

Exhibit B-2 Existing Land Use

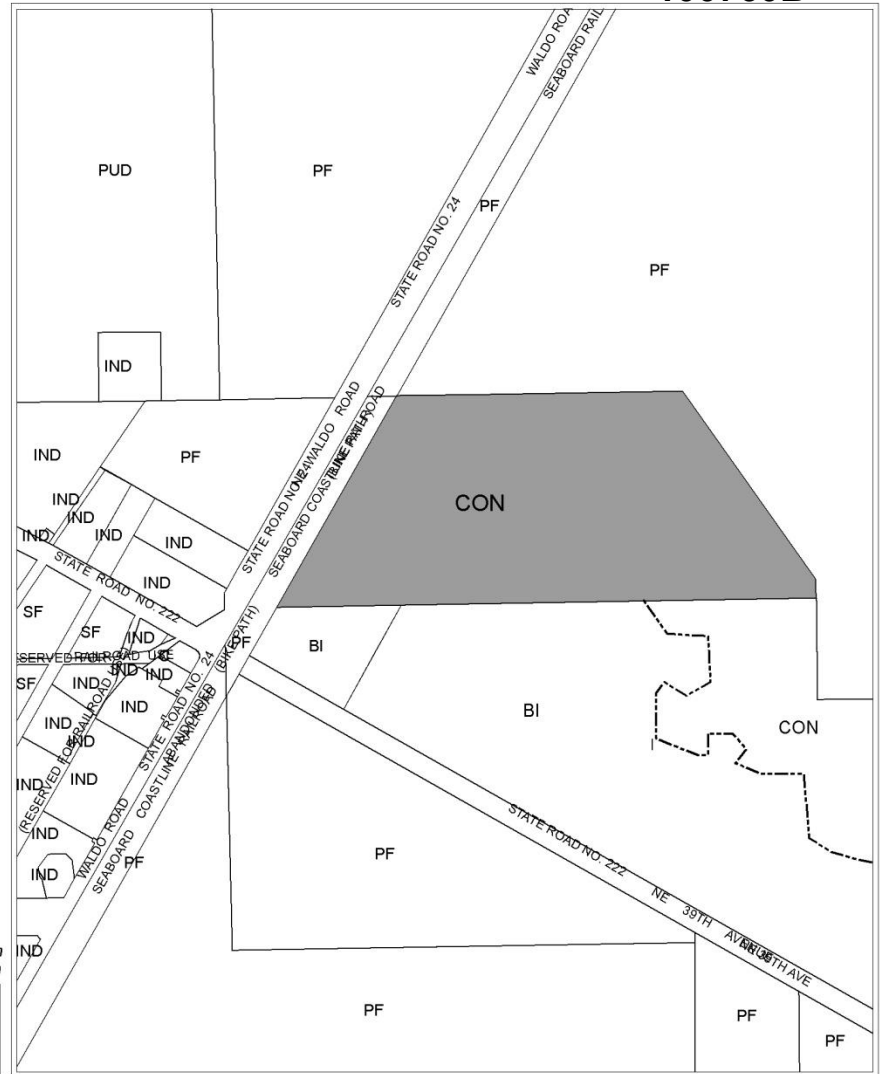
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Land Use Designations

- SF Single Family (up to 8 du/acre)
- RL Residential Low Density (up to 12 du/acre)
- RM Residential Medium Density (8-30 du/acre)
- RH Residential High Density (8-100 du/acre)
- MUR Mixed Use Residential (up to 75 du/acre)
- MUL Mixed Use Low Intensity (8-30 du/acre)
- MUM Mixed Use Medium Intensity (12-30 du/acre)
- MUH Mixed Use High Intensity (up to 150 du/acre)
- UMU1 Urban Mixed Use 1 (up to 75 du/acre)
- UMU2 Urban Mixed Use 2 (up to 100 du/acre)
- O Office
- C Commercial
- IND Industrial
- E Education
- REC Recreation
- CON Conservation
- AGR Agriculture
- PF Public Facilities
- PUD Planned Use District

- Division line between two land use districts
- City Limits

Area
under petition
consideration



EXISTING LAND USE

 No Scale	Name	Petition Request	Map(s)	Petition Number
	Eng, Denman & Associates, agent for the City of Gainesville	Change FLUM from CON to BI.	3556	PB-11-12 LUC

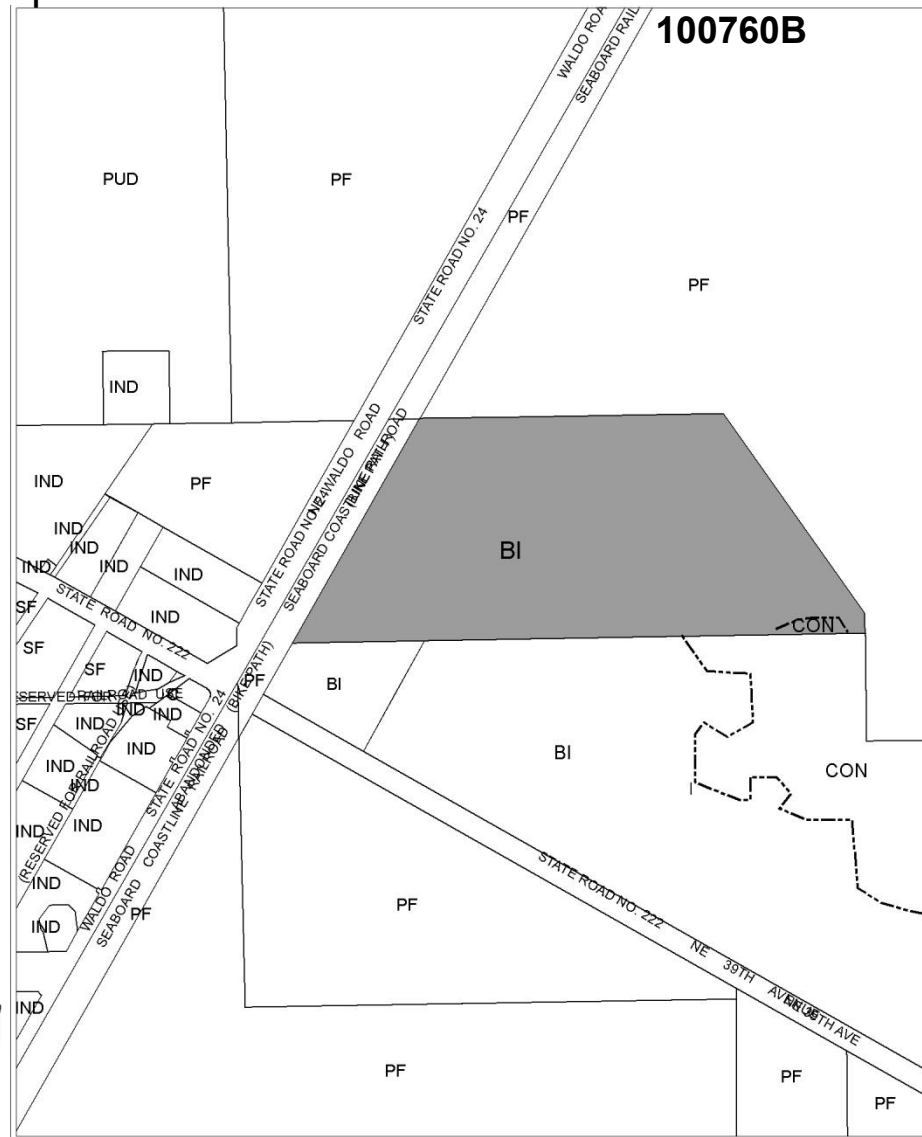
Exhibit B-3 Proposed Land Use

Land Use Designations

- SF Single Family (up to 8 du/acre)
- RL Residential Low Density (up to 12 du/acre)
- RM Residential Medium Density (8-30 du/acre)
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Area under petition consideration



PROPOSED LAND USE

	Name	Petition Request	Map(s)	Petition Number
<p>No Scale</p>	Eng, Denman & Associates, agent for the City of Gainesville	Change FLUM from CON to BI.	3556	PB-11-12 LUC

Background

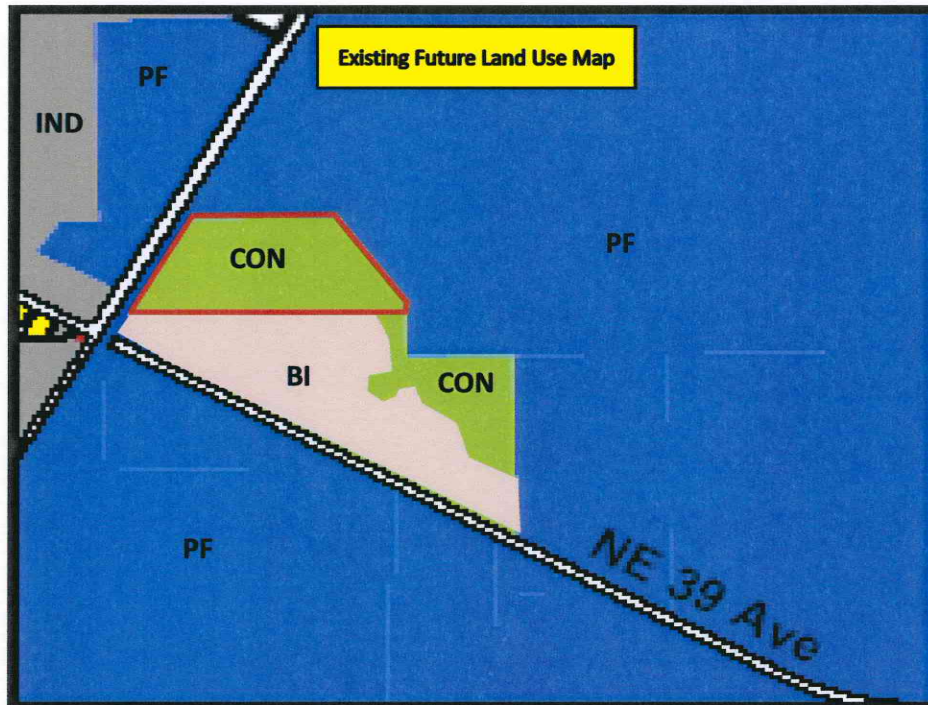
In 2010, the Gainesville-Alachua County Regional Airport Authority directed Eng, Denman & Associates to prepare a Master Planning Report that examined the existing site conditions and future development potential of properties associated with the Gainesville Regional Airport. It is the intent of the airport to utilize the report's recommendations to help place itself in a more strategic position to attract compatible private business and development activity on these properties in order to generate additional revenue, thus ensuring that the airport will continue to operate as an independently funded facility.

The properties associated with the airport consist of approximately 1,900 acres and 29 tax parcels, including the 48-acre subject property (parcel number 08192-000-000). The Master Planning Report analyzed existing conditions (environmental, infrastructure, etc.), airport regulations (height restrictions, noise contours, etc.) and the existing land use and zoning patterns to determine the overall future development potential for various properties associated with the airport. A set of recommendations were included which provide strategies to accomplish these economic development initiatives.

As a result of one of the report's recommendations, the Airport Authority on June 30, 2010 voted to authorize the CEO to proceed in preparing the application to change the future land use and zoning of the subject property from Conservation to Business Industrial. Additionally, this proposal was presented to the City Commission on August 19, 2010 and directed staff to initiate a petition to the Plan Board reflecting the airport's proposal.

The subject property is approximately 48 acres near the northeastern corner of Waldo Road and NE 39th Avenue at the Gainesville Regional Airport. The property is owned by the City of Gainesville and maintained by the Gainesville Regional Airport and is undeveloped and a majority consists of an open field that has most recently been utilized as a horse show grounds and an overflow parking area for special events, such as air shows, large fairground events, etc.

The existing Future Land Use Designation of the property is Conservation, as illustrated on the following future land use map:

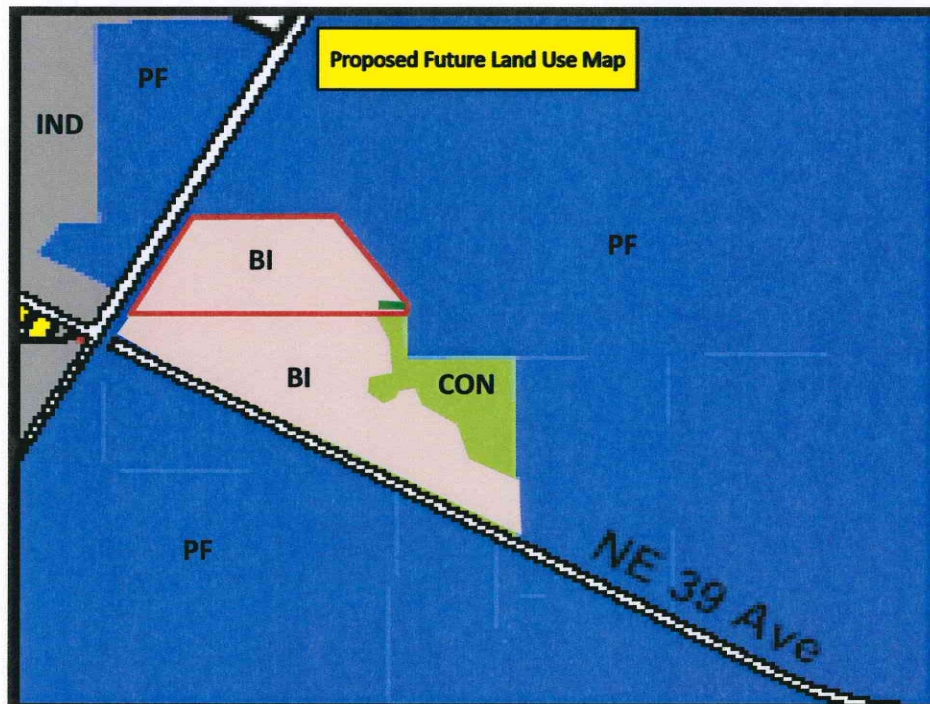


This application will create and complete an employment sector in northeast Gainesville that will provide commercial development opportunities and job creation in harmony with the Gainesville Regional Airport. It should be noted that this application is a companion to the recently approved large scale land use change application (Conservation to Business Industrial) for the Alachua County Fairgrounds property located adjacently south of the subject property that was found to be in compliance with state review criteria and the Comprehensive Plan by the Florida Department of Community Affairs.

Statement of Proposed Change

Future Land Use Map Amendment

The proposed large scale comprehensive plan amendment requests a change in the future land use map for a portion of a 48 acre parcel located near the northeastern intersection of the Waldo Road / NE 39th Avenue from Conservation to Business Industrial, as indicated on the following future land use map:



The City of Gainesville Comprehensive Plan provides the following definitions for the existing Conservation and proposed Business Industrial future land use designations:

Conservation

This category identifies areas environmentally unsuited to urban development, permanent buffers between land uses, areas used for passive recreation and nature parks. Privately held properties within this category shall be allowed to develop at single-family densities of 1 unit per 5 acres. Land development regulations shall determine the appropriate scale of activities, structures and infrastructure that will be allowed.

Business Industrial

This land use category is primarily intended to identify those areas near the Gainesville Regional Airport appropriate for office, business, commercial and industrial areas. This district is distinguished from other industrial and commercial districts in that it is designed specifically to allow only uses that are compatible with the airport. Intensity will be controlled by adopting land development regulations that establish height limits consistent with the Airport Hazard Zoning Regulations. When not located within an airport zone

of influence, this category may be used to designate areas for office, business, commercial and industrial uses, with a maximum height of 5 stories, and a maximum floor area ratio of 4.0. Land development regulation(s) shall specify the type and distribution of uses, design criteria, landscaping, pedestrian and vehicular access.

As indicated on the adopted Airport Master Plan, a future airport access road is proposed to directly connect the airport terminal to Waldo Road (State Road 24) through the subject property with construction beginning in early 2011 (see page 10 of report). This parcel is located to the north of the Alachua County Fairgrounds property and is the former site of the horse show grounds. In conjunction with the construction of the proposed road, areas adjacent to the road will be reserved and marketed for future private development with a focus toward light industrial, office or airport related industries.

Therefore, the Gainesville Regional Airport and the City of Gainesville as the property owner request a change in the future land use designation from Conservation to Business Industrial, which will accommodate future development on this approximately 48 acre parcel.

The Business Industrial (BI) future land use designation was recently created by the City of Gainesville to help spur economic development activity in the areas surrounding the airport. Additionally, this land use category was developed specifically to be applied to properties near the airport where office, business, commercial or industrial uses are desired and residential use is not appropriate. This property seems to be a prime example of what the City intended to accomplish in this area and is consistent with the vision of the Innovation Gainesville initiative. This is particularly true because the property has direct road frontage on a major arterial road (Waldo Road). In addition, the property appears to have minimal environmentally sensitive resources according to a report prepared by the City of Gainesville environmental review specialist. According to the specialist's report dated September 2, 2010, the property has been disturbed for over 70 years and the Conservation future land use designation of the subject property is not necessary.

In summary, the change the future land use and zoning from Conservation to Business Industrial is proposed because:

- The existing Conservation future land use designation prohibits future development of the site where it has been deemed appropriate.

- A large majority of the property has been cleared and disturbed for decades and does not contain environmentally sensitive areas where a conservation designation is appropriate. In addition, a conservation area will remain on the future land use map in the southeastern corner of the property to provide an enhanced wetland buffer for a delineated wetland located on the fairgrounds property to the south of the subject property (see map on page 10).
- The highest and best use for the property is a non-conservation category (Business Industrial) where development can occur.
- The Business Industrial future land use designation is the most appropriate designation for the property and allows the greatest future development potential and flexibility of uses.
- Development of the subject property can occur in harmony with surrounding land uses and in compliance with all applicable regulations associated with the Gainesville Regional Airport, as defined in Appendix F.
- The Business Industrial districts were created by the City of Gainesville for this type of economic development initiative near the airport and supports the vision of the Innovation Gainesville initiative.
- The land use change proposal will help realize the vision of the Plan East Gainesville initiative by encouraging the development of a mixed use employment center near the Gainesville Regional Airport.
- The Business Industrial future land use designation was recently applied to the Alachua County Fairgrounds property immediately to the south. Therefore, this proposed change to Business Industrial would support a compatible and logical land use pattern.

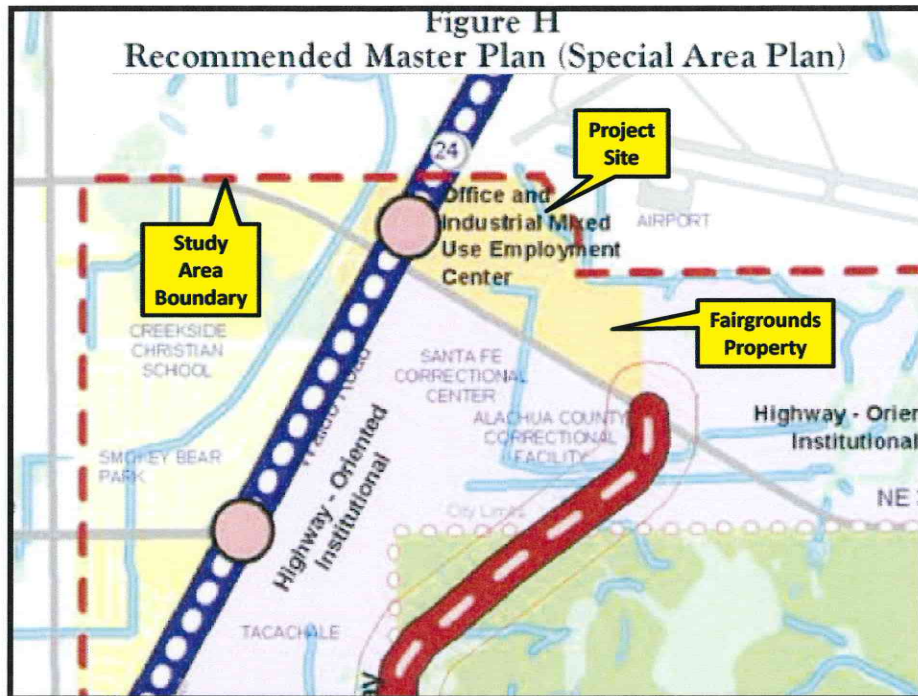
It is also the stated intent of the applicant to pursue a companion zoning application from Conservation to Business Industrial pending the approval of this land use change application.

Plan East Gainesville

The Plan East Gainesville Report was accepted by the City of Gainesville in 2003 and is referenced in the City of Gainesville Comprehensive Plan. A primary objective of the Plan is the targeting of specific areas for mixed-use development centers that can support and sustain higher levels of employment, commercial and social activities.

Specific to this land use change request and subject property, the report recommends that the subject property be developed as an office and industrial mixed use

employment center as indicated in Figure H – Recommended Master Plan (Special Area Plan), seen below:



In addition, the report includes many references to the Gainesville Regional Airport as a catalyst for future economic development in northeastern Gainesville that supports the non-residential development of the subject property with uses customarily found in the Business Industrial future land use designation, including the following:

- The airport is an asset that will help spur development in the region.
- The airport could serve as the anchor for industrial, commerce, hotels and restaurants for the northern side of eastern Gainesville.
- The airport as a transportation hub could attract shipping needs as well as passenger traffic that would utilize hotels and restaurants.
- The subject property, in addition to the adjacent fairgrounds site (as identified on the Plan East Gainesville Master Plan above), “presents an ideal location for the attraction of higher wage industrial and technology-sector jobs because of the site’s size, location and proximity to the airport and related distribution facilities. The properties are located adjacent to Waldo Road and nestled between a proposed new airport access road on the north and NE 39th Avenue to the south, also provides high visibility for a mixed-use office/hotel

commercial development that can support the needs of the area's workforce, residents and business travelers.”

- The vision of the future development of the fairgrounds and the subject property includes the constructing of a new airport access road to Waldo Road to enhance access and visibility. Phase I of the access road is set to begin in early 2011.

FLUE Policy 2.1.5 states that the City should incorporate land use-related elements of Plan East Gainesville, including the redevelopment of the fairgrounds site as a mixed-use employment center. The future development of the subject property will occur in harmony with the former Alachua County Fairgrounds property, which is located immediately to the south and is also similarly labeled on the Plan East Gainesville Master Plan map (Figure H) seen above. The simultaneous development of both parcels under the same Business Industrial future land use designation will ensure compatibility and enhanced connectivity between Waldo Road, NE 39th Avenue, the airport and both properties through the usage of the future airport access road, which will place both in a strategic position to attract economic development opportunities.

Airport History

Construction of the airport began in April 1940 as a Works Project Administration project. In 1941 initial construction was completed. Upon conclusion of the construction by the United States Army Corps of Engineers, the facility was known as the Alachua Army Airfield and was used by the Army Air Corps and the Army Air Forces.

At the end of the war, the airfield was declared surplus in September 1945 and turned over to the Army Corps of Engineers on October 1, 1946. The War Assets Administration deeded the facility to the city of Gainesville in 1948 as a civil airport. At that time, the field was known as the John R. Alison Airport and also as the Gainesville Municipal Airport. The city operated, maintained, and improved the airport over the years as the Gainesville Municipal Airport.

In order to recognize the role the airport carries in meeting the regional demands for aviation services, the airport was renamed the Gainesville Regional Airport in October 1977. The airline passenger terminal was dedicated to John R. Alison in 1979.

In 1986, the State Legislature passed a bill that established the Airport as the Gainesville-Alachua County Regional Airport Authority. The Airport Authority, which consists of nine board members, five selected by the City of Gainesville, three by the Governor and one by Alachua County, continues to oversee the Airport to date (*Source: http://en.wikipedia.org/wiki/Gainesville_Regional_Airport*).

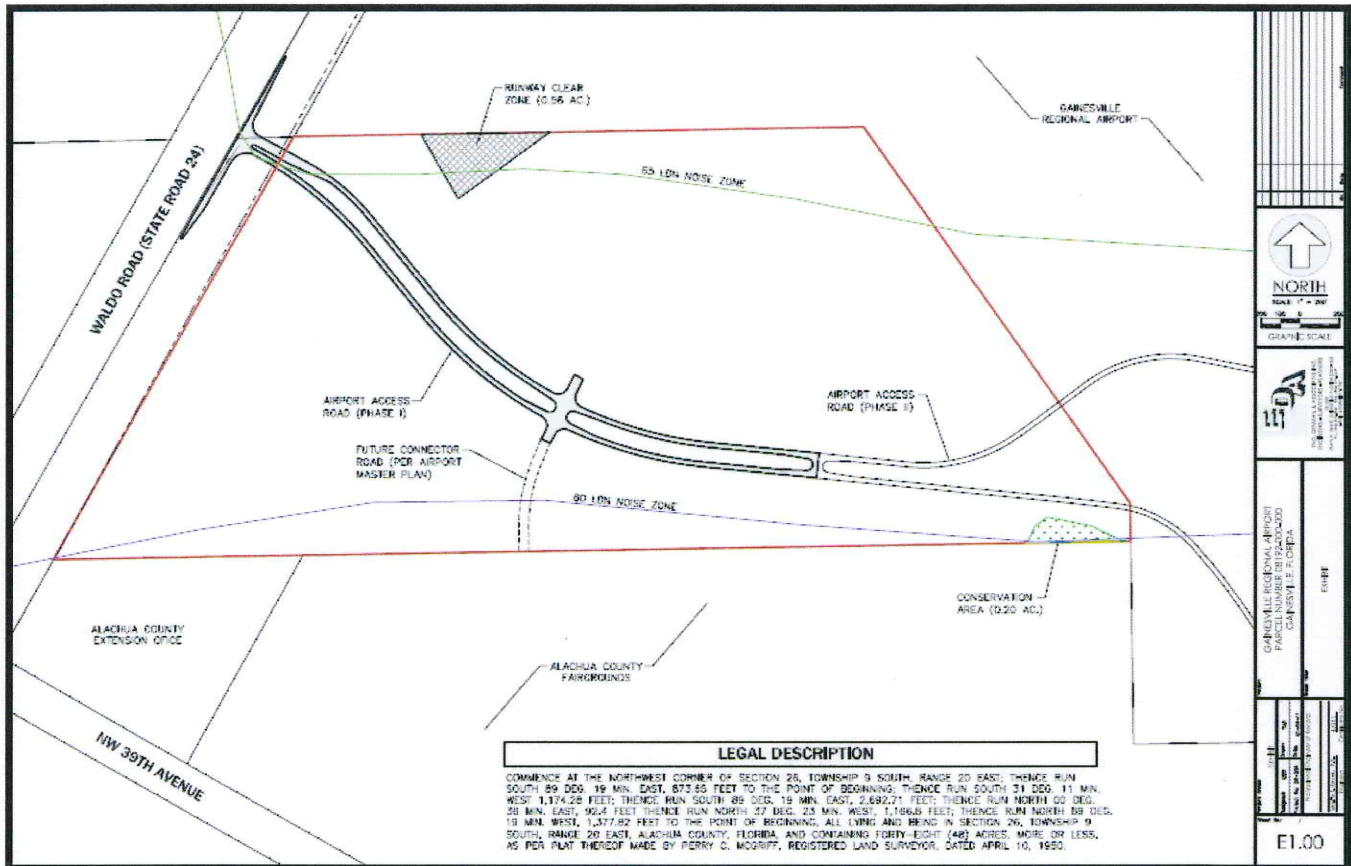
Subject Property History (Horse Show Grounds)

The subject property, commonly known as the 'Horse Show Grounds,' has served several purposes over the past 70 years. By 1937, the site was cleared as part of the original development of the airport. In the early years of the airport (WWII-era), the subject property served as a functional part of the airport and contained several small structures. In addition, the parcel was utilized as a practice bombing area during this same time period. Over the past few years as part of the permitting for the proposed airport entrance road which bisects the subject property, the airport retained Shaw Environmental to perform a Phase I and Phase II study of a portion of the project site to examine the presence of any remnant ordinance. In 2009/2010, the reports were completed and no live ordinance was discovered.

In subsequent years, the subject property was utilized as grounds to conduct horse shows and similar equestrian related events. According to Clerk of Court records, the City of Gainesville took ownership of the property from the Alachua County Riding Horse Association in 1986. Since that point, it has been owned by the City and managed by the Gainesville Regional Airport and is primarily a secured site with fencing. However, the large field located on the property is occasionally utilized for special events in the area, such as air shows, events at the county fairgrounds, etc.

New Airport Entrance Road

An earmark was received in the USDOT Highway Reauthorization Bill and additional funding was received through FDOT Growth Management funding to construct a new entrance road between the airline terminal and Waldo Road. This road will bisect the subject property and construction (Phase I) will commence in early 2011. Phase II will begin upon receiving additional future funding. The following exhibit indicates the location of the entrance road:



The intent of this road is to provide an enhanced airport entrance and to provide the infrastructure to support future aeronautical development as well as a connection to the proposed county commerce park to the south. The proposed change in future land use designation to Business Industrial will provide the highest and best land use category to support the airport’s vision to attract development along this access road.

Responses to City Land Use Change Application

Surrounding Land Uses and Adjacent Land Use and Zoning

Direction	Property Use	Future Land Use Designation	Zoning Designation
North	Gainesville Regional Airport	Public Facilities	Airport Facilities (AF)
East	Gainesville Regional Airport	Public Facilities	Airport Facilities (AF)
South	Former Alachua County Fairgrounds & Alachua County Agricultural Extension Office	Business Industrial	Business Industrial (BI)
West	Waldo Road Undeveloped Land – City of Gainesville Warehouse / Industrial	Public Facilities Industrial	Airport Facilities Industrial (I-1)

The permitted uses in the requested Business Industrial future land use category are compatible with the existing land uses surrounding the subject property. The Gainesville Regional Airport (petitioner for this application) bounds the property to the north and east and has determined that non-residential development will exist in harmony with the adjacent aeronautical activities and will economically support the airport. In addition, the future development of the former Alachua County fairgrounds property that lies adjacent to the subject property to the south will be compatible with the subject property as they will share the same Business Industrial future land use designation.

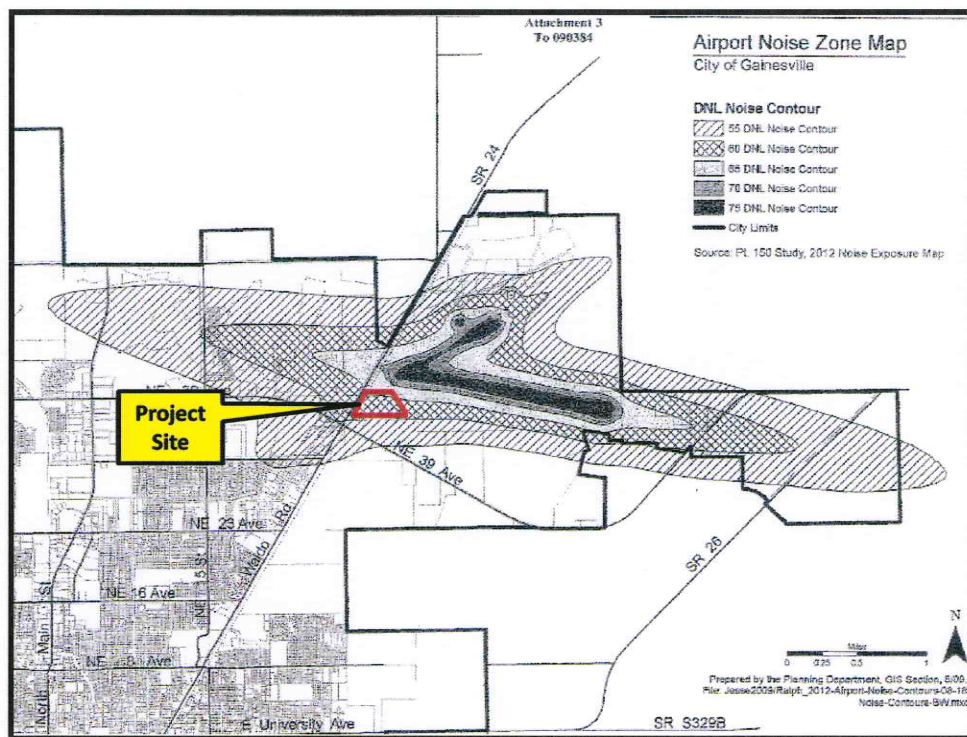
Impact on Residential Streets

There are no residential streets in the vicinity of the subject property and it is not anticipated that the proposed land use change application will impact residential streets in any manner. As indicted in the table above, the property is surrounded by a major state road (Waldo Road), land with a Business Industrial non-residential FLU designation to the south and Gainesville Regional Airport to the north and east.

Impact on Noise and Lighting

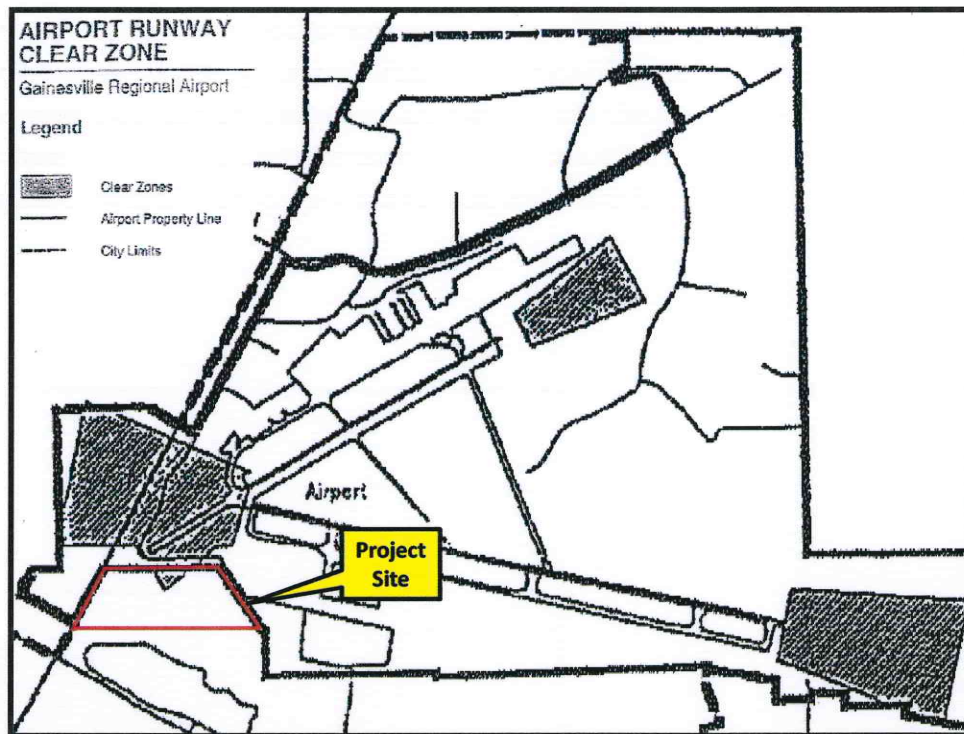
The proposed land use change on the subject property to Business Industrial will not create any negative noise and lighting impacts on any surrounding uses, including Waldo Road, Gainesville Regional Airport and the property to the south with the same Business Industrial FLU designation. No residential development is located in the vicinity of the subject property and the surrounding land uses are compatible with the proposed FLU designation.

Airport Noise Zone



The subject property is located adjacent to the Gainesville Regional Airport to the north and east. The airport has an adopted Airport Noise Zone Map, which indicates noise contours. This map indicates that the subject property is located within the 60 Ldn noise contour and subsequently, Subzone B. According to City of Gainesville Land Development Code Appendix F, the Airport Noise Zone regulations permit uses (non-residential) customarily found in the proposed Business Industrial FLU district, including office, retail, business, commercial and industrial uses. Appropriate building techniques will be used to ensure minimal noise impact for buildings located within the 60 Ldn noise zone at the development review stage of any project.

Airport Runway Clear Zone



The Airport Runway Clear zone constitutes a horizontal distance of 1,000 feet from the end of runway where approach aircraft are at low altitudes. The subject property is largely unaffected by this regulation, as the above map indicates that only a very small portion of the site includes clear zone (approximately 0.5 acre). According to these regulations as outlined in Appendix F, this area is discouraged to include structures but rather should be utilized as open space, parking lots, stormwater area or a combination thereof. These regulations will be enforced by the City and airport authorities at the time of site development.

Airport Height Notification Zone

In addition to the adopted noise and clear zones, the City of Gainesville has also established a height notification zone in Appendix F. The subject property is located within Airport Height Notification Subzone 1, which includes all properties within 20,000 feet of the airport. Buildings that exceed one foot (1') of elevation for every one-hundred feet (100') of horizontal distance from the runway will notify the FAA and receive verification that they do not create a navigation hazard. The subject property ranges in horizontal distance from approximately nine hundred feet (900') at the closest to approximately twenty four hundred feet (2,400') at the farthest. The

FAA criteria for height is measured two hundred feet (200') from the end of runway at a slope of one foot (1') vertically per thirty four feet (34') horizontally, thus allowing for buildings that range from twenty feet (20') and sixty five feet (65') (one to five stories) in height on the subject property.

Environmental Factors

The property has been cleared and a large majority of the site currently exists as an open grass field that is periodically used as a vehicular parking area. The property appears to have minimal environmentally sensitive resources according to a report prepared by the City of Gainesville environmental review specialist. According to the specialist's report dated September 2, 2010, the property has been disturbed for over 70 years and unless the property is used as a park, there is no reason to keep the Conservation future land use designation of the subject property. However, a conservation area will remain on the future land use map in the southeastern corner of the property to provide an enhanced wetland buffer for a delineated wetland located on the fairgrounds property to the south of the subject property (see map on page 10).

The subject property is located within the secondary and tertiary zones of the Murphree Wellfield Protection Area. Future development will be required to comply with the wellfield protection ordinance. New development will require a wellfield protection permit or a special use permit, unless the use is exempt.

Contribution to the Community & Long Term Economic Benefits

The future development of the subject property as a mixed use employment center in accordance with the vision outlined in the Plan East Gainesville report will contribute to the overall economic vitality of the northeastern Gainesville area. Job creation as a result of development of the property will benefit the community as a whole.

In addition, development of this parcel will help place the airport (identified as a valuable community asset) in a more strategic position to attract compatible private business and development activity on these properties in order generate additional revenue, thus ensuring that the airport will continue to operate as an independently funded facility.

Level of Service Report

The City of Gainesville has adopted Level of Service standards for roads, potable water, sanitary sewer, solid waste, schools, recreation and drainage, consistent with F.A.C. 9J-5.005. Consistency with these standards is demonstrated in this report.

The proposed land use change application will change approximately 47.8 acre of the subject property controlled by the Gainesville Regional Airport from City of Gainesville Conservation Future Land Use to City of Gainesville Business Industrial. This request represents an increase in permitted intensity as indicated within this Justification Report. Level of Service (LOS) calculations are based on the net increase in intensity.

Roadways

The subject property will gain ingress/egress from State Road 24 (Waldo Road) and is located within Transportation Concurrency Exception Area (TCEA) Zone A. Subsequently, development within the subject property are exempt from the LOS standards as set by the Florida Department of Transportation (FDOT) for State Road 24 and State Road 222 given that a feasible funding mechanism has been established to mitigate transportation impacts. According to Florida Statute 163.3177, “A local government’s comprehensive plan and plan amendments for land uses within all transportation concurrency exception areas that are designated and maintained in accordance with s. 163.3180(5) shall be deemed to meet the requirement to achieve and maintain level of service standards for transportation.” The City of Gainesville presently meets the criteria set forth by Florida Statute.

The proposed land use change application will increase the potential traffic generation from future development activity when comparing the existing future land use (Conservation) and the proposed (Business Industrial) designation.

Estimated Trip Generation - AADT

Land Use ITE Code	Units	AADT Rate	AADT Total	AADT Enter/Exit
Research and Development Center (760)	47.8 Acres	79.61 Trips/Acre	3,805	1,902/1,902 (50%/50%)

Note: Trip generation rates from the Institute of Transportation Engineers, Trip Generation, 8th Edition. No pass-by or internal capture rates were utilized in this analysis.

Estimated Trip Generation – PM Peak

Land Use ITE Code	Units	PM Peak Rate	PM Peak Total	PM Peak Enter/Exit
Research and Development Center (760)	47.7 Acres	15.44 Trips / Acre	738	89 / 649 (12% / 88%)

Note: Trip generation rates from the Institute of Transportation Engineers, Trip Generation, 8th Edition. No pass-by or internal capture rates were utilized in this analysis.

As required by Florida Statute, the following impact analysis is based on a maximum development scenario. Many factors will restrict the project site from reaching the maximum development scenario, including restrictions associated with the Gainesville Regional Airport related to clear zones, building height, etc. In addition, requirements outlined in the Gainesville Land Development Code related to parking, landscaping, stormwater management facilities, buffers will also result in a significant reduction in overall building intensity from the maximum Floor Area Ratio (FAR) of 4.0.

Based on the following table, the City of Gainesville Business Industrial Future Land Use designation is more intensive than the Conservation designation, resulting in an overall increase in potential impacts to the LOS standards.

Future Land Use Map Comparison

Future Land Use Category	Description	Density/Intensity
Conservation	Conservation Use / Limited Residential	0.2 du / acre
Business Industrial (Maximum)	Business / Retail / Light Industrial / Employment Center	4.0 F.A.R.
Business Industrial (Realistic)	Business / Retail / Light Industrial / Employment Center	1.0 F.A.R.

Potable Water

According to Gainesville Regional Utilities, potable water is available to serve the site and adequate capacity exists in the system to accommodate future development on

the project site. In addition, any development to occur on this site shall be required to connect to the centralized system.

The following demand calculation is based on a maximum development scenario for the proposed Business Industrial Future Land Use Designation (4.0 FAR):

$\text{FAR } 4.0 \times 48 \text{ acres} = 8,363,520 \text{ square feet}$

$(8,363,520 \text{ square feet}) \times (0.1 \text{ gallons per square foot / day}) \times (1.6 \text{ water LOS to wastewater LOS ratio}) = 1,338,163 \text{ gallons / day.}$

Sanitary Sewer

According to Gainesville Regional Utilities, sanitary sewer is available to serve the site and adequate capacity exists in the system to accommodate future development on the project site. In addition, any development to occur on this site shall be required to connect to the centralized system.

The following demand calculation is based on a maximum development scenario for the proposed Business Industrial Future Land Use Designation (4.0 FAR):

$(8,363,520 \text{ square feet}) \times (0.1 \text{ gallons per square foot / day}) = 836,352 \text{ gallons / day}$

Solid Waste

Solid waste generation disposal will not exceed the City's established level of service of 0.655 tons of solid waste per capita per year disposed (3.6 pounds of solid waste per capita per day disposed). Solid waste generation collection will not exceed the City's established level of service of 1.07 tons of solid waste per capita per year collected (5.9 pounds of solid waste per capita per day collected).

Recreation

There are no estimated recreation impacts from the proposed amendment as the permitted uses within the requested land use designation are non-residential.

Fire and Emergency Services

This site is served by Gainesville Fire Rescue Station 6 located at 3681 NE 47th Avenue.

Stormwater Management

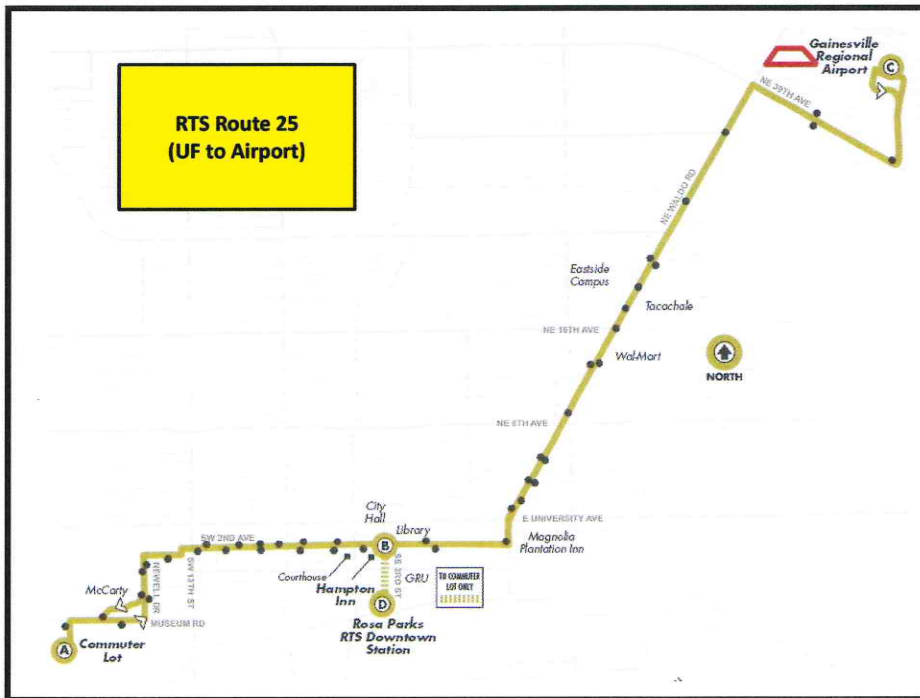
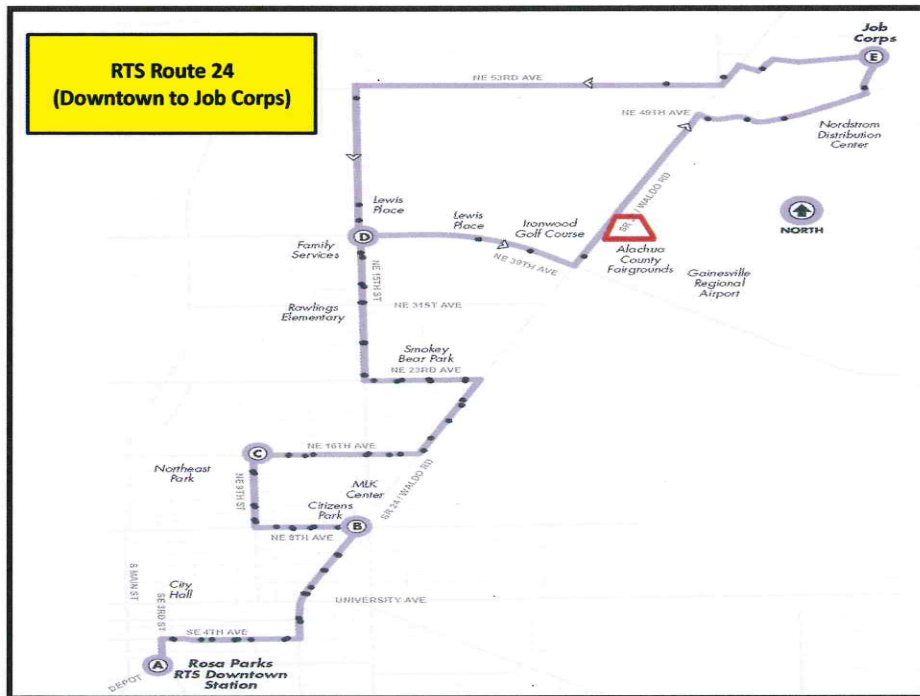
On-site stormwater management facilities will be designed to provide stormwater treatment, so as to not degrade the water quality of the ultimate receiving water body. Post-development runoff will not contribute pollutants that will degrade water quality and will provide a level of treatment that meets or exceeds all state and local permitting regulations.

Public Schools

The proposed land use change is non-residential in nature and will not have an impact on public school enrollment in Alachua County.

Access by Transit, Bikeways and Pedestrian Facilities

The project site is located near the northeastern corner of the Waldo Road / NE 39th Avenue intersection. This area is served by the Regional Transit System (RTS) Route #24 (Downtown to Job Corps/Airport Industrial Park) and Route #25 (University of Florida to Gainesville Regional Airport) and is accessible from stops along Waldo Road. The following RTS maps illustrate the location of these existing facilities:



Adjacent to the subject property and Waldo Road lies an existing off-street multi-use path which serves pedestrians and bicyclists. NE 39th Avenue is designed with on-street bicycle lanes and sidewalks. In addition, the future airport access road which bisects the subject property is designed to ultimately provide a sidewalk connection from Waldo Road to the passenger terminal of the Gainesville Regional Airport. All

subsequent development within the subject property shall be required to connect to this multi-modal transportation system.

Discouragement of Urban Sprawl

The following analysis examines urban sprawl indicators, as listed in Rule 9J-5.006(5)(g), Florida Administrative Code:

Rule 9J-5.006(5)(g) Urban Sprawl Indicators

This amendment has been analyzed to determine the presence of urban sprawl primary indicators, as required by Rule 9J-5.006(5)(g), F.A.C. The primary indicators that a plan amendment promotes or does not promote urban sprawl are listed below. Perhaps the most common indicators of urban sprawl include leapfrog development, ribbon or strip development and large expanses so low density, single dimensional development. The proposed land use change application does not indicate the presence of urban sprawl based on the following indicators.

Included with each of these listed indicators is a site specific response and demonstrate that the proposed comprehensive plan amendment will not result in urban sprawl:

- 1. Promotes, allows or designates significant amounts of the jurisdiction to develop as low-intensity, low-density, or single-use development of uses in excess of demonstrated need.*

Response: The proposed amendment will create higher intensity land use designations (Business Industrial) than the existing Conservation designation located in northeastern Gainesville that is primed for non-residential development due to its proximity to the Gainesville Regional Airport, a major state road and availability of centralized utilities and other urban services. The subject property is located adjacent to other properties with compatible urban future land use designations, including the Alachua County Fairgrounds property (Business Industrial FLU) immediately to the south. In addition, the proposed future land use category of Business Industrial discourages single-use development by allowing a range of non-residential uses, including office, industrial, retail and other commercial development.

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.*

Response: The subject property is located in the center of the urbanized area within the city limits of Gainesville. In fact, the subject property lies adjacent to properties with compatible future land use designations, including Business Industrial and Public Facilities. The development of this property with the requested urban future land use designation is infill in nature and will discourage a 'leapfrog' development pattern.

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

Response: No radial, strip, isolated or ribbon patterns will be created by this land use change. The development of the subject property as a commercial and industrial development will not promote strip development as it is located adjacent to properties with similar urban future land use map designations in an area in which utilities are available.

4. *As a result of premature or poorly planned conversion of rural land to other uses, fails adequately to 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.*

Response: The property has been cleared and a large majority of the site currently exists as an open grass field that is periodically used as a vehicular parking area. The property appears to have minimal environmentally sensitive resources according to a report prepared by the City of Gainesville environmental review specialist. According to the specialist's report dated September 2, 2010, the property has been disturbed for over 70 years and unless the property is used as a park, there is no reason to keep the Conservation future land use designation of the subject property. However, a conservation area will remain on the future land use map in the southeastern corner of the property to provide an enhanced wetland buffer for a delineated wetland located on the fairgrounds property to the south of the subject property (see map on page 10).

The subject property is located within the secondary and tertiary zones of the Murphree Wellfield Protection Area. Future development will be required to comply with the wellfield protection ordinance. New development will require a wellfield protection permit or a special use permit, unless the use is exempt.

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

Response: The development of the parcel as a non-residential use will not negatively affect agricultural uses as this type of activity has not occurred historically on the subject property.

6. *Fails to maximize use of existing public facilities and service.*

Response: Due to the location of the subject property within the urbanized area within the City of Gainesville, the subject property is in a prime location to maximize use of existing public facilities and service. The development of the subject property under the proposed Business Industrial FLU designation, all existing utilities provided by the City of Gainesville shall be utilized. Water and sewer public facilities are currently available to the subject property.

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

Response: As stated above, the subject property is located within the City of Gainesville's urbanized area and will be developed at an urban scale and intensity and will maximize the use of future existing public facilities and will utilize any future public facilities and urban services.

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

Response: Due to the location of the subject property within the urbanized area of the City of Gainesville that is surrounded by existing development and utilities, the

development of this site will not result in a disproportionate burden on public facilities and services.

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

Response: While this property is currently undeveloped, this area is clearly intended to be developed as part of the urbanized area of the City of Gainesville and support the goals outlined within the Plan East Gainesville report. For example, the Gainesville Regional Airport is located to the north and east of the subject property and parcels with a Business Industrial FLU designation is located to the south. There are no parcels with an Agriculture FLU designation or bona fide rural use in the immediate area. In addition, the property is located along a major state road (Waldo Road) and located where both centralized water and sewer services are available.

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

Response: The proposed amendment does not discourage or inhibit infill development or redevelopment of existing neighborhoods and communities. The development of this site as an office, commercial and industrial site should be considered to be infill in nature based on the existing local development pattern and the patterns indicated on the existing future land use map. Properties with urbanized FLU designations are located on all sides of the subject property, including Business Industrial to the south. In addition, this property lies within the Plan East Gainesville study area, which encourages non-residential development and increased employment opportunities in this area.

11. Fails to encourage an attractive and functional mix of uses.

Response: The subject property is located in an area with a mix of future land use designations that encourage and support the development of non-residential and employment generating uses. Within one-half mile of the subject property, there is an active mix of commercial, office, industrial and institutional uses. The conversion of the FLU designation from Conservation to Business Industrial on the subject property will provide a large buildable tract of land that will be very attractive to new businesses development that will directly support the Gainesville Regional Airport and subsequently, the community as a whole. Therefore, the development of this site as commercial and industrial will aid in encouraging an attractive and functional mix of corporate activities in the area.

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

Response: The proposed amendment will not result in poor accessibility among linked and related uses. In actuality, the development of this parcel under the proposed Business Industrial future land use designation will provide interconnectivity options to parcels located to the east (Gainesville Regional Airport) and south (former Alachua County Fairgrounds property) thus increasing the number of access points to right-of-way for the adjacent parcels. This will be accomplished throughout the proposed relocation of the main access road for the airport passenger terminal will run through the subject property from Waldo Road and will ultimately connect to the Fairgrounds property to the south.

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

Response: The proposed amendment will not result in loss of significant amounts of functional open space. Currently, the property does not provide any functional open space as it primarily remains a fenced and restricted area controlled by the Gainesville Regional Airport. Occasionally, the subject property is used as overflow parking for community events in the immediate area, but not as functional open space.

Search Date: 1/10/2011 at 4:16:21 PM - Data updated: 01/07/11 Parcel: 08192-000-000

Taxpayer: CITY OF GAINESVILLE	Legal: COM NW COR SEC E 873.65 FT TO POB S 31 DEG W 1174.28 FT E 2692.71 FT N 92.4 FT N 37 DEG W 1166.8 FT W 1377.82 FT POBOR 1623/02 & OR 1677/759
Mailing: % LAND RIGHTS COORDINATOR PO BOX 490 MS 58 GAINESVILLE, FL 32602	
Location: 3801 NE WALDO RD Gainesville	
Sec-Twn-Rng: 26-9-20	
Use: MUNICIPAL	
Tax Jurisdiction: Gainesville	
Area: 26-9-20	
Subdivision:	

Assessment History

*** Exempt Amount and Taxable Value History reflect County Amounts. School Board and City Amounts may differ. ***

Year	Use	Land	Building	Misc	Total	SOH Deferred	Assessed	Exempt**	Taxable**	Taxes
2010	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2009	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2008	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2007	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2006	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2005	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2004	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2003	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2002	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2001	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
2000	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
1999	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
1998	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
1997	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
1996	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0
1995	MUNICIPAL	240000	0	0	240000	0	240000	240000	0	0

Land

Use	Zoning	Acres
MUNICIPALLY OWNED	C	48
2010 Certified Land Value: 240000		

Sale

Date	Price	Vacant	Qualified	OR Book	OR Page	Instrument
10/01/1987	100	No	No	1677	0759	Final Judgement

Alachua County Tax Collector

generated on 1/10/2011 4:15:31 PM EST

Tax Record

Last Update: 1/10/2011 4:15:30 PM EST

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year			
08192-000-000	REAL ESTATE	2010			
Mailing Address CITY OF GAINESVILLE % LAND RIGHTS COORDINATOR PO BOX 490 MS 58 GAINESVILLE FL 32602		Physical Address 3801 NE WALDO RD GEO Number 26-09-20-08192000000			
Exempt Amount	Taxable Value				
See Below	See Below				
Exemption Detail	Millage Code	Escrow Code			
89 240000	3600				
Legal Description 3801 NE WALDO RD COM NW COR SEC E 873.65 FT TO POB S 31 DEG W 1174.28 FT E 2692.71 FT N 92.4 FT N 37 DEG W 1166.8 FT W 1377.82 FT POB OR 1623/02 & OR 1677/759					
Ad Valorem Taxes					
Taxing Authority	Rate	Assessed Value	Exemption Amount	Taxable Value	Amount
BOARD OF COUNTY COMMISSIONERS					
CNTY GENERAL	8.3763	240,000	240,000	\$0	\$0.00
CNTY DEBT LL	0.2500	240,000	240,000	\$0	\$0.00
ALACHUA CNTY LIBRARY DISTRICT					
LIBRARY GENERAL	1.3638	240,000	240,000	\$0	\$0.00
LIBRARY BONDS	0.1098	240,000	240,000	\$0	\$0.00
SCHOOL BOARD OF ALACHUA COUNTY					
SCHL GENERAL	5.4840	240,000	240,000	\$0	\$0.00
SCHL DISCRNRY & CN	0.9980	240,000	240,000	\$0	\$0.00
SCHL BOND 5	0.3750	240,000	240,000	\$0	\$0.00
SCHOOL VOTED	1.0000	240,000	240,000	\$0	\$0.00
SCHL CAP26 PROJECT	1.2500	240,000	240,000	\$0	\$0.00
ST JOHNS RIVER WATER MGT DISTR	0.4158	240,000	240,000	\$0	\$0.00
CITY OF GAINESVILLE	4.2544	240,000	240,000	\$0	\$0.00
Total Millage		23.8771	Total Taxes		\$0.00
Non-Ad Valorem Assessments					
Code	Levying Authority	Amount			
Total Assessments					\$0.00

Taxes & Assessments		\$0.00
If Paid By	Amount Due	
	\$0.00	

Prior Year Taxes Due	
NO DELINQUENT TAXES	

Environmental Review
Tax Parcel 08192-000-000

Mark A. Garland
September 2, 2010

This roughly 47-acre parcel is located in the southwestern part of the Gainesville Regional Airport property, north of the former Alachua County Fairgrounds, east of Waldo Road and north of Northeast 39th Avenue. It is currently in Conservation zoning. The following is a summary of environmental information about the parcel gathered from published sources and from two site visits.

Land Use History: Judging from undeveloped parcels in the vicinity and from the soil types on the parcel, longleaf- or slash-pine flatwoods probably originally covered the entire parcel. By 1937 (Fig. 1) the site was entirely cleared and appeared to be a mowed field. Four structures, three closely spaced and one to the south, occupied the northwestern part of the parcel near Waldo Road.



Figure 1. Area of parcel in 1937. Waldo Road to west, grass airstrip to north.

By 1949 (Fig. 2) the airport runways had been paved and assumed their current configuration. The four structures had been removed. A paved road ran east from Waldo Road along the north boundary of the parcel. Taxiways and circular pads had been built south of the runways. One of these pads was in the north-central part of the parcel. A ditch had been constructed on the east side of the current parcel. Five large structures and two oval tracks had been constructed on the parcel.

In 1974 the five large structures had been joined by four more, and one of the oval tracks had been replaced by a larger one in the center of the property. These structures and tracks were reportedly used for horse shows. A forest had developed on the south edge of the property, and the Alachua County Fairgrounds had been developed south of the parcel.

Currently (Fig. 3) the parcel has no structures on it. The remains of the paved road along the north boundary, circular pad, taxiway, oval tracks, and the nine large structures can still be seen on the ground or on aerial photographs. A dirt track now runs from the remains of the paved road east across the ditch towards a paved road that runs around the perimeter of the airport. Areas east of the ditch are used for storage of old airport lights and other airport-related items.

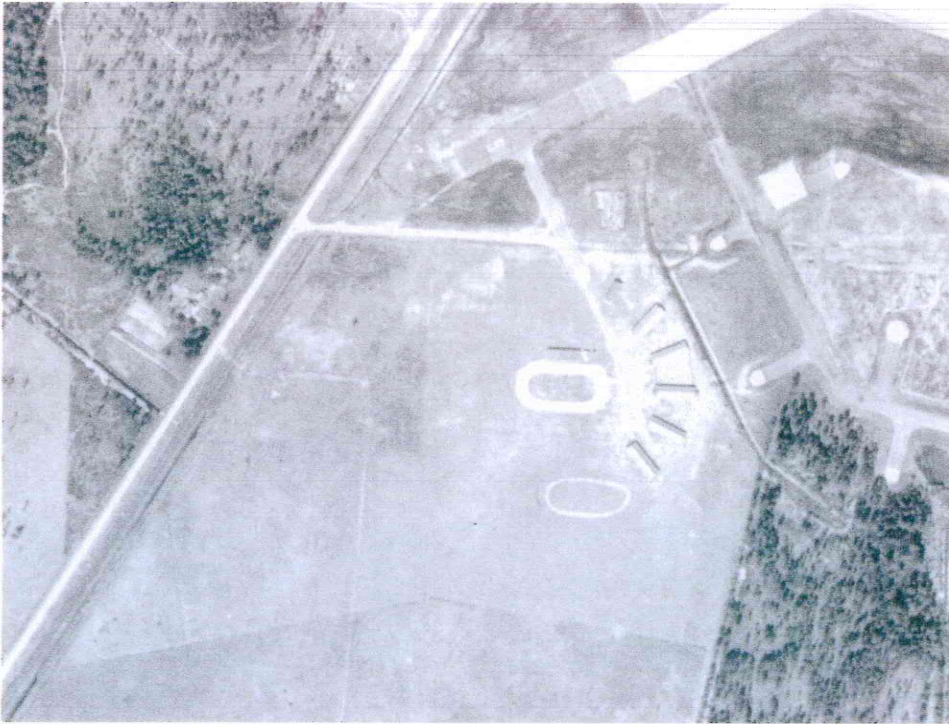


Figure 2. Area of parcel in 1949. Taxiways and pads to north and northeast, ditch to east.



Figure 3. Parcel (red line) in 2008. One-foot contours and soil types shown.

Topography: The parcel is essentially flat, at an elevation of roughly 160 feet above sea level, but slopes down imperceptibly from Waldo Road toward the east. The most significant topography on the site is the artificial ditch, which has a bottom at an elevation of less than 145 feet above sea level.

Soils: Soils on most of the parcel are mapped as the non-hydric, but poorly drained Wauchula—Urban Land complex. Wauchula soils are typical flatwoods soils with a slowly permeable layer that perches the water table. In an average wet summer, the water table in undrained Wauchula soils is usually around 1 foot below the ground surface. In addition, up to 11 percent of the area of this map unit may include hydric (wetland) soils. Smaller areas on the south and west of the parcel are mapped as the poorly drained Pomona sand (another flatwoods soil, along Waldo Road and in the woods in the southeastern part of the parcel), the moderately well-drained Millhopper—Urban Land complex, 0-5% slopes (in the slightly higher southwestern quarter of the parcel), the moderately well drained Tavares sand, 0-5% slopes (in the southwestern corner of the parcel), and the somewhat poorly drained Newnan sand (also in the southwestern corner of the parcel).

Ecological Communities: As mentioned above, longleaf- or slash-pine flatwoods probably covered the parcel originally. This ecological community would have had a canopy of widely spaced pine trees over a rich groundcover of grasses, saw palmetto, and herbs. Summer lightning strikes would have caused it to burn in a mosaic pattern every 2 or 3 years, on average.

The site was cleared more than 70 years ago and now shows little trace of its original natural condition. The majority of the site is a mowed field dominated by mixed grasses and herbs. In this field are remains of an asphalt road, a taxiway, and a pad associated with old airport development. Aerial photographs of the field show the remains of two oval tracks and several structures, but these are not evident on the ground. Surrounding this field is a second-growth forest of slash pines and laurel and water oaks. To the east of the large ditch on the parcel is a smaller cleared area with a dirt road and storage areas in it.

Surface Waters On-Site or Adjacent: No natural surface waters are on the parcel or adjacent to it. An artificial ditch carries water south and east from the airport and eventually connects to Little Hatchet Creek, which empties into Newnan's Lake. Another artificial ditch runs along Waldo Road just west of the parcel.

Wetlands On-Site or Adjacent: The great majority of the parcel, and perhaps all of it except for the ditch, is upland. Further investigation is needed, however, to determine the presence and extent of wetlands on the parcel. Three areas in particular should be examined: (1) The northwestern corner of the parcel appears slightly lower and wetter than the rest of the mowed field. This area appears green in Fig. 3. (2) A forested wetland dominated by water oak approaches the southwest corner of the parcel, and may extend into the parcel. (3) There may be wetlands along the ditch in the southeast corner, within the area of the FEMA 100-year floodplain.

Listed Species Probable or Present: The Florida Natural Areas Inventory (FNAI) has no record of state- or federally-listed plants or animals from the area. Surveys for a proposed airport access road found two gopher-tortoise (*Gopherus polyphemus*) holes in the southeastern corner of the mowed field, and more may be possible. Because the area has been cleared and disturbed for so long, rare plants are not likely to be present.

Karst Features on Property (Caves, Springs, Sinkholes): The property lies within the "confined zone" of Alachua County, where sediments overlying limestones of the Ocala Group are continuous and sinkholes with direct connections to the Floridan Aquifer are uncommon. No karst features are known from this parcel.

Historical and Archaeological Resources: The flatwoods around Gainesville are poor in archaeological sites. The Florida Master Site File has no record of archaeological resources on this parcel or adjacent to it. The parcel shows traces of historic airport development and former structures reportedly used for horse shows. Airport officials report that the parcel was recently cleared of dummy ordnance that was dropped in training missions during World War II.

Zoning Recommendation: The parcel is valuable for its open space, and perhaps gopher-tortoise habitat, but it has been disturbed for more than 70 years and is not in a natural condition. Unless it is proposed for use as a park, I can see little reason to keep the parcel in Conservation zoning.



City of Gainesville

City Hall
200 East University Avenue
Gainesville, Florida 32601

Legislation Details (With Text)

File #: 100233. **Version:** 0 **Name:** Proposed Enhancement to Facilitate Gainesville Regional Airport Economic Development Opportunities (B)
Type: Discussion Item **Status:** Passed
File created: 8/19/2010 **In control:** City Manager
On agenda: **Final action:** 8/19/2010

Title: Proposed Enhancement to Facilitate Gainesville Regional Airport Economic Development Opportunities (B)

Planning staff recently met with the Airport CEO and agent to discuss enhancing economic development opportunities at the Gainesville Regional Airport and suggested sharing this information with the City Commission.

Sponsors:

Indexes:

Code sections:

Attachments: 100233A_Airport LU & Zoning ppt_20100819.pdf, 100233B_Airport Map_20100819.pdf

Date	Ver.	Action By	Action	Result
8/19/2010	0	City Commission	Approved as Recommended	Pass

Title

Proposed Enhancement to Facilitate Gainesville Regional Airport Economic Development Opportunities (B)

Planning staff recently met with the Airport CEO and agent to discuss enhancing economic development opportunities at the Gainesville Regional Airport and suggested sharing this information with the City Commission.

Explanation

Recently, the Gainesville-Alachua County Regional Airport Authority directed Eng, Denman & Associates to prepare a Master Planning Report that examined the existing site conditions and future development potential of properties associated with the Gainesville Regional Airport. It is the intent of the Airport to utilize this information to help place itself in a more strategic position to attract compatible private business / development activity on these properties in order to generate additional revenue, thus ensuring that the airport will continue to operate as an independently funded facility.

The properties associated with the airport consist of approximately 1,900 acres and 29 tax parcels and the overall boundary of the airport properties is identified on back-up Figure 1. The report analyzed existing conditions (environmental, infrastructure, etc.), airport regulations (height restrictions, noise contours, etc.) and the existing land use and zoning patterns to determine the overall future development potential for various properties associated with the airport. A set of recommendations were included which provide strategies to accomplish these economic development initiatives.

On June 30, 2010, the Airport Authority voted to authorize the CEO to proceed in preparing the following planning proposals (these are summarized in the Commission back-up PPT slides):

- Change future land use and zoning of tax parcel 'Z' from Conservation to Business Industrial (48 acres).
- Change future land use and zoning of tax parcels 'A' & 'B' from Industrial and I-2 to Business Industrial (15 acres).
- Change future land use and zoning of parcels 'D'-I' from Industrial and I-2 to Public Facilities and Airport Facilities (19 acres).
- Amend the AF zoning code to include electric generation facilities and light manufacturing as permitted uses.
- Amend the AF zoning code to increase amount of "revenue support" uses, including office, retail, service, industrial, etc.

Staff had preliminary discussions regarding the proposed recommendations and strategies with the Airport CEO and agent and believes that they do present an opportunity to help enhance the Airport's status as an economic development engine for the

File #: 100233., **Version:** 0

community. This economic development policy direction regarding the Gainesville Regional Airport has generally been supported by the City Commission overall in light of Plan East Gainesville and various implementing activities over time.

Fiscal Note

No fiscal impact.

Recommendation

The City Commission: 1) hear a brief presentation from staff and the Airport's agent and CEO; and 2) direct staff to initiate a Petition to the Plan Board reflecting the Airport's proposal.

100273_Update to The Resolution Center_20100819.pdf

CITY MANAGER

[Play Video](#)

091059.

60% Design Approval of the Alachua County/City of Gainesville Senior Recreation Center (B)

This is a request for the City Commission to approve the 60% design of the Alachua County/City of Gainesville Senior Recreation Center within Northside Park located at 5701 NW 34th Street, Gainesville, FL 32653.

[Play Video](#)

City Construction Manager Amy Raimer and W. G. Mills Project Manager Ty Bliss gave presentations.

RECOMMENDATION *The City Commission: 1) hear presentation; 2) approve the 60% design; 3) instruct the architect to continue working on construction drawings; and 4) waive the 100% construction document presentation to the City Commission.*

Alternative Recommendation A: The City Commission approve the 60% design with suggestions.

A motion was made by Commissioner Henry, seconded by Mayor-Commissioner Pro Tem Mastrodicasa, that this matter be Approved as Recommended. The motion carried by the following vote:

Votes: Aye: Randy Wells, Jeanna Mastrodicasa, Thomas Hawkins, Jack Donovan, Lauren Poe, Scherwin Henry and Craig Lowe

091059_Senior Rec PPT_20100603.pdf

091059_MOD Senior Rec PPT_20100603.pdf

091059_Senior Center PPT_20100819.pdf

100233.

Proposed Enhancement to Facilitate Gainesville Regional Airport Economic Development Opportunities (B)

Planning staff recently met with the Airport CEO and agent to discuss enhancing economic development opportunities at the Gainesville Regional Airport and suggested sharing this information with the City Commission.

[Play Video](#)

Planning and Development Services Director Erik Bredfeldt, Clay Sweger of Eng, Denman and Associates and Airport CEO Alan Penksa gave presentations.

NOTE: Commissioner Mastrodicasa declared that she had no conflict of interest regarding this item and would be voting on the motion.

RECOMMENDATION *The City Commission: 1) hear a brief presentation from staff and the Airport's agent and CEO; and 2) direct staff to initiate a Petition to the Plan Board reflecting the Airport's proposal.*

A motion was made by Commissioner Poe, seconded by Mayor-Commissioner Pro Tem Mastrodicasa, that this matter be Approved as Recommended. The motion carried by the following vote:

Votes: Aye: Randy Wells, Jeanna Mastrodicasa, Thomas Hawkins, Jack Donovan, Lauren Poe, Scherwin Henry and Craig Lowe

100233A_Airport LU & Zoning ppt_20100819.pdf

100233B_Airport Map_20100819.pdf

100232.

Progress Report on Comprehensive Plan Evaluation and Appraisal Report (B)

[Play Video](#)

Chief of Comprehensive Planning Dean Mimms, Concurrency Management Planner Onelia Lazzari, GRU Supervising Design Engineer Rick Hutton, Alachua County Environmental Protection Representative Gus Olmos and Solid Waste Manager Steve Joplin gave presentations.

Mayor Lowe recognized Rob Brinkman and Pat Fitzpatrick who spoke to the matter.

RECOMMENDATION *Staff to City Commission - the Commission hear a presentation by Planning staff on the draft EAR Report chapters on the following Elements: Public Schools Facilities; Potable Water & Wastewater; Solid Waste; and Housing.*

Heard

100232_public schools facilities element_20100819.pdf

100232A_potable water & wastewater element_20100819.pdf

100232B_solid waste element_20100819.pdf

100232C_housing element_20100819.pdf

100232D_staff ppt_20100819.PDF

100237.

Interlocal Agreement with the School Board of Alachua County (B)

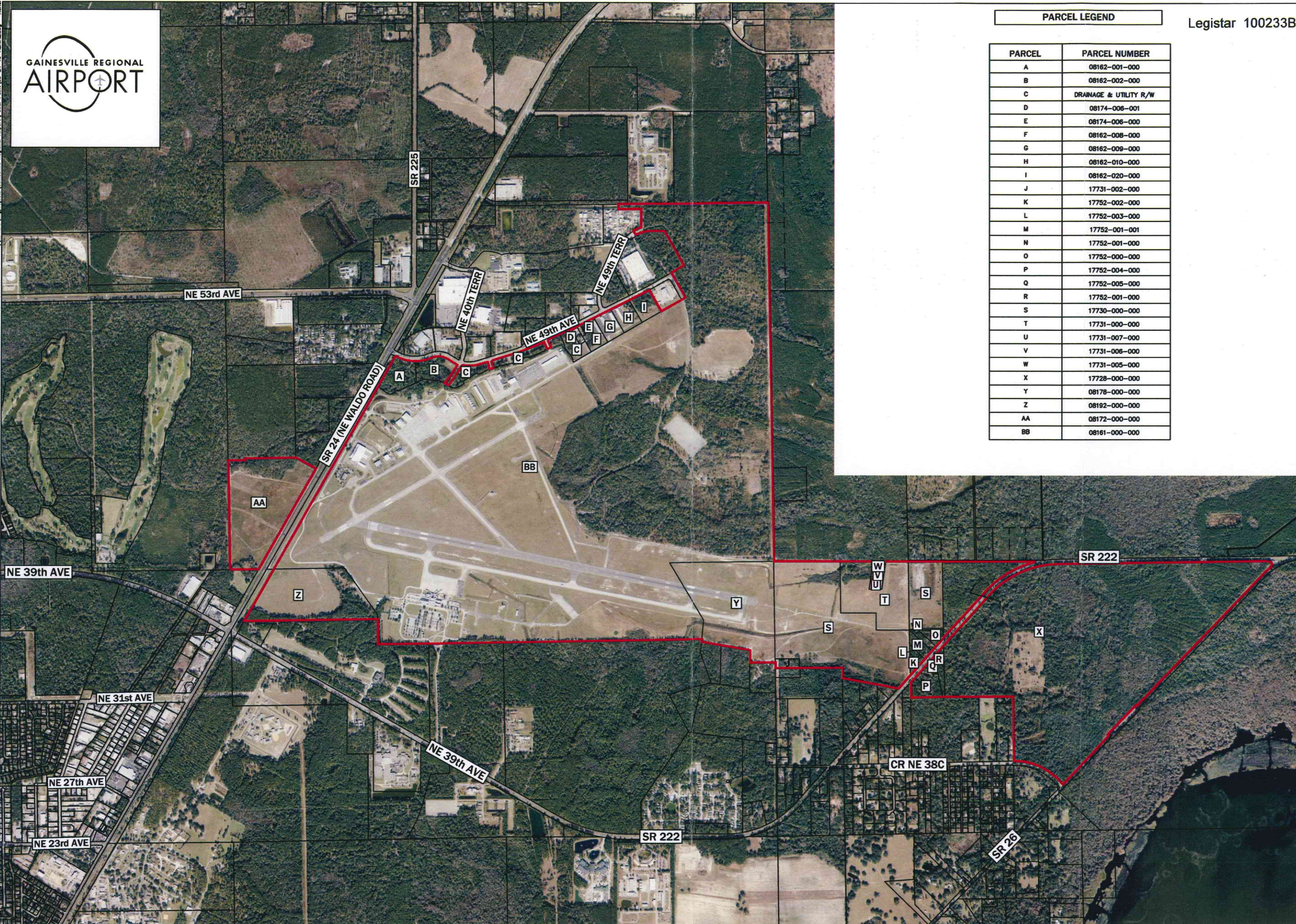
This item involves an agreement with the School Board of Alachua County to assume operational duties of the Teen Zone After-School Program at Westwood Middle School.

[Play Video](#)

NOTE: The interlocal agreement was modified by the City Attorney and is attached.

A motion was made by Commissioner Hawkins, seconded by Commissioner Poe, that this matter be Approved as Modified. The motion carried by the following vote:

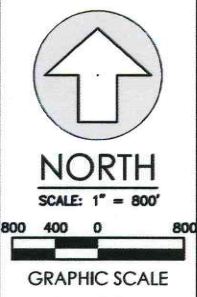
Printed: Jun 29, 2010 - 14:13:07 - Alan Rickert
 \\network3\engrproj\GIS\Gainesville Regional Airport\Power Point\05-24-10-AERIAL.dwg - Aerial



PARCEL LEGEND	
PARCEL	PARCEL NUMBER
A	08162-001-000
B	08162-002-000
C	DRAINAGE & UTILITY R/W
D	08174-008-001
E	08174-006-000
F	08162-008-000
G	08162-009-000
H	08162-010-000
I	08162-020-000
J	17731-002-000
K	17752-002-000
L	17752-003-000
M	17752-001-001
N	17752-001-000
O	17752-000-000
P	17752-004-000
Q	17752-005-000
R	17752-001-000
S	17730-000-000
T	17731-000-000
U	17731-007-000
V	17731-006-000
W	17731-005-000
X	17728-000-000
Y	08178-000-000
Z	08192-000-000
AA	08172-000-000
BB	08161-000-000

Legistar 100233B

100760B



GAINESVILLE REGIONAL AIRPORT
GAINESVILLE, FLORIDA

FIGURE 1
AERIAL PHOTO

Project Name:	MASTER PLAN
Designed:	CSB
Drawn:	JVR
Project No.:	08-245
Date:	APRIL, 2010

Sheet No.: C0.00

No. Date Comment