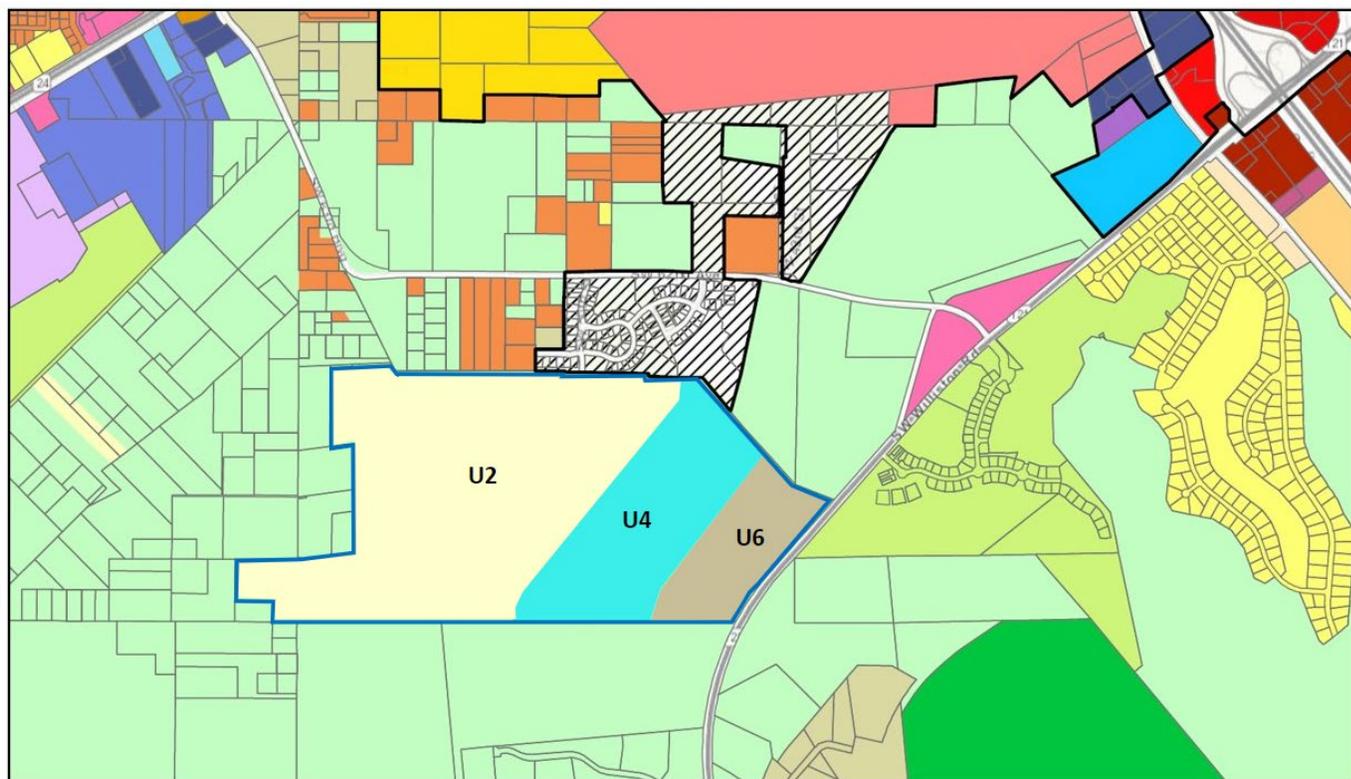


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Department of Sustainable Development

County of Alachua, Esri, HERE, Garmin, INCREMENT P, USGS, MET/NASA, EPA, USDA | (1) KBN Engineering and Applied Sciences, ed.

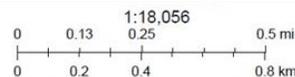
Exhibit C-2: Proposed Zoning



8/9/2021 9:58:44 AM

- Gainesville City Limits
- Parcels
- City of Gainesville Zoning
- BT: Business Industrial
- OF: General Office
- BT: Tourist-Oriented Business
- BUS: General Business District
- CP: Corporate Park
- I-2: General Industrial
- PD: Planned Development
- RSF-4: Single-Family Residential
- U2: Urban 2
- U4: Urban 4
- U6: Urban 6

- Alachua County Zoning
- (A) Agricultural
 - (BH) Highway Oriented Business
 - (BP) Business/Professional



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Department of Sustainable Development
County of Alachua, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | (1) KBN Engineering and Applied Sciences, ed.

Exhibit C-3: GRU Electric Services

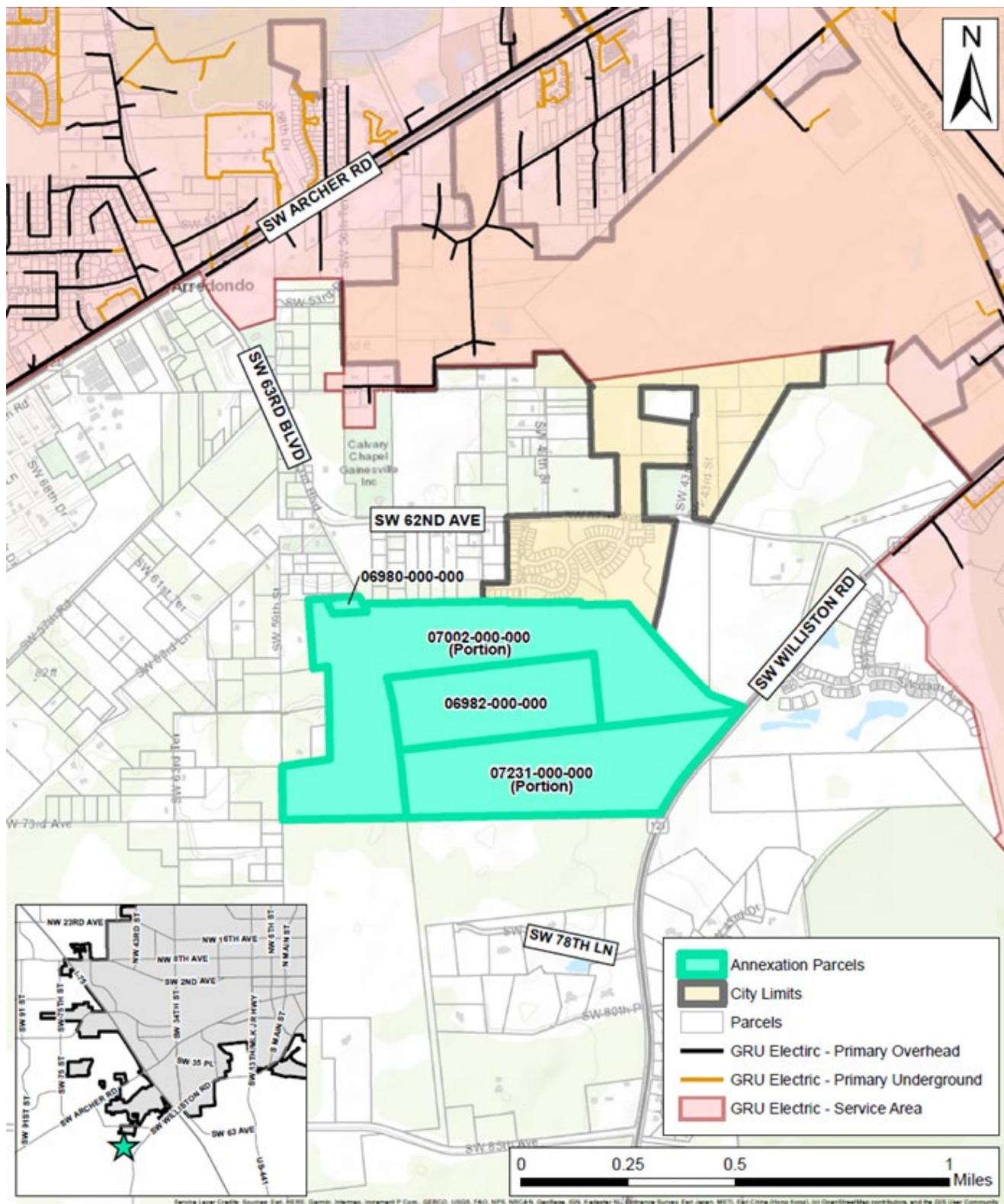


Exhibit C-4: GRU Gas Services

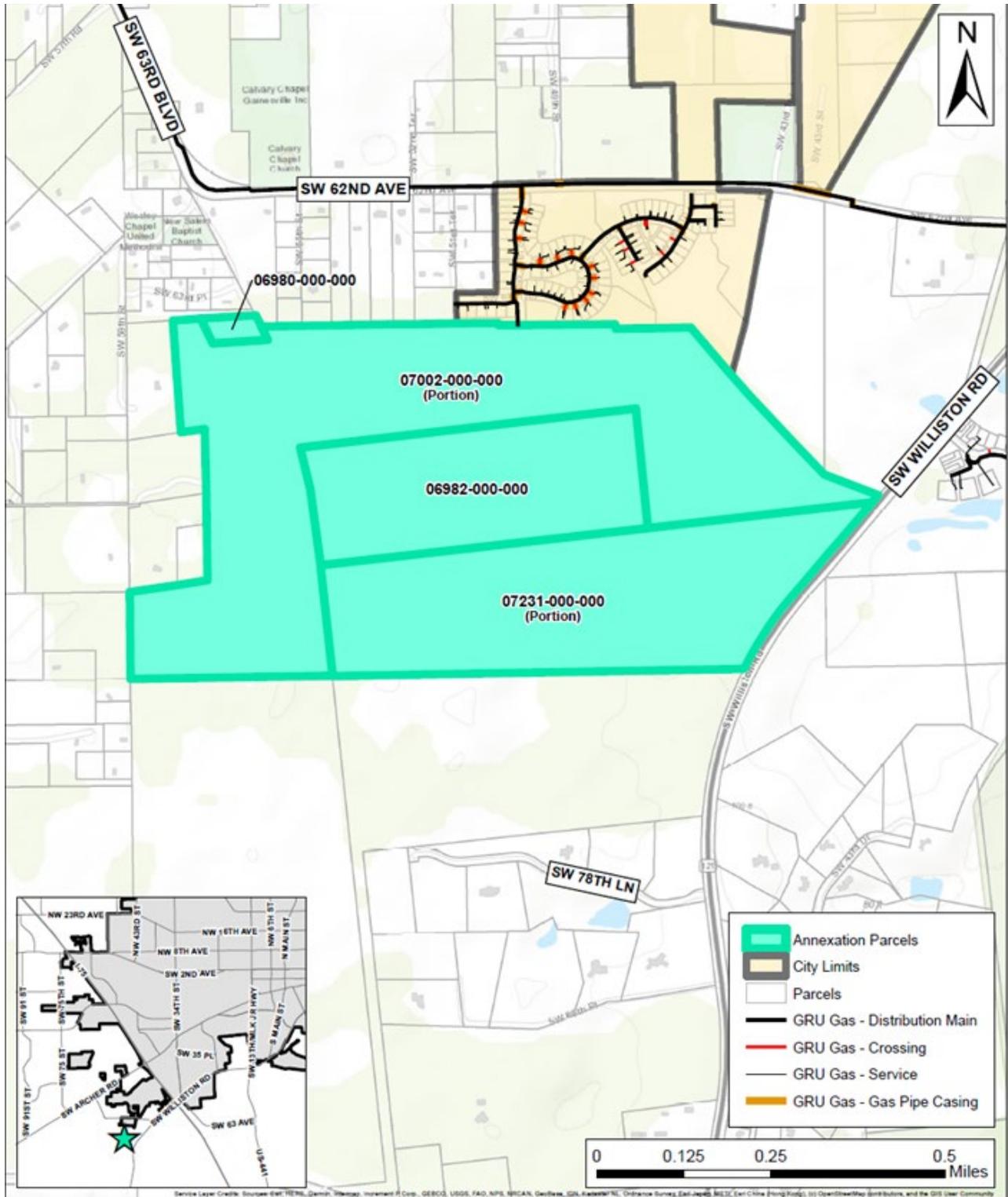


Exhibit C-5: GRU Wastewater Utility Facilities

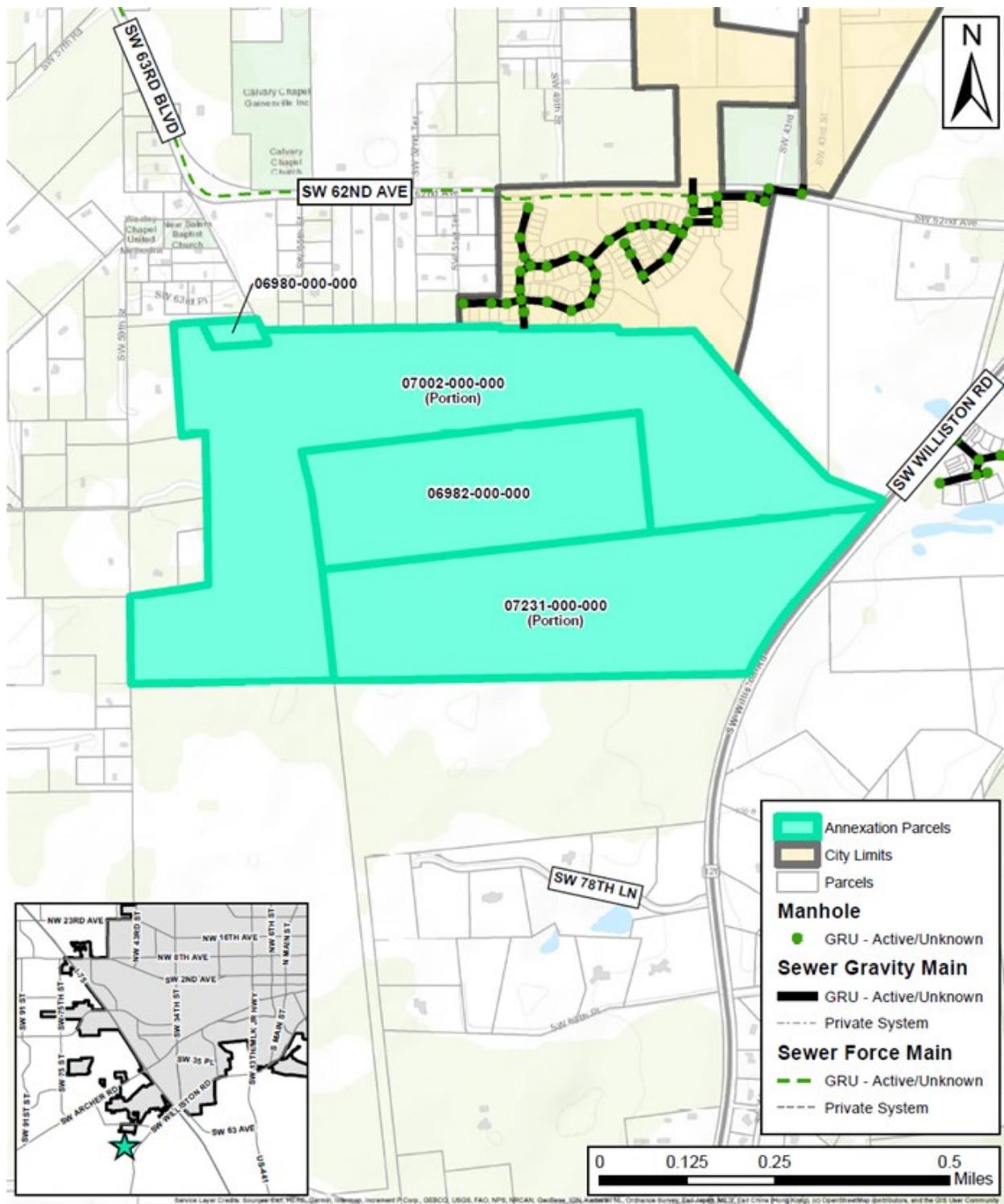


Exhibit C-6: GRU Water Utility Facilities

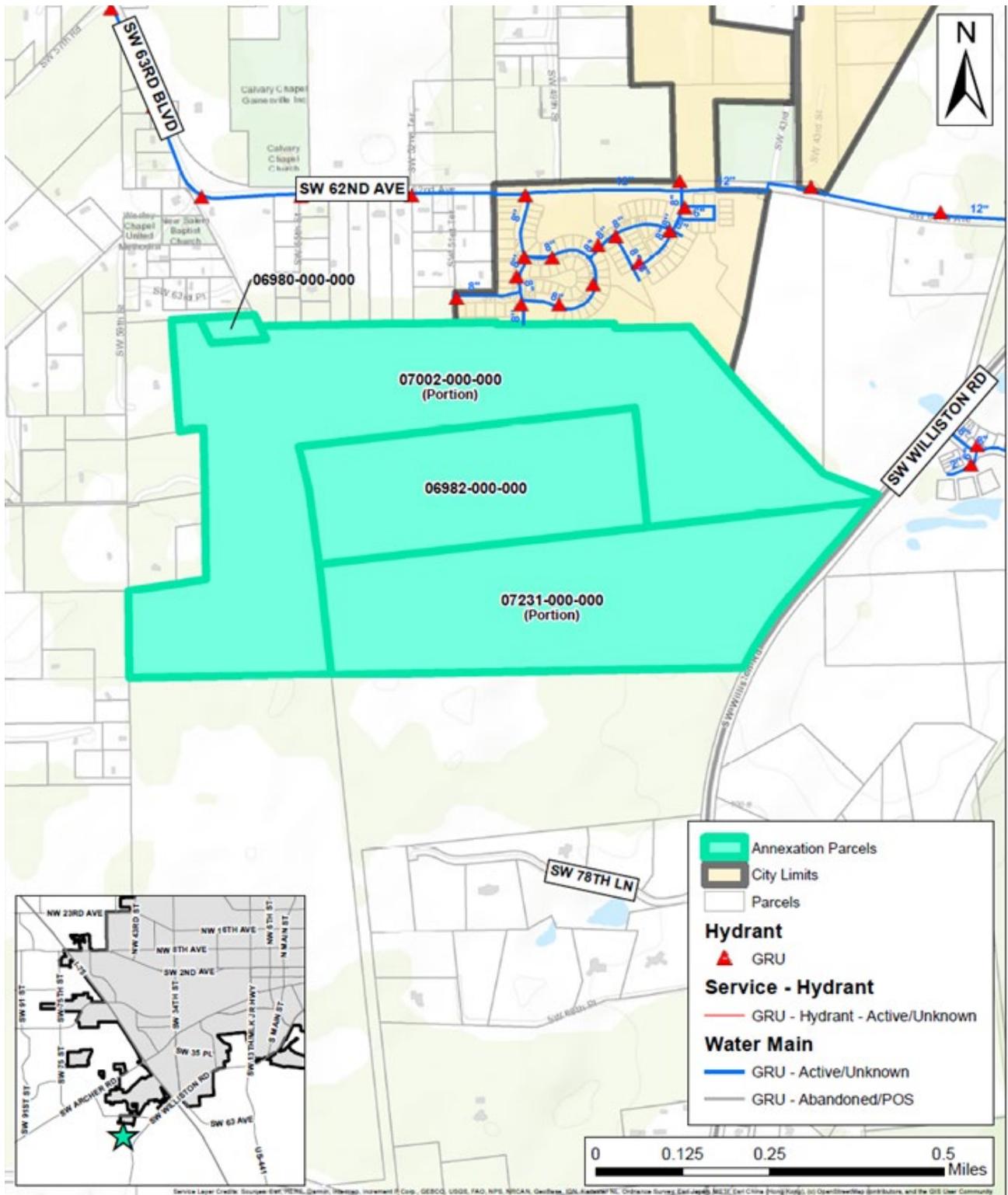


Exhibit C-7: City Park Services and Facilities

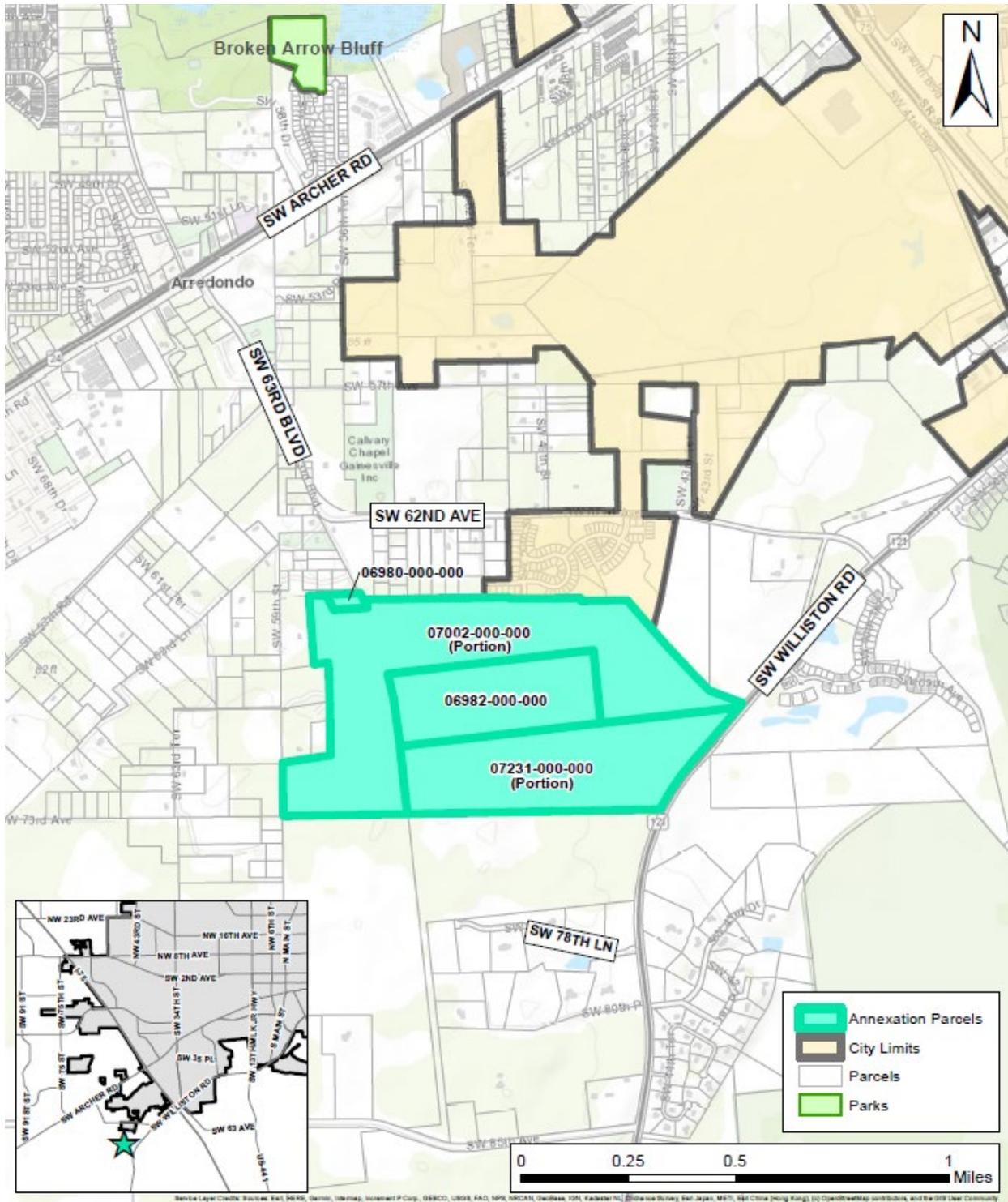


Exhibit C-8: Strategic Ecosystems

**APPENDIX D: LAND USE EXECUTIVE SUMMARY FROM
CHW ENGINEERING**



FINLEY WOODS NEXT

Large-scale Comprehensive Plan Amendment – Justification Report

July 27, 2021

Prepared for:
City of Gainesville Department of
Sustainable Development

Prepared on behalf of:
Tommy Williams Homes

Prepared by:
CHW

PN# 21-0013
N:\2021\21-0013\Departments\02_Planning\Reports\RPT 210713 Finley Woods NEXT
LUC.docx

Table of Contents

| | |
|-----------------------------------------------------------------|----|
| 1. Executive Summary..... | 2 |
| 2. Statement of Proposed Change..... | 4 |
| 3. Impact Analysis | 8 |
| 4. Consistency with City of Gainesville Comprehensive Plan..... | 19 |
| 5. Urban Sprawl Analysis | 26 |

List of Tables

| | |
|--------------------------------------------------------------------|----|
| Table 1: Surrounding Future Land Use and Zoning Designations..... | 5 |
| Table 2: Existing and Proposed Maximum Development Potential | 11 |
| Table 3: Trip Generation | 12 |
| Table 4: Projected Potable Water Demand | 14 |
| Table 5: Projected Sanitary Sewer Demand..... | 16 |
| Table 6: Projected Solid Waste Demand and Capacity | 17 |
| Table 7: Potential Student Generation..... | 17 |
| Table 8: LOS Standards for Parks..... | 18 |

List of Illustrations

| | |
|-------------------------------------------------------------------------|----|
| Figure 1: Aerial Map..... | 4 |
| Figure 2: Existing Future Land Use Map | 5 |
| Figure 3: Proposed Future Land Use Map..... | 6 |
| Figure 4: Existing Zoning Map..... | 6 |
| Figure 5: Proposed Zoning Map | 7 |
| Figure 6: Topography, Wetlands, & FEMA Floodplain Map | 8 |
| Figure 7: Natural Resources Conservation Service (NRCS) Soils Map | 9 |
| Figure 8: Existing Potable Water Infrastructure | 13 |
| Figure 9: Existing Sanitary Sewer Infrastructure..... | 15 |

1. Executive Summary

To: Mr. Andrew Persons, AICP, Department of Sustainable Development, Director
From: Seth Wood, Project Planner
Date: July 27, 2021
Re: Finley Woods NEXT – Large-scale Comprehensive Plan Amendment (LsCPA) Application

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><u>Jurisdiction:</u> City of Gainesville</p> | <p><u>Intent of Development:</u> Single Family Detached, Single Family Attached, and Mixed Use.</p> |
| <p><u>Location:</u> On SW Williston Road, just south of Finley Wood subdivision.</p> | |
| <p><u>Parcel Number:</u> 06982-000-000</p> | <p><u>Acres:</u> ±288.97 acres (Source: CHW Survey)</p> |
| <p><u>Existing Future Land Use Classifications:</u> <i>Estate (1 du/ 2 acres) (Alachua County)</i> The Alachua County Estate land use category is an urban residential Future Land Use classification in Alachua County. These are meant to encourage development of residential land in a manner which promotes social and economic diversity, provides for phases and orderly growth consistent with available public facilities, and provides for access to existing or planned public services such as schools, parks, and cultural facilities. The Estate category is only meant to be located adjacent or near preservation areas, to act as a transitional land use to higher intensity or density urban development.</p> | <p><u>Proposed Future Land Use Classification:</u> <i>Residential Low Density (up to 15 du/ acre) (City of Gainesville)</i> The Residential Low-Density land use category identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single family development, particularly the conservation of existing traditional low density neighborhoods, single-family attached and zero-lot line development, and small-scale multifamily development.</p> <p><i>Mixed Use Office Residential (up to 20 du/ acre) (City of Gainesville)</i> This land use category allows residential uses and, depending on the implementing zoning district, may allow office, professional, service, and ancillary uses either as stand-alone uses or combined in a mixed-use development format. Structures in this category shall be oriented to the street and encourage multi-modal transportation through the development design.</p> <p><i>Urban Mixed Use (up to 60 du/acre) (City of Gainesville)</i> This land use category allows residential, office, retail and serve uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed in specified zoning districts as specially regulated by the Land Development Code. Structures in this category shall be oriented</p> |

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p><i>to the street and encouraged multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area.</i></p> |
| <p>Existing Zoning Districts: <i>A: Agricultural (1 du/5 acres) (Alachua County)</i> The agricultural district (A) implements the policies of the comprehensive plan to allow rural and agricultural areas to be developed in a manner consistent with the retention of agriculture, open space, and rural character; preservation of environmentally sensitive areas; and the efficient use of public services and facilities.</p> | <p>Proposed Zoning District: <i>U2: Urban 2 Transect (City of Gainesville)</i> <i>U4: Urban 4 Transect (City of Gainesville)</i> U2 and U4 consist of a wide range of residential building types, with provision for integration of offices and neighborhood services in an urban fabric. <i>U6: Urban 6 Transect (City of Gainesville)</i> U6 consists of highest density mixed use buildings relative to the U2 and U4 transect. The mix of uses accommodates retail, offices, and apartments. U6 is characterized by a tight network of streets, with wide sidewalks, steady street tree plantings, and buildings set close to the sidewalk.</p> |
| <p>Existing Maximum Density / Intensity Existing Maximum Density: $\pm 288.97 \text{ acres} / 2 = \pm 144.49 \text{ acres}$ $\pm 144.49 \text{ acres} * 1 \text{ du} / 2 \text{ acres} = \pm 72 \text{ dwelling units}$ Cottage Neighborhood: $\pm 72 * 2 = \pm 144 \text{ dwelling units}$ Existing Maximum Intensity: $\pm 288.97 \text{ acres} / 2 = \pm 144.49 \text{ acres}$ $\pm 144.49 \text{ acres} * 20\% \text{ building coverage} = \pm 1,258,796.88 \text{ sq. ft.}$</p> | <p>Proposed Maximum Density / Intensity Proposed Maximum Density: RL: $\pm 194.24 \text{ acres} * 15 \text{ du/ac} = \pm 2,913 \text{ du}$ MOR: $\pm 67.63 \text{ acres} / 2 = \pm 33.82 \text{ acres}$ $\pm 33.82 \text{ acres} * 20 \text{ du/ac} = \pm 676 \text{ du}$ UMU: N/A—residential not proposed. Total potential: $\pm 3,589 \text{ du}$ Proposed Maximum Intensity: U2: N/A—nonresidential not proposed. U4: $\pm 67.63 \text{ acres} / 2 = \pm 33.82 \text{ acres}$ $\pm 33.82 \text{ acres} * 80\% \text{ lot coverage} = 1,178,559.36 \text{ sq. ft.}$ U6: $\pm 27.1 \text{ acres} * 80\% \text{ nonresidential building coverage} = \pm 944,352.22 \text{ sq. ft.}$ Total potential: $\pm 2,122,911.58 \text{ sq. ft.}$</p> |
| <p>Net Change Approval of this application will result in a change in entitlements permitted a net increase of up to $\pm 3,445$ residential units and a net increase of up to $\pm 864,114.7$ square feet of non-residential uses.</p> | |

2. STATEMENT OF PROPOSED CHANGE

This large-scale Comprehensive Plan amendment (LsCPA) application requests to change the project site's existing Future Land Use classification from Alachua County Estate Residential to City of Gainesville Residential Low Density and Mixed Use Low Intensity within Alachua County Tax Parcel 06982-000-000. The subject property is located on SW Williston Road, immediately south of the Finley Woods Subdivision. An aerial is provided as **Figure 1**, which shows the site's exact location and existing conditions.



Figure 1: Aerial Map

The requested LsCPA is submitted companion to a rezoning application requesting City of Gainesville U2, U4, and U6 transect, from Alachua County Agricultural. Both of these applications are necessary, as the project site was recently annexed into the City of Gainesville, and thus needs City of Gainesville Land Use and Zoning designations.

The site's development intent is to allow a mix of housing opportunities as well as a mix of nonresidential commercial, office, and service uses, including an Assisted Living Facility. The proposed uses offer a variety of housing types, local employment opportunities, and daily goods and services necessary to nearby residents and employees.

Table 1 identifies adjacent FLU and Zoning while **Figures 2 through 5** show existing and proposed FLU and Zoning.

Table 1: Surrounding Future Land Use and Zoning Designations

| Direction | Future Land Use Designation | Zoning Designation |
|-----------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| North | Residential Low Density (Alachua County); Planned Use District (City of Gainesville) | Agricultural (A) (Alachua County); Single-family Residential (R-1C) (Alachua County); Planned Development (City of Gainesville) |
| East | SW Williston Road Right-of-way; Estate Residential (Alachua Co.) | SW Williston Road Right-of-way; Agricultural (A) (Alachua County); Planned Development (Alachua County) |
| South | Rural/Agriculture (Alachua County) | Agricultural (A) (Alachua County) |
| West | Estate Residential (Alachua County) | Agricultural (A) (Alachua County) |

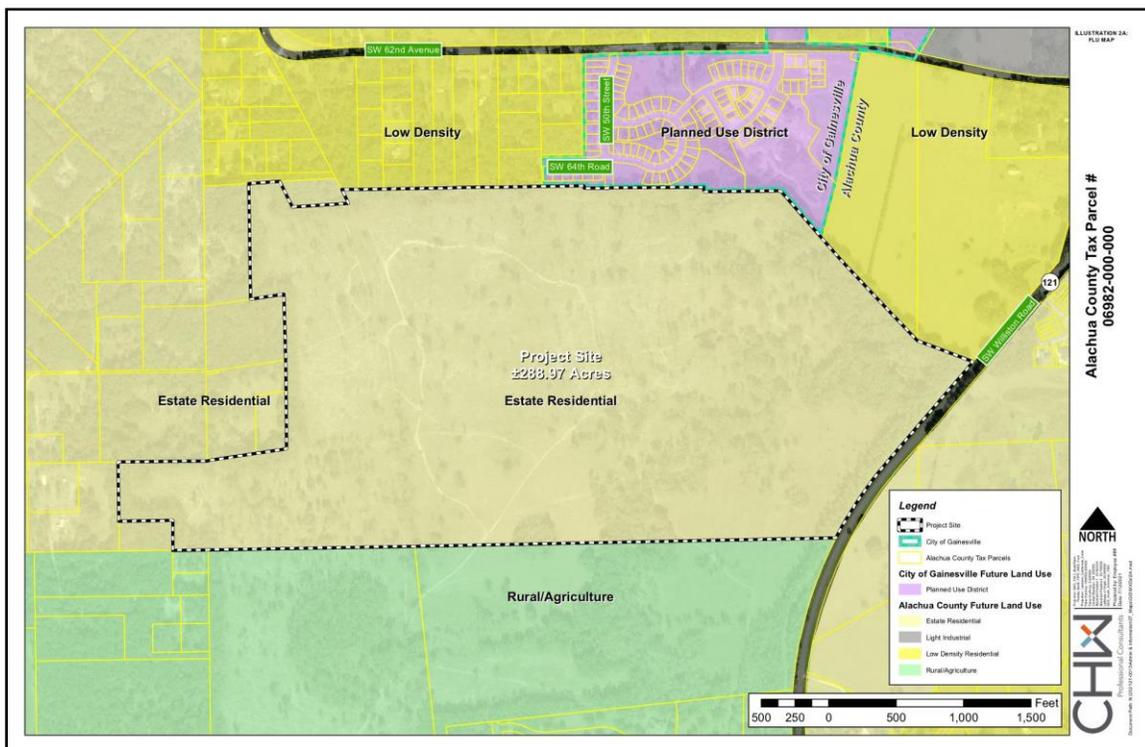


Figure 2: Existing Future Land Use Map

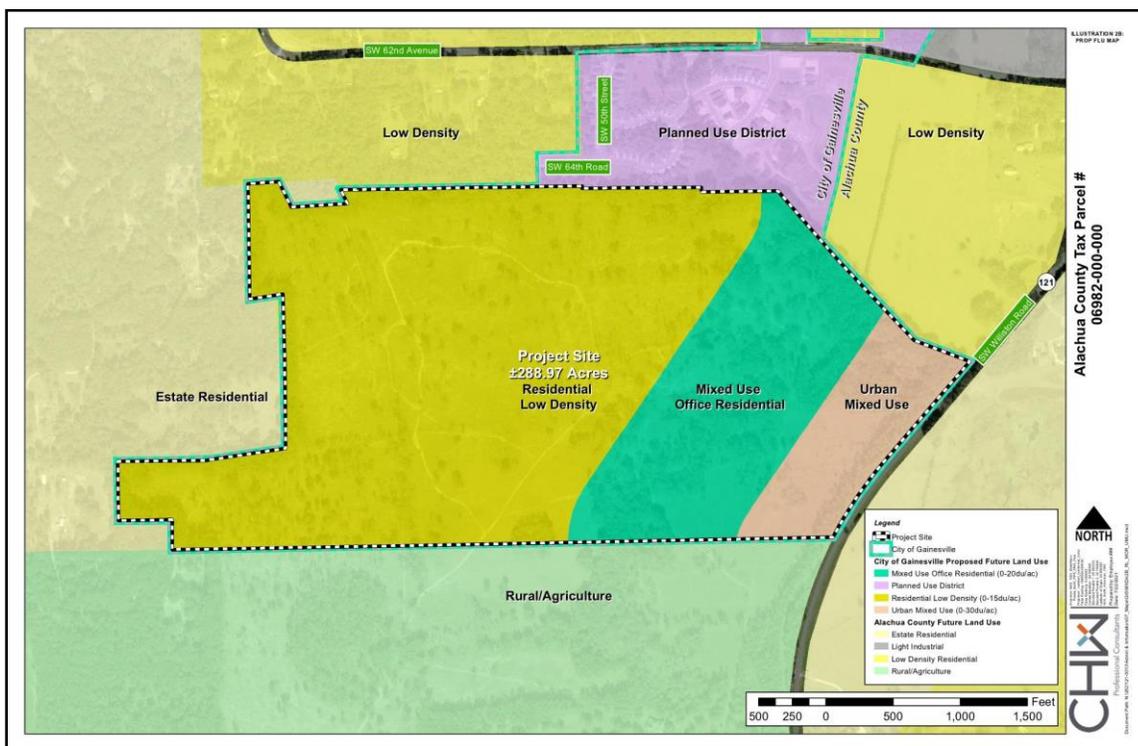


Figure 3: Proposed Future Land Use Map

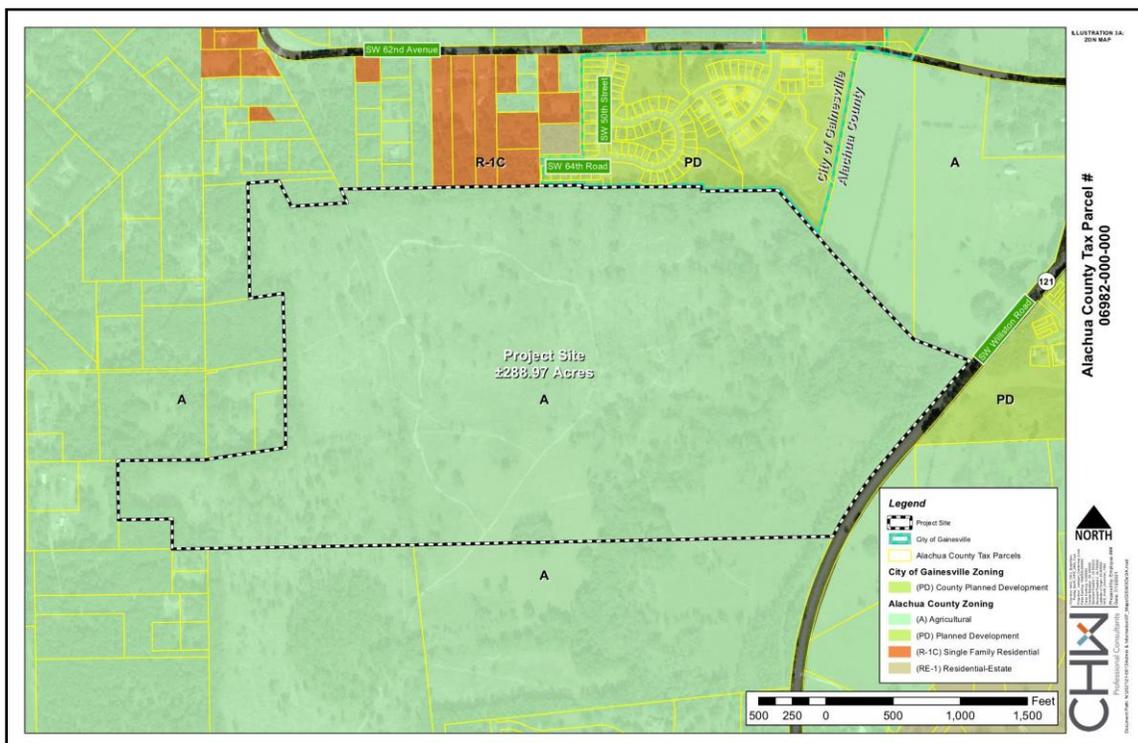


Figure 4: Existing Zoning Map

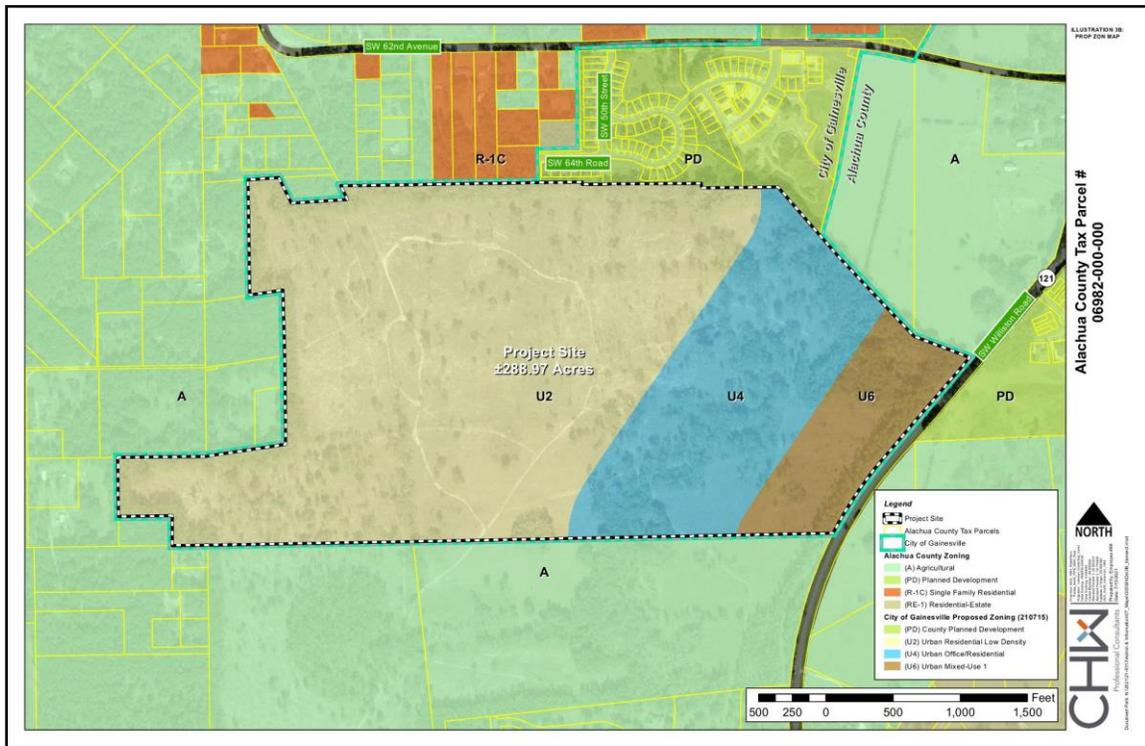


Figure 5: Proposed Zoning Map

3. IMPACT ANALYSIS

IMPACT ON RESIDENTIAL STREETS

The development made possible by these applications will result in the creation of several new local and residential streets. Potential impacts on residential streets are limited to future residents that may connect to SW 62nd Avenue and Archer Road (SR 24) via internal connections to existing Finley Woods phases. Aside from internal residents, traffic will utilize SW Williston Road / SR 121 to access nonresidential development along Williston Road. The state road is not residential in nature, and is instead a thoroughfare prioritizing efficient, high-speed vehicle conveyance.

IMPACT ON NOISE AND LIGHTING

The City Land Development Code (LDC) has specific criteria for ensuring adjacent properties are not negatively impacted by onsite noise, odor, and light. Lighting of the proposed development shall adhere to the applicable standards in LDC §30-6.12 to prevent light trespass, light glare, and light pollution. Furthermore, the project site will be developed at a density and intensity compatible with the surrounding properties, ensuring noise and lighting levels onsite are similar to neighboring communities.

ENVIRONMENTAL FEATURES

As illustrated in **Figure 6**, there are floodplains onsite, as well some wetlands. These environmental features will be adequately protected and addressed during development plan preparation and review. Soils, as identified in **Figure 7**, are suitable for the proposed development.

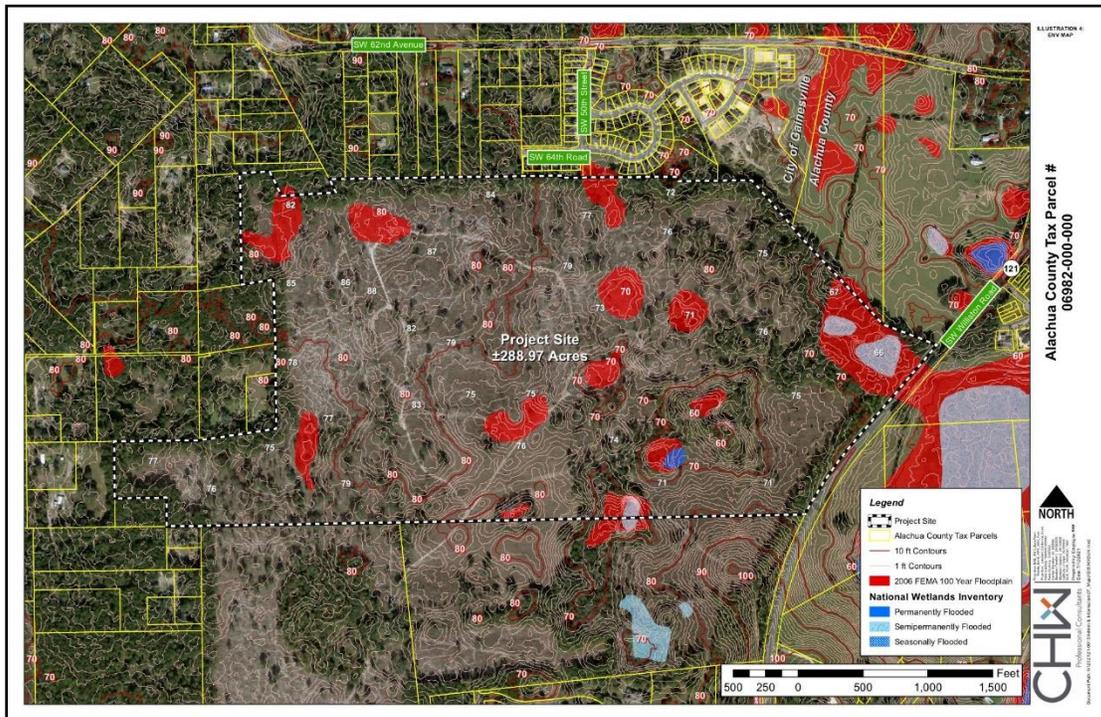


Figure 6: Topography, Wetlands, and FEMA Floodplain Map

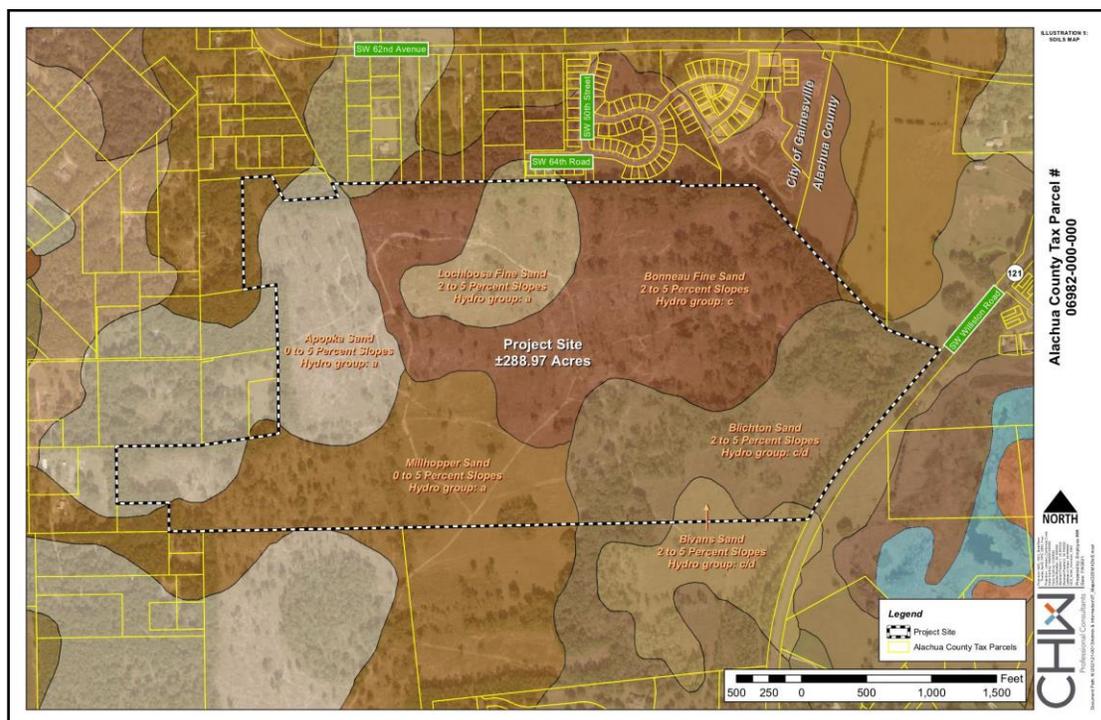


Figure 7: Natural Resources Conservation Service (NRCS) Soils Map

HISTORIC AND ARCHEOLOGICAL RESOURCES

The site is not located within a historic district and does not possess documented historical sites or structures. If any items of historical or archeological significance are discovered within the project site during permit approval or development, it will be reported to the appropriate governmental body for further analysis.

COMMUNITY CONTRIBUTIONS

The development made possible by the proposed land use change and rezoning will provide an increase to the City of Gainesville's housing supply and variety, as well as neighborhood-scale community supportive uses.

POTENTIAL LONG-TERM ECONOMIC BENEFITS

The commercial, service, and office uses intended will provide long-term economic benefit to the Gainesville community with additional employment opportunities proximate to existing residential area.

Furthermore, the site's intended residential use will provide greater housing opportunity for future Gainesville residents, making it possible to expand the City's consumer base, expand the City's workforce, expand the City's tax base, and allows the City to expand smartly and intentionally in advance of anticipated future population growth.

LEVEL OF SERVICE (LOS)

This LsCPA application is being submitted concurrent with a rezoning application that requests the U2, U4, and U6 zoning districts for the subject property. Approval of these applications will change the site's maximum permitted density and intensity. The following factors should be acknowledged before calculating maximum potential impacts to local infrastructure:

1. Existing density/intensity calculations are based on the maximum gross number of dwelling units permitted, the maximum nonresidential square footage permitted, or a combination thereof.
2. Proposed density/intensity are the maximum gross number of dwelling units permitted, the maximum nonresidential square footage permitted, or a combination thereof.
3. Anticipated development yields will not reach the maximum permitted by the proposed zoning districts due practical development practices evident within the developed area, onsite topography and environmental features, and required roadway and stormwater management infrastructure.

The calculations for determining both the existing and proposed maximum permitted development potential is summarized in **Table 2**:

Table 2: Existing and Proposed Maximum Development Potential

| Existing Maximum Permitted Density¹ | Proposed Maximum Permitted Density² | Expected Density |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 144.49 ac * 1 du/ 2 ac = ±72 du Cottage Neighborhood: ±72 * 2 = ±144 du | RL: ±194.24 ac * 15 du/ac = ±2,913 du MOR: ±33.82 ac * 20 du/ac = ±676 du UMU: N /A—residential not proposed. Total: ±3,589 du | RL: ±194.24 ac * 4 du/ac = ±772 du MOR: ±33.82 ac * 15 du/ac = ±507 du UMU: N/A – residential not proposed. Total: ±1,279 du |
| Existing Maximum Permitted Intensity¹ | Proposed Maximum Permitted Intensity² | Expected Intensity |
| ±144.49 ac * 20% building coverage = ±1,258,796.88 sq. ft. | U2: N/A—nonresidential not proposed. U4: ±33.82 ac * 80% lot coverage = 1,178,559.36 sq. ft. U6: ±27.1 ac * 80% nonresidential building coverage = ±944,352.22 sq. ft. Total: ±2,122,911.58 sq. ft. | U2: N/A –nonresidential not proposed. U4: ±33.82 ac * 0.15 FAR = ±220,979.88 sq. ft. U6: ±27.1 ac * 0.15 FAR = ±177,066.05 sq. ft. Total: ±398,045.93 sq. ft. |
| Net Change | | |
| <ul style="list-style-type: none"> Approval of this application may result in a maximum potential <u>increase</u> of up to ±3,445 dwelling units and up to ±864,114.7 sq. ft. of nonresidential uses. The expected net change is more likely to be an <u>increase</u> is up to ±1,135 dwelling units and a <u>decrease</u> of 860,750.95 sq. ft. of nonresidential uses. | | |

¹ To reflect a mix of uses permitted in the existing FLU and Zoning District designations, **Existing** Maximum Permitted Density and Intensity calculations reflect one-half of the site being developed as residential and the other half of the site being developed as nonresidential.

² To reflect a mix of uses permitted in the proposed FLU and Zoning District designations, **Proposed** Maximum Permitted Density and Intensity calculations reflect the RL FLU being developed entirely as residential, the MOR FLU being developed half as residential and half as nonresidential, and the UMU FLU being developed entirely as nonresidential.

Roadways / Transportation**Table 3: Trip Generation**

| Land Use | ITE Code | Variable DU, SF | AM Peak | | | PM Peak | | | Daily ³ |
|-----------------------------------------------|----------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------|
| | | | Total | In | Out | Total | In | Out | |
| Existing | | | | | | | | | |
| Warehousing | 150 | 1,258.797 | 176 | 136 | 40 | 179 | 48 | 131 | 2,034 |
| Single-Family Detached Housing | 210 | 144 | 107 | 27 | 80 | 144 | 91 | 53 | 1,454 |
| Existing Net Total | | | 283 | 163 | 120 | 323 | 139 | 184 | 3,488 |
| Proposed | | | | | | | | | |
| Single-Family Detached Housing | 210 | 2,913 | 2,073 | 518 | 1,555 | 2,586 | 1,629 | 957 | 23,128 |
| Multifamily Housing (Low-Rise) | 220 | 676 | 293 | 67 | 226 | 324 | 204 | 120 | 5,070 |
| Residential Internal Capture ¹ | | | 173 | 40 | 133 | 712 | 487 | 225 | 850 |
| General Office Building | 710 | 1,178.559 | 1,134 | 975 | 159 | 1,186 | 190 | 996 | 11,613 |
| General Office Internal Capture ¹ | | | 157 | 113 | 44 | 271 | 84 | 187 | 2,142 |
| Shopping Center | 820 | 944.352 | 624 | 387 | 237 | 2,862 | 1,374 | 1,488 | 27,677 |
| Shopping Center Internal Capture ¹ | | | 128 | 72 | 56 | 773 | 303 | 470 | 7,153 |
| Pass-by = 34% ² | | | 169 | 107 | 62 | 710 | 364 | 346 | 9,410 |
| Gross Total | | | 4,124 | 1,947 | 2,177 | 6,958 | 3,397 | 3,561 | 67,488 |
| Proposed Net Total | | | 3,497 | 1,615 | 1,882 | 4,492 | 2,159 | 2,333 | 47,933 |

1. As multiple land uses are proposed, internal capture is applied in accordance with the ITE Trip Generation Handbook 3rd Edition.
2. The ITE Trip Generation Manual does not provide pass-by rates for daily and AM peaks, therefore the PM rate of 34% is used for all scenarios.
3. The ITE Trip Generation Handbook 3rd Edition does not provide internal capture calculations for daily trips. The average of the AM and PM internal capture rates was applied to determine the Daily internal capture.

Conclusion: As shown above, if the project site were to be developed utilizing the site's existing entitlements at the maximum development potential, the site would generate up to **3,488** Net Total Projected Trips. Conversely, this LsCPA application's approval results in a potential maximum of up to **47,833 net daily vehicle trips**, which is an increase of up to **44,445 daily vehicle trips (47,833 - 3,488)** from what is presently allowed from the site.

Potable Water

As shown on the GRU potable water infrastructure map (Figure 8), the area surrounding the site is served by GRU potable water infrastructure.

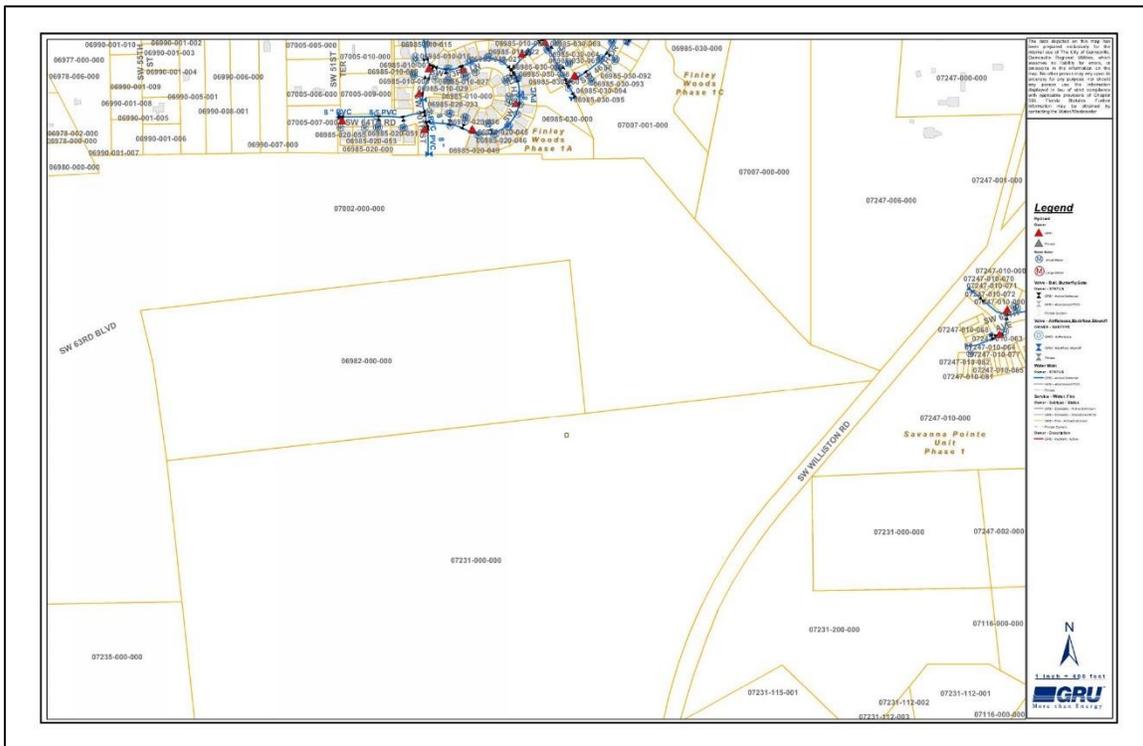


Figure 8: GRU Potable Water Infrastructure Map

Table 4: Projected Potable Water Demand

| Land Use | Maximum Units ¹ | Generation Rate ^{2,3} | Estimated Demand (GPD) |
|----------------------------------|----------------------------|----------------------------------------------------------------|------------------------|
| Proposed (Max. Potential) | | | |
| Single Family Detached | 2,913 | 200 gallons per capita * (units * 2.354 persons per household) | 1,371,440.4 |
| Single Family Attached | 676 | 200 gallons per capita * (units * 2.354 persons per household) | 318,260.8 |
| Shopping Center | 944,352.22 | 0.1 gallons / day / sq. ft. of floor space | 94,435.22 |
| Office | 1,178,559.36 | 15 gallons / day / 100 sq. ft. of floor space | 176,783.9 |
| <i>Subtotal</i> | - | - | 1,960,920.32 |
| Existing (Max. Potential) | | | |
| Single Family Detached | 144 | 124.5 gallons per capita * (units * 2.3 persons per household) | 41,234.4 |
| Warehousing | 1,258 | 15 gallons / day / employee / 8 hour shift | 18,870 |
| <i>Subtotal</i> | - | - | 60,104.4 |
| Net Demand | - | - | 1,900,815.92 |

1. Maximum units were determined as follows:
 - a. Proposed and existing maximum units are based on Table 2 calculations.
 - b. To calculate the number of employees for warehousing use, the average of one employee / 2,000 sq. ft. of warehouse space was used, assuming warehouse space based on maximum lot coverage permitted.
 - i. Source: Colliers International, *The E-Commerce Revolution: How Labor, Automation and Amazon will Impact Industrial Real Estate* (January 2018)
 - ii. Calculation: $\pm 1,258,796.88 \text{ sq. ft.} / 2,000 \text{ sq. ft.} = \pm 629 \text{ employees per 8-hour shift. Two 8-hour shifts per day assumed.}$
2. Generation rates for proposed per Ch. 64E-6.008, F.A.C., and City of Gainesville Comprehensive Plan Potable Water and Wastewater Data and Analysis Report.
3. Generation Rate for Existing Potential calculations per Alachua County Comprehensive Plan Potable Water and Wastewater Data and Analysis Report.

Conclusion: Approval of this request results in a **net increase of $\pm 1,900,815.92$ gallons per day**, compared to the project site being developed utilizing the site's existing entitlements and the theoretical maximum development potential. *In development, the maximum development potential will almost certainly not be achieved.* The projected potable water demand *will not* negatively impact the City's adopted Level of Service (LOS).

Sanitary Sewer

As shown on the GRU sanitary sewer infrastructure map (Figure 9), the area surrounding the site is served by GRU utility infrastructure.

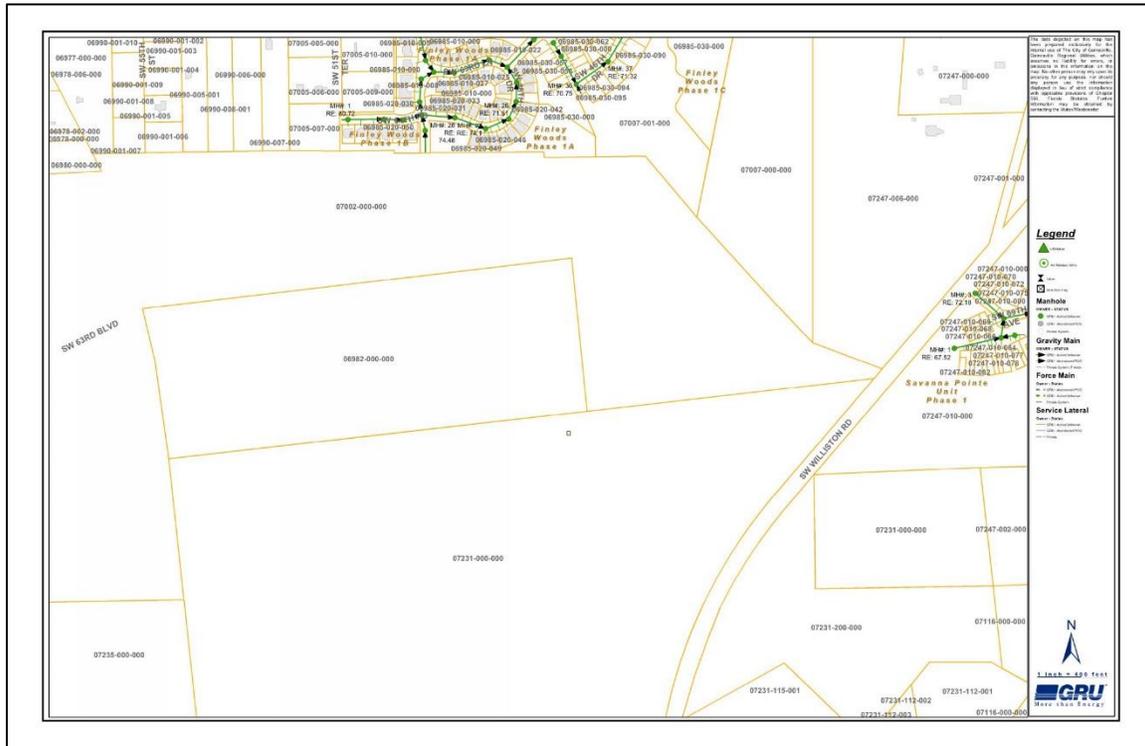


Figure 9: GRU Sanitary Sewer Infrastructure Map

Table 5: Projected Sanitary Sewer Demand

| Land Use | Maximum Units | Generation Rate ^{1,2} | Estimated Demand (GPD) |
|----------------------------------|---------------|----------------------------------------------------------------|------------------------|
| Proposed (Max. Potential) | | | |
| Single Family Detached | 2,913 | 113 gallons per capita * (units * 2.354 persons per household) | 774,863.83 |
| Single Family Attached | 676 | 113 gallons per capita * (units * 2.354 persons per household) | 179,817.35 |
| Shopping Center | 944,352.22 | 0.1 gallons / day / sq. ft. of floor space | 94,435.2 |
| Office | 1,178,559.36 | 15 gallons / day / 100 sq. ft. of floor space | 176,783.9 |
| <i>Subtotal</i> | - | - | 1,225,900.28 |
| Existing (Max. Potential) | | | |
| Single Family Detached | 144 | 106 gallons per capita * (units * 2.3 persons per household) | 35,107.2 |
| Warehousing | 1,258 | 15 gallons / day / employee / 8 hour shift | 18,870 |
| <i>Subtotal</i> | - | - | 53,977.2 |
| Net Demand | - | - | 1,171,923.08 |

1. Maximum units were determined as follows:
 - a. Proposed and existing maximum units are based on Table 2 calculations.
 - b. To calculate existing single family detached, the maximum dwelling units per acre was calculated, then doubled based on the ability to double density in Alachua County when developing as a Cottage Neighborhood.
 - c. To calculate the number of employees for warehousing use, the average of one employee / 2,000 sq. ft. of warehouse space was used, assuming warehouse space based on maximum lot coverage permitted.
 - i. Source: Colliers International, *The E-Commerce Revolution: How Labor, Automation and Amazon will Impact Industrial Real Estate* (January 2018)
 - ii. Calculation: $\pm 1,258,796.88 \text{ sq. ft.} / 2,000 \text{ sq. ft.} = \pm 629 \text{ employees per 8-hour shift}$. Two 8-hour shifts per day assumed.
2. Generation rates for proposed per Ch. 64E-6.008, F.A.C., and City of Gainesville Comprehensive Plan Potable Water and Wastewater Data and Analysis Report.
3. Generation Rate for Existing Potential calculations per Alachua County Comprehensive Plan Potable Water and Wastewater Data and Analysis Report.

Conclusion: Approval of this request results in a **net increase of $\pm 1,171,923.08$ gallons per day**, compared to the project site being developed utilizing the site's existing entitlements and the theoretical maximum development potential. *In development, the maximum development potential will almost certainly not be achieved.* The projected potable water demand *will not* negatively impact the City's adopted Level of Service (LOS).

Potential Solid Waste Impact**Table 6. Projected Solid Waste Demand and Capacity**

| Land Use | Maximum Units ¹ | Solid Waste Generated ² (Tons Per Year) |
|----------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------|
| Proposed (Max. Potential) | | |
| Residential | 3,589 | 6,811.92 |
| Nonresidential | 2,122,911.58 | 4,649.18 |
| <i>Subtotal</i> | - | 11,461.10 |
| Existing (Max. Potential) | | |
| Residential | 144 | 273.31 |
| Nonresidential | 1,258,796.88 | 2,756.77 |
| <i>Subtotal</i> | - | 3,030.08 |
| Net Demand | - | 8,431.02 |
| Leveda Brown Environmental Park and Transfer Station Capacity³ | | 20 years |

1. Units are calculated based on Table 2.

2. Formulas per Sincero and Sincero: Environmental Engineering: A Design Approach, Prentice Hall, NJ, 1996

a. Residential: # of dwelling units * 2.6 persons per dwelling unit * 0.73 per capita

b. Nonresidential: (((12 lbs. / 1,000 sq. ft. / day * square footage) * 365) / 2,000)

3. Source: Alachua County Comprehensive Plan, Solid Waste Element, Objective 1.4

Conclusion: As calculated in **Table 6**, solid waste facility capacity exists to adequately serve the proposed rezoning application's approval. The applications' approval *would not* negatively impact the adopted LOS. The Leveda Brown Environmental Park and Transfer Station has the capacity to process various components of the solid waste stream for the next 20 years. This facility has adequate capacity to meet the proposed amendment's demand.

Education Facilities**Table 7: Potential Student Generation**

| Land Use (ITE) | Units | Elementary | | Middle | | High | |
|----------------------------------|--------------|-------------------|------------|-------------------|------------|-------------------|------------|
| | | Rate ¹ | Total | Rate ¹ | Total | Rate ¹ | Total |
| Proposed (Max. Potential) | | | | | | | |
| Single Family Residential | 2,913 | 0.14 | 408 | 0.06 | 175 | 0.08 | 234 |
| Multifamily Residential | 676 | 0.09 | 61 | 0.03 | 21 | 0.03 | 21 |
| <i>Subtotal</i> | 3,589 | - | 469 | - | 196 | - | 255 |
| Existing (Max. Potential) | | | | | | | |
| Single Family Residential | 144 | 0.14 | 21 | 0.06 | 9 | 0.08 | 12 |
| Net Change | 3,445 | - | 448 | - | 187 | - | 243 |

1. Source: Alachua County Public Schools Five Year District Facilities Plan

Conclusion: Approval of this request may result in a **potential net increase of 448 elementary-school age children; 187 middle-school age children; and 243 high-school age children** compared to what is currently possible onsite. The project site is in the school zones of Idylwild Elementary School; Kanapaha Middle School; and Gainesville High School, per available Alachua County Growth Management resources.

Table 8: LOS Standards for Parks

| Park ^{1,2} | Adopted LOS Standard ¹ | Existing LOS ¹ |
|---------------------------|-----------------------------------|---------------------------|
| Local Nature/Conservation | 6.00 ac. | 15.71 ac. |
| Community Park | 2.00 ac. | 2.13 ac. |
| Neighborhood Park | .80 ac. | 1.33 ac. |
| Total Acres per 1000 | 8.80 ac. | 19.73 ac. |

1. Source: City of Gainesville Comprehensive Plan, Recreation Element

2. Park standards are in acres per 1,000 people

Conclusion: Approval of this application will increase the theoretical impact to the City's recreational facilities but **will not** cause them to operate below the adopted LOS. As Table 7 indicates, the City's Existing LOS for parks exceed the Adopted LOS. This means the City currently has more recreation facilities than the minimum required to serve the existing population.

4. CONSISTENCY WITH CITY OF GAINESVILLE COMPREHENSIVE PLAN

This section identifies specific City of Gainesville Comprehensive Plan Goals, Objectives, and Policies and explains how this LsCPA application is consistent with each. Text from the City of Gainesville is provided in normal font while consistency statements are provided in **bold font**.

FUTURE LAND USE ELEMENT

GOAL 1 IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.

Approval of these applications will improve the quality of life in the City of Gainesville by creating and expanding choice in housing, office, retail, and workplace opportunity. A percentage of the project site will be devoted to mixed land use, and the housing associated with the project will put current and future City of Gainesville within walking or bicycling distance of various neighborhood-scale nonresidential community services.

Policy 1.1.1 To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of the residents.

The proposed development is a complete community, with housing, shopping, offices, services, and other essentials of daily life of residents. Furthermore, the project will be integrated into the neighboring Finley Woods community.

Policy 1.1.2 To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

The proposed development locates housing proximate to various daily needs and activities, with the eastern portion of the project site to be developed with a mix of nonresidential, neighborhood-scale retail, office, and service uses.

Objective 1.2 Protect and promote viable transportation choices (including transit, walking and bicycling, and calmed car traffic).

Within the development, complete streets with sidewalks, landscaping, and pedestrian-scale lighting promote viable transportation choices for walking and bicycling, calmed car traffic. As RTS expands, onsite uses will also benefit from transit service.

Policy 1.2.3 The City should encourage mixed-use development, where appropriate.

The proposed development includes a mix of uses, including housing of multiple types, community-scale services, office, and retail.

Policy 1.4.3 Mixed-use developments should emphasize transit design and compatible scale, especially when facing each other on a street.

The proposed development's scale is compatible with surrounding communities, as well as within the project site.

Objective 1.5 Discourage the proliferation of urban sprawl.

Section 5 of this report demonstrates that the development made possible with these applications will not constitute urban sprawl and will not encourage the proliferation of urban sprawl.

GOAL 2 Redevelop areas within the city, as needed, in a manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl.

The project site was recently annexed. The intended plan promotes quality of life through housing variety and neighborhood-scale nonresidential opportunities; promotes transportation choice by locating housing proximate to a mix of nonresidential uses; promotes a healthy economy through the expansion of nonresidential development; and discourages sprawl by locating residential opportunities proximate to nonresidential opportunities.

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows:

Residential Low Density (RL): up to 15 units per acre
 This land use category shall allow dwellings at densities up to 15 units per acre. The Residential Low-Density land use category identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single family development, particularly the conservation of existing traditional low density neighborhoods, single-family attached and zero-lot line development, and small-scale multifamily development. Land development regulations shall determine gradations of density, specific uses and performance measures. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations; accessory units in conjunction with single-family dwellings; and bed-and-breakfast establishments within certain limitations.

The proposed RL FLU portion, implemented by the U2 Transect zoning district, is appropriate due to its surrounding development pattern and land uses, which are low density and/or intensity. This FLU designation serves as a buffer to more dense/intense uses proposed near Williston Road.

Mixed-Use Office/Residential (MOR): up to 20 units per acre
 This land use category allows residential uses and, depending on the implementing zoning district, may allow office, professional, service, and ancillary uses either as stand-alone uses or combined in a mixed-use

development format. Some non-office type uses, such as restaurants, may be allowed through a Special Use Permit process established in the Land Development Code. Structures in this category shall be oriented to the street and encourage multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 20 units per acre. Maximum building height shall be limited to 3 stories. Land development regulations shall establish the appropriate uses; design criteria; landscaping and pedestrian/vehicular access for this category. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

The proposed MOR FLU portion, which is requested to be implemented by the U4 Transect zoning district, permits the collocation of residential, office, service, and professional uses within the project site, creating a neighborhood-scale community fabric where residents can both live and have their daily needs addressed. This FLU designation serves as a transition to more dense/intense uses proposed along Williston Road.

Urban Mixed Use (UMU): up to 60 units per acre; and up to 20 additional units per acre by Special Use Permit
 This land use category allows residential, office, retail and service uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed in specified zoning districts as specially regulated by the Land Development Code. Structures in this category shall be oriented to the street and encouraged multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 60 units per acre with provisions to add up to 20 additional units per acre by Special Use permit as specified in the land development regulations. Maximum building height shall range between 4 to 5 stories, depending upon the implementing zoning district, with provisions to add up to an additional 1 to 2 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate densities, the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

The proposed UMU portion is located along Williston Road and is implemented by the U6 Transect zoning district. The development intent is to allow a mixed-use development with neighborhood-scale retail, commercial, and service offerings for both community members and for travelers on SR 121 to reduce vehicle miles traveled.

Policy 4.1.3 The City will review proposed changes to the Future Land Use Map by considering factors such as, but not limited to, the following:

1. Consistency with the Comprehensive Plan;

The proposed LsCPA is consistent with the City's Comprehensive Plan, as demonstrated in this section.

2. Compatibility and surrounding land uses;

The development proposed is compatible with the surrounding land uses. Much of the surrounding area is developed with residential uses, compatible with the planned expansion of the Finley Woods neighborhood. The proposed neighborhood-scale retail and service is located along Williston Road/SR 121 and is intended to reduce vehicle miles traveled for area residents.

3. Environmental impacts and constraints;

There are floodplains and wetlands on portions of the project site. In development plan preparation, the site will be designed to minimally impact these environmental features, in compliance with all pertinent regulations.

4. Support for urban infill and/or redevelopment;

The proposed project will support development efforts by taking currently vacant land, recently annexed into the City of Gainesville, and putting it to productive use with a variety of housing opportunities, as well as commercial, office, and service options.

5. Impacts on affordable housing;

The proposed land use classifications and zoning districts requested will increase the housing supply and diversity permitted within the City. This will help the City address market demands for housing, which has the potential to make market rate housing in the City more affordable.

6. Impacts on the transportation system;

Sufficient roadway capacity exists to facilitate the intended residential and nonresidential uses, and impacts will be mitigated in development plan review through coordination with the City and the Florida Department of Transportation (FDOT). The development will also create new local streets, connecting proposed residential development to proposed nonresidential development onsite and to SW Williston Road. The locating of dwelling units proximate to neighborhood-scale retail and service offerings will make it possible for residents to travel shorter distances to meet their daily needs, thus limiting potential transportation system impacts.

7. An analysis of the availability of facilities and services;

As demonstrated in Section 3 of this report, the impacts of development on available potable water and sanitary sewer facilities and services are within the capacity of available infrastructure. Section 3 also demonstrates that solid waste impacts can be accommodated by the City's solid waste infrastructure.

8. Need for the additional acreage in the proposed future land use category;

This application seeks to allow a mix of uses, including housing types, at a scale compatible with the surrounding area. As the City of Gainesville continues to

grow, so does the need for housing, job opportunities, and retail and service offerings. The proposed FLU classifications and associated Zoning Districts are needed to enable the implementation of a development that meets these needs.

9. Discouragement of urban sprawl as defined in Section 163.3164, F.S., and consistent with the requirements of Subsection 163.3177(6)(a)9., F.S.;

As detailed in Section 5 of this report, the intended nonresidential infill development does not constitute urban sprawl as defined in Section 163.3164, F.S. and is consistent with the standards found within Subsection 163.3177(6)(a)9., F.S.

10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy; and

The proposed development will create both temporary construction jobs and permanent jobs in the retail, service, and office spaces provided; invest capital into the area; and contribute to the strength and diversity of the City's economy by increasing the supply of job opportunities, housing diversity, and commercial offerings.

11. Need to modify land use categories and development patterns within antiquated subdivisions as defined in Section 163.3164, F.S.

The project site is not located within an antiquated subdivision as defined in Section 163.3164, F.S.

HOUSING ELEMENT

OVERALL GOAL: ENCOURAGE A SUFFICIENT SUPPLY OF ADEQUATE, DECENT, SAFE, SANITARY, HEALTHY AND AFFORDABLE RENTAL AND OWNER-OCCUPIED HOUSING FOR ALL INCOME GROUPS.

The proposed development increases the supply of adequate, decent, safe, sanitary, healthy, and affordable housing for a range of income groups, through the expansion of an established community, Finley Woods. This housing will be developed in conjunction with nonresidential development on the project site, giving residents easy access to retail, office, and service opportunities.

Objective 1.2 Provide a variety of housing types and densities for moderate-income, low-income, very low-income, and extremely low-income people.

The proposed development provides a variety of housing types, including but not limited to single family detached and cottage-style homes. The zoning districts requested in the concurrently submitted rezoning application promote housing choice by including a variety of densities and development types within the site.

Objective 1.3 The City shall allocate sufficient acreage in appropriate locations to meet the housing needs of the City's residents.

The ±280-acre site is large enough to support multiple neighborhoods at varying densities and housing types, resulting in new housing opportunities for both

current and future City residents. The potential residents have direct access to SW Williston Road (SR 121) and Archer Road (SR 24) via SW 62nd Avenue. The site is also adjacent to sufficient public infrastructure to serve the proposed uses.

GOAL 3: THE CITY, WITH THE ASSISTANCE OF PRIVATE AND NON-PROFIT ORGANIZATIONS, SHALL MAINTAIN SOUND VIABLE NEIGHBORHOODS AND REVITALIZE THOSE THAT HAVE SUFFERED DISREPAIR AND NEGLECT.

The proposed development, in part, is an expansion of Finley Woods, a sound viable neighborhood with multiple housing types.

TRANSPORTATION MOBILITY ELEMENT

OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE “YEAR 2035 LONG RANGE TRANSPORTATION PLAN” WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATIONDISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.

Objective 2.1 Create an environment that promotes transportation choices, compact development, and a livable city.

The development intent is to support both housing variety as well as nonresidential uses mixed together to reduce vehicle dependency or at minimum reduce vehicle miles traveled.

Objective 3.1 Establish land use designations and encourage development plans that reduce vehicle miles traveled and are transit supportive.

The development that will result from this request will collocate residential and nonresidential development on the same project site, within walking or biking distance to one another. This has the potential to reduce the vehicle miles traveled by residents, as they will live close to a variety of commercial, office, and service offerings.

Objective 7.1 Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles traveled.

The proposed development will be a mix of uses, with residential and nonresidential located together onsite. This can offer residents a choice of transportation mode and has the potential to reduce vehicle miles traveled, as many of their commercial, service, and office needs can be met onsite.

CONSERVATION ELEMENT

- Policy 1.1.1 The following minimum standards shall be used to protect environmentally sensitive resources identified in the Geographic Information Systems (GIS) Map Library located on the City's Planning and Development Services Department website. The Environmentally Significant Land and Resources Map Series within the Future Land Use Map Series shall be updated as annexations occur and when additional resources are identified; however, the GIS Map Library shall be the reference source for land use decisions and in applying land development regulations because it contains the most up-to-date, best available information. The City shall develop and adopt land development regulations that, at a minimum, meet the standards addressed below.
- a. Wetlands: Developments containing wetlands must avoid loss of function or degradation of wetland habitat and/or wetland hydrology as the highest priority. Where impact is unavoidable, degradation or loss of function shall be minimized, and the applicant must demonstrate that the project is clearly in the public interest. The City shall develop and implement land development regulations that at a minimum:

There are wetlands on the project site. Site design respects wetland and other sensitive environmental features with wide natural buffers and considerate land use allocations. During the development plan process, environmental features will be documented and avoided to the maximum extent practicable. All City land development regulations will be adhered to in development.

5. URBAN SPRAWL ANALYSIS

The approval of this LsCPA does not constitute urban sprawl. As defined in Florida Statutes, “urban sprawl” means “a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses” (§ 163.3164(51)).

The thirteen (13) indicators of urban sprawl are formally identified in Chapter 163.3177(6)(a)9.a, Florida Statutes, which states:

“The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality...”

As demonstrated by the following analysis, the proposed LsCPA does not trigger any urban sprawl indicators, and adoption of this application will discourage the proliferation of urban sprawl within the City of Gainesville and Alachua County. All indicators are shown in normal font, while consistency statements are provided in **bold font**.

1. Promotes, allows or designates for substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

The development made possible by the requested Future Land Use Classifications will allow a mix of uses within one project site, with a range of densities and intensities compatible with the surrounding existing communities.

2. Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

The project site is located at the edge of the City of Gainesville, in close proximity to existing urbanized areas. The development is a continuation of an existing community, the Finley Woods neighborhood. Due to the project site’s immediate proximity to the currently-developed community and frontage along a major arterial roadway, it is not leaping over undeveloped land.

3. Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

The proposed development will not be done in a radial, strip, isolated, or ribbon pattern, but will instead be a comprehensive neighborhood, offering housing and commercial opportunity in a community-scale fabric.

4. Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

There is a limited wetlands and floodplains onsite. These will be adequately protected and conserved to the maximum extent practicable in development.

5. Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

Adjacent lands are either single-family residential or undeveloped. The undeveloped portions are in unincorporated Alachua County, which are protected with County growth management regulations. Onsite development is designed to respect sensitive natural features, including those adjacent to the site.

6. Fails to maximize use of existing public facilities and services.

In development, onsite uses will utilize existing public facilities and services. The project site is located in the service area of Gainesville Regional Utilities for potable water and sanitary sewer, and the Clay Electric service area for electricity.

7. Fails to maximize use of future public facilities and services.

Proposed onsite uses shall maximize the use of future public facilities and services as they become available.

8. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

The development will, in part, expand upon the existing Finley Woods neighborhood. Because this neighborhood continuation is immediately proximate to the existing neighborhood, as well as existing surrounding developments, this will not result in a disproportion increase in cost in time, money, or energy of public services and facilities.

9. Fails to provide a clear separation between rural and urban uses.

Undeveloped lands adjacent to the subject property are protected by the Alachua County growth management boundary, which establishes a clear separation between rural and urban uses.

10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

The requested land use change encourages infill development and will enable the infill development of over 280 acres of land in the City currently sitting vacant.

11. Fails to encourage a functional mix of uses.

The requested land use changes encourages a functional mix of uses. These Future Land Use classifications allow a wide variety of housing types and nonresidential uses.

12. Results in poor accessibility among linked or related land uses.

The project site fronts SW Williston Road / SR 121, which will give residents and

patrons high accessibility to the City and County road network. Local streets will also be created in development, resulting in adequate internal accessibility between residential and nonresidential uses.

13. Results in the loss of significant amounts of functional open space.

The project site is currently not being utilized as functional open space, and is instead vacant land. Thus, development of the site will not result in the loss of significant amounts of functional open space.

In addition to the thirteen (13) indicators of urban sprawl, Florida Statutes section 163.3177(6)(a)9.b identifies eight (8) development pattern or urban form criteria. If four (4) or more of those criteria are met, the presumption is that the amendment discourages urban sprawl. The proposed amendment and corresponding development are found to meet the following four (4) criteria as identified in §163.3177(6)(a)9.b.(I), (II), (III), and (VII).

1. Sec. (163.3177(6)(a)9.b(I)): Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

This land development is directed to a geographic area that is a growing part of the community. While there are wetlands and floodplains onsite, adverse impacts will be mitigated to the maximum extent practicable. The site is suitable for development, based both on its geographic location as well as support public infrastructure able to serve the site. Onsite development will serve City of Gainesville's growing population, which is likely to continue in the years to come, without degradation of local natural resources and ecosystems.

2. Sec. (163.3177(6)(a)9.b(II)): Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

The project site is located within the Alachua County Urban Cluster, immediately adjacent to existing development. Thus, any necessary extension of public infrastructure and services will be possible in an efficient, cost-effective manner.

3. Sec. (163.3177(6)(a)9.b(III)): Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

The proposed development will collocate a mix of residential and nonresidential uses onsite. The residential uses will be provided in a range of housing type and density. The nonresidential uses will be at an intensity appropriate for neighborhood-scale utilization. The collocation of these uses onsite will make multiple transportation modes feasible to residents.

4. Sec. (163.3177(6)(a)9.b(VII)): Creates a balance of uses based upon demands of the residential population for the nonresidential needs of an area.

The entitlements granted to the land by the requested land use change and associated rezoning will make possible a functional balance of residential and nonresidential uses onsite. In development, the nonresidential needs of the

residential population will be addressed onsite with neighborhood-scale retail and service opportunities. Furthermore, as demands and needs evolve over time, the Future Land Use classifications and zoning districts granted with these applications will enable flexibility in development, due to their wide range of permitted uses.