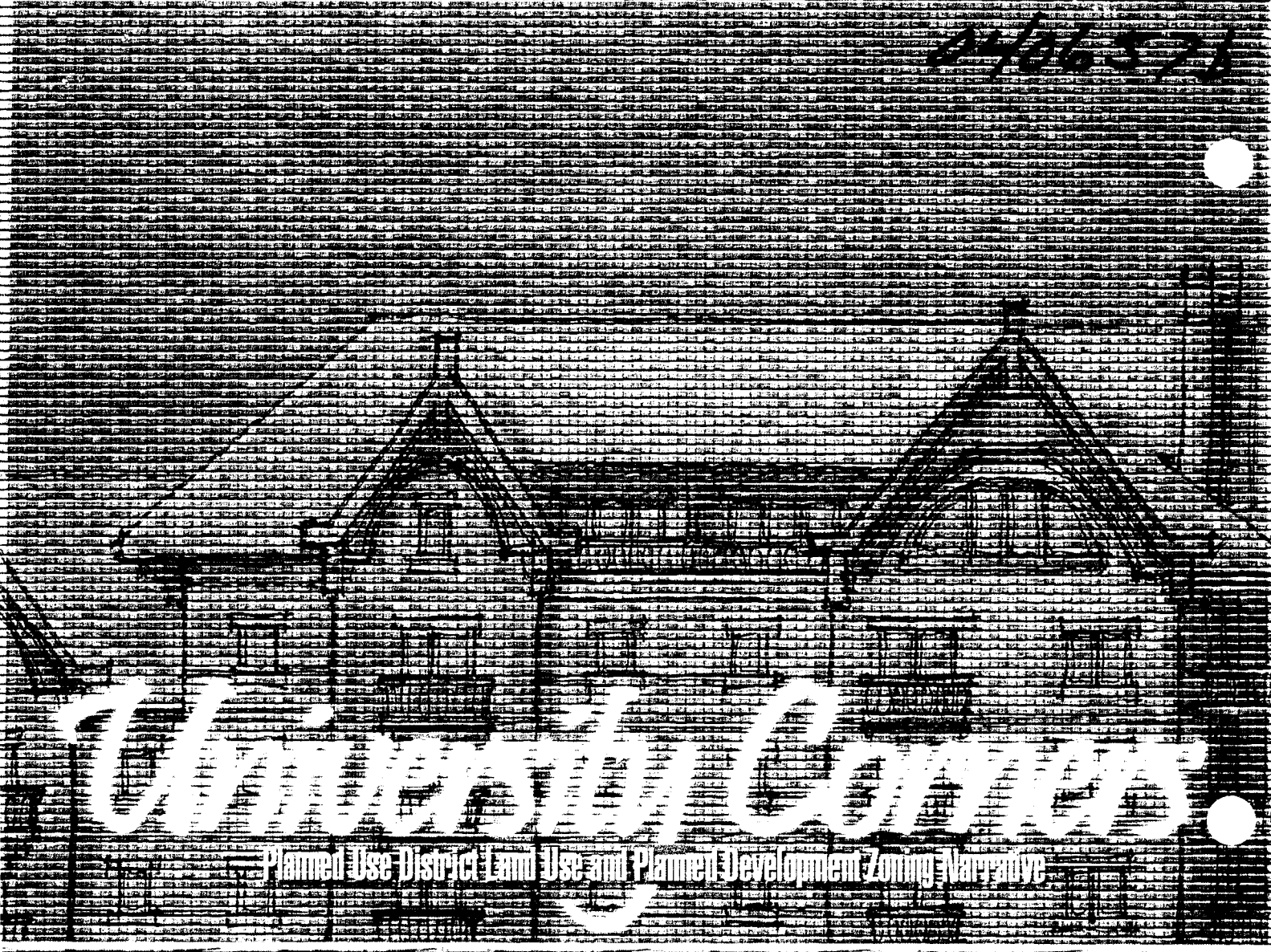


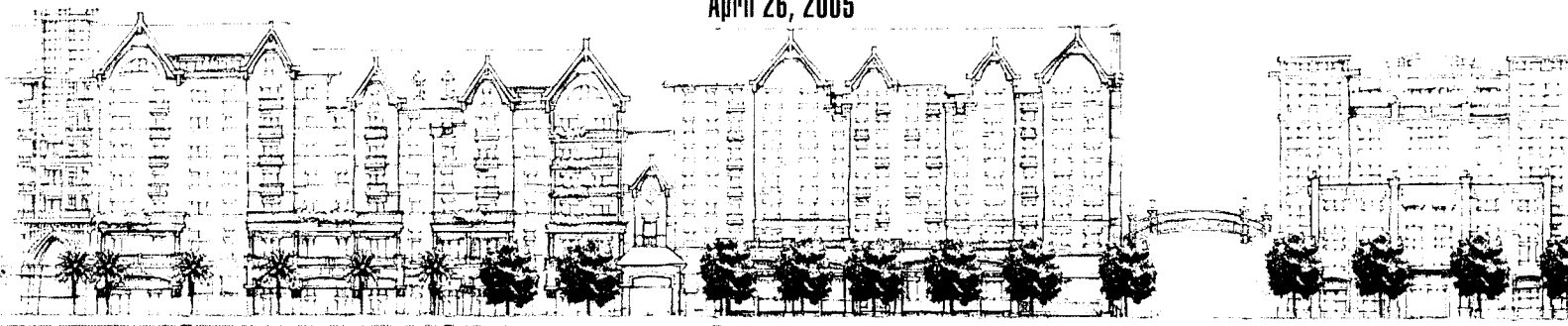
10/10/05



# University Center

Planned Use District Land Use and Planned Development Zoning Narrative

April 26, 2005



ARCHITECTS ARCHITECTS

AS ASSOCIATED BY

Jay Barley, PE, AICP



13215 NE 25th Road, Suite 101, Ocala, FL 34471



EXHIBIT "B"



**I. Background**

The subject parcel consists of a three-block area whose south boundary is defined by West University Avenue, the north side by NW 3<sup>rd</sup> Avenue, the easterly boundary is NW 13<sup>th</sup> Street and the westerly boundary is NW 14<sup>th</sup> Street. The parcel contains approximately 4.409 acres of land. This acreage includes the 1<sup>st</sup> Avenue right-of-way and 2<sup>nd</sup> Avenue right-of-way for which a concurrent application for right-of-way vacation has been filed. The site is presently developed with approximately 63,420 sq. ft. of retail/office uses and a church, which occupies approximately 20,470 sq. ft.

Surrounding uses include the University of Florida Campus located to the south of the site and other uses are as follows:

*North:*

- a) Land Use Category – MU-L (Mixed Use Low – 8 to 30 units/acre) and MU-R (Mixed Use Residential, up to 75 units/acre).
- b) Zoning – MU-1 (Mixed Use Low Intensity District – 8 to 30 units/acre) and RMU (Residential Mixed Use, up to 75 units/acre).
- c) Existing Use – Residential and Commercial
- d) Special Area Plan – College Park Type I Construction (Storefront/Office/Apartment) and Type II (Apartment/House)

*South:*

- a) Land Use Category – Education
- b) Zoning – ED, Education
- c) Existing Use – University of Florida Campus
- d) Special Area Plan – Not Included

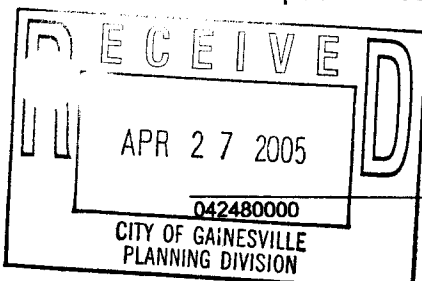
*East:*

- a) Land Use Category – C (Commercial) and MU-L (Mixed Use Low – 8 to 30 units/acre)
- b) Zoning – MU-1 (Mixed Use Low Intensity District – 8 to 30 units/acre) and BT (Business Tourist).
- c) Existing Use – Commercial, McDonald’s restaurant, and Holiday Inn Hotel.
- d) Special Area Plan – University Heights: Commercial and Mixed Use 10-30 units/acre

*West:*

- a) Land Use Category – MU-L (Mixed Use Low – 8 to 30 units/acre) and MU-R (Mixed Use Residential, up to 75 units/acre).
- b) Zoning – MU-1 (Mixed Use Low Intensity District – 8 to 30 units/acre) and RMU (Residential Mixed Use, up to 75 units/acre).
- c) Existing Use – Residential and Commercial
- d) Special Area Plan – College Park Type IV Construction (Civic) and Type II (Apartment House)

The subject property is currently located within the MU-1 (Mixed Use Low Intensity District – 8 to 30 units/acre) and RMU (Residential Mixed Use, up to 75 units/acre) zoning districts and has a Future Land Use designation of MU-L (Mixed Use Low – 8 to 30 units/acre) and MU-R (Mixed Use Residential, up to 75 units/acre). The property is also located within the College Park Special Area Plan.





## **II. Intent of the Project/Nature of Request**

The subject property will be redeveloped into a mixed-use project that will include storefront retail, offices, hotel, condominium uses, and a place of religious assembly. In order to achieve the development as proposed, the property will be required to rezone to Planned Development (PD).

This proposed change complies with the District's intent to encourage revitalization and redevelopment of the College Park neighborhood. However, the Special Area Plan regulations also require any proposed new convenience-type retail and professional and consumer services maintain the scale, character and integrity of the neighborhood.

The proposed amendment will accomplish this. The request is for taller structures (eight stories rather than five) within three or more mixed-use buildings. The proposed change to this property will allow it to be redeveloped as an intensive mixed-use urban development that will provide retail and personal services for the existing and future neighborhood residents as well as for the University of Florida students and staff. This will assist in reducing the dependency on the use of the automobile as a primary mode of transportation by encouraging transit, bicycle and pedestrian modes of transportation by maximizing non-vehicular oriented development within University Corners, located at the prime intersection of 13<sup>th</sup> Street and University Avenue. This corner is immediately adjacent to and serves the University of Florida.

The redevelopment of the three University Corners blocks will provide additional retail (including hotel staff), office, and other job opportunities as well as add much needed residential uses. In regard to the church and held properties, there is an added benefit in paying taxes on church property, which was previously exempt. In addition, to support the long-term investment required to redevelop the property, sales tax will be generated by a variety of retail shops along with the creation of additional employment opportunities by the retail, office, hotel and residential uses.

### **Allowable Uses in the Planned Development**

The following is a list of uses to be allowed by right in the Planned Development:

- 1) Neighborhood Scale Retail.
- 2) Restaurants (sit down, deli, and fast food), excluding drive through.
- 3) Hotel.
- 4) Residential multi-family and condominium units.
- 5) Offices.
- 6) Any accessory uses customarily and clearly incidental to any permitted principle use.
- 7) Compound uses.
- 8) Eating Places.
- 9) Outdoor café as defined in Article II and in accordance with Article VI.
- 10) Places of religious assembly in accordance with Article VI.
- 11) Veterinary services, only in enclosed buildings and in accordance with Article VI.
- 12) Printing, publishing and allied industries.
- 13) US Postal Service.
- 14) Arrangement of passenger transportation. Offices only, with no operation of passenger tours from the site.



- 15) Communications. Accessory transmission, retransmission and microwave facilities that are attached to the building structure itself.
- 16) General merchandise stores.
- 17) Food stores. Accessory gasoline and alternative fuel pumps prohibited.
- 18) Auto and home supply stores.
- 19) Apparel and accessory stores.
- 20) Home furniture, furnishing and equipment stores.
- 21) Miscellaneous retail. Direct selling establishments with inside storage, display and sale, and outdoor kiosks inside the plazas only.
- 22) Finance, insurance and real estate, excluding drive through.
- 23) Personal services. Excluding funeral services and crematories in accordance with Article VI.
- 24) Business services. Excluding outdoor advertising services, disinfecting and pest control services, heavy construction equipment rental and leasing, and equipment rental and leasing, not elsewhere classified.
- 25) Automobile parking.
- 26) Miscellaneous repair services. Excluding vehicular repair shops and related services, and including repair services for household needs as defined in Article II.
- 27) Motion pictures. Excluding drive-in theaters and outdoor filming facilities.
- 28) Amusement and recreation services. Only within enclosed structures, and excluding go-cart rental and raceway operations and also excluding commercial sports.
- 29) Health services.
- 30) Legal services.
- 31) Educational services.
- 32) Social services. Including day care as defined in article II and in accordance with Article VI, excluding rehabilitation centers, halfway houses, social service homes, and residences for destitute people as defined in Article II.
- 33) Art galleries.
- 34) Membership organizations. See also definition of places of religious assembly and in accordance with Article VI.
- 35) Engineering, accounting, research, management and related services. Excluding testing laboratories, and facility support management services.
- 36) Public administration.
- 37) Alcoholic beverage establishments, in accordance with the conditions and requirements of Article VI of the Land Development Code.

### **Statistical Information**

Total Acreage of Site: *4.409 acres including the area of land currently designated as public right of way for NW 1<sup>st</sup> Avenue and NW 2<sup>nd</sup> Avenue.*

Maximum Building Coverage: *75% of site area, approximately 3.31 acres or 144,040 sq. ft.*

Maximum Impervious Ground Coverage: *98% of site area. The pervious ground area will be inclusive of planters, tree grate areas and other areas not classified as hardscape regardless of any underground structures for parking or foundations, or the building level of the pervious area.*



Maximum number of dwelling units and residential density: 400 total units inclusive of all residential – currently proposed 215 condo/hotel units and 125 condominium units (maximum density allowed is 90 dwelling units per acre counting the hotel rooms as residential units). The condominium units are normal housing units to be purchased for sale under the laws of a condominium. The condo/hotel units are designed to be flexible in the manner of purchase or lease. The condo/hotel units may be sold as simple condominium units, owned and operated as a hotel, or purchased as a condo and managed by a hotel type organization. Units owned or managed by a hotel are typically managed as part of the hotel and rented out to the public. The owner of a condo/hotel unit has the option to remove their unit from the rental option.

Land uses by type and size (gross floor area): A maximum Floor Area Ratio of 5.9 is proposed. The total proposed area of all lease-able uses is approximately 1,126,500 sq. ft. including retail, restaurants, office, professional service, place of religious assembly, residential, hotel, and parking structure to be proposed in a fully integrated mixed use pedestrian oriented development. The commercial development includes restaurants, retail, office, and professional service. The condo/hotel and condominium units are all included in the residential density calculation and the condo/hotel units are not included in the Commercial use areas in the table.

Areas of land devoted to usable open space: Approximately 1.5 acres in roof top pool or other private recreational needs, including street level arcades, open air seating, courtyards and other open space amenities.

**Maximum areas of each use:**

Phase	Type	Square Footage	Acreage	FAR
1	Commercial	237,500	5.45	1.24
1	Residential	410,000	9.41	2.13
1	Place of religious Assembly	29,000	0.67	0.15
1	Parking Structure	450,000	10.33	2.34
<b>Total:</b>		<b>1,126,500</b>	<b>25.86</b>	<b>5.9 (rounded)</b>

**DRI ANALYSIS**  
UNIVERSITY CORNERS

Total Site Area (SF): 192,956 (4.409 Acres)

4/26/2006

**Building Summary:**

	Parking	Retail/Rest	Meeting Rooms	Office	Residential DU	Lobby/Condo/Hotel	Place of Rel. Assembly	Garage	Total
Spaces	1,500								1,500
Units					125	215			340
Total Gross SF		140,000	2,500	85,000	280,000	150,000	29,000	450,000	1,126,500

**DRI Threshold Requirements:**

	Office Development	Retail/Service Development	Residential DU	Lobby/Condo/Hotel
Units			125	215
Total Gross SF	87,500	140,000	260,000	150,000

<b>DRI Threshold</b>	300,000	400,000	1,000	350
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<b>Percentage Threshold</b>	32.5%	35.0%	12.5%	61.4%
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<b>Total Percentage:</b>	<b>141.4%</b>			
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<b>Total Allowable Percentage:</b>	<b>160.0%</b>			
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The total percentage does not exceed the total allowable percentage therefore, the project does not exceed the DRI threshold.



### **III. Compliance with Section 30-216, Requirements and Evaluation of Planned Developments**

#### **A. Conformance with PD Objectives**

The project will be consistent with the objectives of the planned development zoning district as it will promote an integration of residential and non-residential uses via innovative design techniques including buildings oriented toward the streets, maximum pedestrian interconnectivity, and a variety of housing types.

#### **B. Conformance with the Comprehensive Plan**

The project will be consistent with the City's Comprehensive Plan. A few of the more applicable policies with appropriate comment are discussed below:

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.

*Response:* The proposal is for three or more multi-storied structures with residential uses on the upper floors and neighborhood retail, restaurants, office, professional service, place of religious assembly, etc on the lower floors in a fully integrated mixed use pedestrian oriented development providing housing, jobs, daily needs and other activities within easy walking distance.

Policy 1.2.4 The City should reduce or eliminate minimum parking requirements, where appropriate.

*Response:* The project proposes only a reasonable number of parking spaces necessary for the desired uses in an enclosed underground structure, and an above ground structure with liner buildings and façade treatments.

Policy 1.2.5 The City should encourage creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.

*Response:* The project is envisioned to be Gainesville's newest neighborhood (activity) center. Several arcades and other short-cuts for pedestrians and bicyclists are proposed to create easy walking and bicycling connections between neighborhoods.

Policy 1.2.6 The City should encourage or require buildings to put "eyes on the street" with front facade windows and doors.

*Response:* The project will have multiple doors and windows on the first floor to ensure eyes-on-the-street, including outdoor cafes, seating and multiple entrances.

Policy 1.2.7 The City should strive, incrementally, and when the opportunity arises street by street – to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a



neighborhood and between neighborhoods – knitting neighborhoods together and not forming barriers between them. Dead ends and cul-de-sacs should be avoided or minimized. Multiple streets and sidewalks should connect into and out of a neighborhood.

*Response: As one of Gainesville's newest neighborhood (activity) centers, the arcades and other short-cuts for pedestrians and bicyclists are designed to create easy walking and bicycling connections between the adjacent neighborhoods and the proposed uses. The traffic circulation is improved with the street modifications and pedestrians are provided their own circulation space.*

Policy 1.2.9 The City shall require, on long block faces (480 or more feet), the provision of intermediate connections in the pedestrian network. For example, direct walkway and bicycle routes to schools should be provided.

*Response: The project is proposing to close NW 1<sup>st</sup> Avenue to vehicular traffic and transform it into a pedestrian thoroughfare as an arcade and short-cut for pedestrians and bicyclists to create easy walking and bicycling connections between neighborhoods. There is also a north/south corridor that connects NW 2<sup>nd</sup> Avenue to University Avenue.*

Policy 1.2.10 The City should amend the land development code to require that multiple-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.

*Response: The project entrances are oriented to provide entrances on both University Avenue and 13<sup>th</sup> Street where practical.*

Policy 1.3.3 Centers should, to the extent feasible, contain a range of mixed-use land types – preferably within a one-quarter mile area – including such uses as neighborhood-scaled retail, office, recreation, civic, school, day care, places of assembly and medical uses. The uses are compact and vertically and horizontally mixed.

*Response: The property will be redeveloped into a mixed-use project that vertically integrates storefront retail and office development with civic, multi-family and other residential uses.*

Objective 1.4 Adopt land development regulations that promote mixed-use development within the city.

*Response: The PD regulations for the property are designed to promote redevelopment into a mixed-use project that vertically integrates storefront retail and office development with multi-family and other residential uses.*

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



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*Response: The PD regulations for the property are designed to promote redevelopment into a mixed-use project that vertically integrates storefront retail and office development with multi-family and other residential uses.*

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



*Response: University Corners is immediately adjacent to and is expected to serve the University of Florida students and staff. By its design, the proposed project will rely heavily on non-vehicular oriented traffic. The property will be accessible by mass transit routes Nos. 5, 8, 10 and 43 that pass the south block on NW 13<sup>th</sup> Street and West University Avenue. Route 8 has a transit stop near the middle of the property, at Gator Plaza, on NW 13<sup>th</sup> Street, and Route 10 stops at the Holiday Inn across from the Gator Plaza on NW 13<sup>th</sup> Street. One of the benefits for the redevelopment of the property is to provide urban services that are expected to encourage additional mass transit use. The existing RTS mass transit routes are underutilized and will be able to accommodate additional users.*

Policy 1.4.4 In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drive-throughs, warehouses, plasma centers, and street-level parking lots.

*Response: The project is envisioned to be Gainesville's newest neighborhood (activity) center. The proposed uses encourage pedestrian activity with a variety of goods and services in a central location. Pedestrians and bicyclists enjoy easy walking and bicycling connections between neighborhoods. No automotive or other undesirable uses such as car washes, motels, storage facilities, auto dealerships, automotive drive-throughs, warehouses, plasma centers, and street-level parking lots are proposed. Underground parking and a parking structure are proposed.*

Objective 1.5 Discourage sprawling, low-density dispersal of the urban population.

*Response: When completed, University Corners will be one of the most concentrated urban developments in the City.*

Policy 1.5.4 When city wide public improvements are planned, the City should prioritize core areas for the first enhancements, as appropriate – be they sidewalks, street repaving, under grounding utilities, street lights, and public parks.

*Response: Although the University Corners area qualifies as a prioritized area, no specific public improvements are being sought at this time. As part of the project the sidewalks both internally and along street frontage will be upgraded to better accommodate the pedestrian uses and to substantially improve the pedestrian scale along roadways. The local roadways will be updated and resurfaced as needed during construction and the remaining above ground utilities will be placed underground.*

Objective 2.1 Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.

*Response: The project promotes compact, vibrant urbanism, discourages urban sprawl, and fosters a compact pedestrian and transit oriented development patterns that maximizes non-automotive transportation choices by increasing the*



*density and mixture of uses and increasing the vertical element as much as practical.*

Policy 2.1.1.d The City should encourage retail and office development to be placed close to the street sidewalk.

*Response: The project provides for retail and office uses within the first three floors of each structure with immediate easy access to pedestrians on the street. The building frontage is designed as close to the streets as practical to accommodate wider sidewalks and as allowed by the maximum right-of-way encroachments.*

Policy 2.1.2 The City's Future Land Use Plan should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multi-family residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the medical complex east of campus (rather than at the urban fringe), but outside of single-family neighborhoods.

*Response: The mixed-use project is immediately adjacent to the university and outside of any single-family neighborhoods.*

Objective 4.1 The City shall establish land use designations that allow sufficient acreage for residential, commercial, mixed use, office, professional uses and industrial uses at appropriate locations to meet the needs of the projected population and which 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.

*Response: Through the proposed PUD plan designation and companion PD zoning, the project will provide residential, commercial, mixed use, office, and professional uses at an appropriate location directly across the street from the University meeting the needs of the projected population. The project is unique, innovative, and carefully construed and in keeping with the surrounding character.*

**C. Concurrency**

The site is located within Zone A of the Transportation Concurrency Exception area. All development within the project shall meet or exceed the standards set in the Concurrency Management Element.

**D. Internal Compatibility**

The proposed land uses that comprise the PD are compatible with all other proposed uses; none have any undue adverse impact on any neighboring use. Arcades that bisect the proposed buildings maximize pedestrian ways and circulation. The proposed parking structure controls motor vehicle circulation, and separates and buffers the parking areas. Vertical accessibility is provided from the underground and above ground parking structure via elevators and stairways to the proposed uses and pedestrian areas, including access controls to privately owned areas for additional security. Besides the signature architecture, which



serves as a focal point and vista, the wide sidewalks provide open spaces, plazas, passive recreational areas and common areas.

**E. External Compatibility**

The project is substantially compatible externally with existing and planned uses of properties surrounding the PD. The proposed parking structure is marginally compatible with the residential mixed use to the northwest of the project. This condition is mitigated with the architectural character of the building facades, planters, wider sidewalks, and landscaping between the uses. The project is bound to the north and west by property that allows up to 75 units/acre and the proposed project site allows up to 90 units/acre.

**F. Intensity of development**

The residential density and intensity of the uses in the PD are compatible with the physical characteristics of the surrounding lands, and they shall comply with the policies and density limitations set forth in the comprehensive plan. Within the maximum limitation of the comprehensive plan, the permitted residential density and intensity of use in a PD may be adjusted upward or downward in consideration of the following factors: the availability and location of public utility services and facilities; the trip capture rate of development; and the degree of internal and external connectedness of streets.

**G. Usable Open Space, Plazas, and Recreation Areas**

Because of the proximity to already available public recreational uses and the intensive development on site, no public recreational areas are proposed. However, the open arcades and public areas will be enjoyed by the public. There will be approximately 1.5 acres of pedestrian open areas including many hardscape open spaces and plazas in keeping with the policies of the comprehensive plan. It is expected that private recreational opportunities will be provided for hotel and condominium residents. As indicated with the attached renditions, the project enhances neighborhood design, and has a compatible and cooperative relationship between adjoining land uses.

**H. Environmental Constraints**

The subject property is suitable for the mixed uses proposed in the PD without hazards to persons either on or off-site. The soil, groundwater level, drainage and topography are appropriate to the type, pattern and intensity of the intended development. The site is currently developed as a densely impervious commercial area.

**I. External Transportation Access**

The PD is located on the corner of two major arterials; NW 13<sup>th</sup> Street to the east and University Avenue to the south and is bound by NW 14<sup>th</sup> Street to the west and NW 3<sup>rd</sup> Avenue to the north. Vehicle, pedestrian, and bicycle access will meet or exceed all standards set forth in the LDC, Article IX and Chapter 23. Direct vehicle ingress/egress to the parking structure is provided on NW 14<sup>th</sup> Street just south of SW 2<sup>nd</sup> Avenue and on the south side of the parking structure along NW 2<sup>nd</sup> Avenue. An east/west vehicular use corridor between the 2<sup>nd</sup> and 3<sup>rd</sup> blocks of the project (NW 2<sup>nd</sup> Avenue) provides access to the hotel lobby entrance and circulation between the parking structure entrances. There are no vehicular



access points to the parking structure directly from University Avenue or NW 13<sup>th</sup> Street. The underground parking structure is internally connected to the above ground parking structure to provide the necessary circulation for convenient parking on site. Pedestrian access to the site is provided in strategic locations to invite the public into the project and the internal plaza areas. Two main corridors are provided on University Avenue for pedestrians approaching from the east or west. The northwest corner of University Avenue and NW 13<sup>th</sup> Street is the major focal point of the intersection. Pedestrian access is also provided from NW 13<sup>th</sup> Street in the approximate location of NW 1<sup>st</sup> Avenue, which will be abandoned and restricted for pedestrian use. Pedestrian corridors are also provided along NW 2<sup>nd</sup> Avenue to provide convenient walking from the hotel lobby and access to the commercial uses along NW 2<sup>nd</sup> Avenue. Bicycle parking is provided throughout the project along University Avenue, NW 13<sup>th</sup> Street, and dedicated areas around the project. The project provides approximately double the minimum code requirement for bicycle parking. A significant portion of traffic through this site is expected to be pedestrian and bicycle oriented.

**J. Internal Transportation Access**

Full pedestrian interconnectivity will be provided between all components of the project and public right-of-ways. Each permitted use will have access to NW 13<sup>th</sup> Street and/or University Avenue directly or via a pedestrian way, private common area or private road. The minimum internal sidewalk width is 5-feet integrated with outdoor café seating and pedestrian use areas. Vertical accessibility to the underground and above ground parking structures is provided via stairways and elevators in multiple locations. Convenient pedestrian circulation is one of the design constraints to be considered in the internal corridor design.

**K. Provision for a Range of Transportation Choices**

University Corners is immediately adjacent to and is expected to serve the University of Florida students and staff. By its design, the proposed project limits automobile traffic and will rely primarily on non-single-occupant vehicles. The property will be accessible by mass transit routes Nos. 5, 8, 10 and 43 that pass the south block on NW 13<sup>th</sup> Street and West University Avenue. Route 8 has a transit stop at the middle block of the property, Gator Plaza, on NW 13<sup>th</sup> Street, and Route 10 stops at the Holiday Inn across from the Gator Plaza on NW 13<sup>th</sup> Street. One of the benefits for the redevelopment of the property is to provide urban services that are expected to encourage additional mass transit use. The existing RTS mass transit routes are underutilized and will be able to accommodate additional users. Pending approval by RTS and Public Works, a bus bay is proposed on NW 13<sup>th</sup> Avenue in the general area of NW 1<sup>st</sup> Avenue that will be vacated. This location is central to the internal pedestrian corridors and is consistent with the existing bus stop location. The proposed development will provide shelter for waiting transit riders via building overhangs and covered pedestrian areas.

Bicycle parking is provided at various locations internal to the development and along the perimeter of the development. This is designed to encourage bicycle use over vehicular uses. Approximately 200 bicycle parking spaces are proposed, which is approximately 20% of the proposed vehicular parking and double the normal City requirement for the anticipated uses.



Site parking is proposed in an underground parking structure up to two levels below grade and up to eight levels above grade. The top level of the parking structure is open to the sky, thereby creating the character of a seven story structure to help mitigate compatibility with adjacent uses. A maximum of 1,500 parking spaces are provided for the project. This is consistent with the number of parking spaces normally required for the types of uses in the development.

**IV. Stormwater Management Concept Plan**

Stormwater management will be addressed by participating in the Tumblin Creek Master Stormwater facility. Detailed engineering calculations will be provided as part of the Development Plan approval process.

**V. Redevelopment Schedule / Phasing**

Redevelopment of the site will take place in one phase and is expected to commence as quickly as reasonably practical after approval of the land use designation and PD Ordinance and approval of the site plan. The existing businesses in Gator Plaza may remain open for business during redevelopment of the site, which would require that building to be demolished last. The PD Zoning Ordinance must be adopted by the City Commission within 18 months of approval of the land use designation. A building permit must be issued within two years of adoption of the PD Zoning Ordinance or a one year extension may be requested in writing from the City Commission prior to the expiration of the three year period. The PD shall be completed within 5 years from the issuance of the building permit. The City Commission may grant an extension to the completion requirement upon good cause shown. Any extension request must be filed with the City at least six months prior to the expiration date.

**VI. Signage**

Signage shall comply with the College Park Special Area Plan requirements, as may be amended from time to time.

**VII. Enumeration of Differences between Current Zoning District and PD**

The current zoning, MU-1 (Mixed Use Low Intensity District – 8 to 30 units/acre) and RMU (Residential Mixed Use, up to 75 units/acre), is designed to permit a mixture of residential, convenience-type retail, professional and consumer service uses. The current district is intended to encourage pedestrian access and reduce vehicular trips by providing for basic needs within close proximity to residential areas. The proposed Planned Development is in keeping with the intent and purpose of the current zoning designation in that the project will provide a mix of uses including multi-family residential and office and retail uses designed to serve area residents. With regard to proposed uses, the project will be consistent with the uses currently permitted by the MU-1 and RMU zoning districts with the exception that we are requesting that hotel uses be permitted by right rather than as a special use.



Below is listing of site development differences between the current zoning district and the proposed planned development:

	<b>Current Zoning</b>	<b>Planned Development</b>
Maximum Permitted Density	MU-1 (Mixed Use Low Intensity District – 8 to 30 units/acre) and RMU (Residential Mixed Use, up to 75 units/acre)	90 units per acre
Maximum Building Height	Five Stories – 65-feet max.	Eight Stories – 95-feet max. *
Allowed Uses	Hotels with Special Use	Allowed by right

\* The 95-foot maximum building height is measured to the top plate of the highest point of the roof structure including lofts, as applicable. This does not include other steeples or parapets included for architectural accents or civic uses.

**VIII. Enumeration of Differences between Current Land Use and PUD**

	<b>Current Land Use</b>	<b>Planned Use District</b>
Maximum Permitted Density	MU-L (Mixed Use Low – 8 to 30 units/acre) and MU-R (Mixed Use Residential, up to 75 units/acre)	90 units per acre
Maximum Building Height	Five Stories – 65-feet max.	Eight Stories – 95-feet max. *

\* See the building height description in the zoning paragraph above.

## **EXHIBIT "C"**

(Due to bulk and size, Exhibit "C" is not attached, but is on file in the Department of Community Development.)