

**LEGISLATIVE #**

**110247B**



**TO:** City Plan Board **Item Number:** 1

**FROM:** Planning & Development Services Staff **DATE:** July 28, 2011

**SUBJECT:** Petition PB-11-90 TCH. Environmental Consulting & Design, agent for Kauffman Tire. Amend the Land Development Code Appendix A, Section 5, Exhibit B (Central Corridors Special Area Plan) and Article II Section 30-23(c) by revising the auto-oriented uses standard concerning service bays and add definitions for service bays and service bay doors.

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### Recommendation

Staff recommends approval of Petition PB-11-90 TCH.

### Background Information

The Central Corridors Special Area Plan applies zoning overlay standards to development along certain streets within the City of Gainesville (sections of University Avenue, SW 2<sup>nd</sup> Avenue, West 13<sup>th</sup> Street, NW 23<sup>rd</sup> Avenue, West 6<sup>th</sup> Street, North Main Street, Waldo Road, and Hawthorne Road). Currently, this overlay regulates certain auto-oriented uses in order to limit their impacts on pedestrians using these streets and on community and neighborhood character. Specifically, the Central Corridors standards restrict gas stations to a maximum of four fueling positions and limited automotive services to a maximum of three service bays. The restriction on the number of service bays is intended to limit the noise and visibility impacts from lifts and other equipment, and from ongoing service to motor vehicles. This standard was clearly written to address a less context-sensitive building design where the service bays would be facing directly onto a street or adjacent property. However, this standard does not consider alternative designs that would orient service bays so that they are not directly exposed to the exterior of buildings.

Recently, Kauffman Tire proposed a development for a limited automotive service that would have six service bays that would be accessed from two external service entrances. The bays would be internally-oriented to a service area within the building, which would be accessed from a large door on either side of the building. Planning and Development Services staff has expressed the opinion that such a design could meet the intent of the Central Corridors overlay, but that it would not currently meet the specific standards. As a result, Kauffman Tire has hired Environmental Consulting and Design to draft and propose this text amendment to the Land Development Code.

## Proposed Text Amendment

This petition proposes amendments to the Central Corridors Special Area Plan and will add two new definitions to the Land Development Code. The purpose of this amendment is to allow for an increase in the number of service bays for limited automotive service uses in the Central Corridors Special Area Plan, but only when these uses are designed so that the bays are not accessed directly from the exterior of the building. The new language will distinguish between two options for designing limited automotive service buildings: 1) with service bays facing the exterior of the building and accessed directly from the exterior of the building; and 2) with service entrances providing access to internally-oriented service bays. The first option will still limit the number of service bays to three, and will also now limit the size of those individual service bays to 14 feet in width. The second option allows for more than three service bays, since the bays will not be facing directly to the outside the building, and therefore the noise and visual impacts would be significantly lessened. The service area entrances in the second option would be limited in number (a maximum of two) and size (26 feet in width for each entrance). The proposed text amendment will also require that both service bays and service area entrances be located to the side or rear of buildings (consistent with existing Transportation Concurrency Exception Area requirements). Definitions for 'service bays' and 'service area entrances' will be added to the Land Development Code to help distinguish between the two different designs and to facilitate understanding of how the associated standards would apply.

The recommended changes to the Central Corridors Special Area Plan standards in Chapter 30, Appendix A are shown in strikethrough/underline format below:

- (a) *Auto-oriented uses.*
- (1) *Intent. Auto-oriented uses tend to create visual blight, and noise and light pollution that detracts from community character and nearby neighborhoods.*
  - (2) *Standard. Gas Stations, Car Washes, Auto Dealers, and Limited Automotive Services shall be designed to minimize interruption of pedestrian traffic. The number of gas pumps ~~and service bays~~ shall not exceed 4 fueling positions ~~and 3 service bays~~. Service bays for limited automotive service uses shall be designed and located as follows:
    - (a) With a maximum of 3 service bays accessed externally from the rear of the building, with openings not exceeding 14 feet in width for each service bay; or
    - (b) With a maximum of 2 service area entrances on the rear or side of the building, not exceeding 26 feet in width for each, which provide indirect access to internally-oriented service bays.*

The proposed text amendment would also add definitions for 'service bay' and 'service area entrance' to Chapter 30, Section 30-23, as follows:

Service Bay means an area that is designed and constructed for the repair, servicing, or maintenance of a single motor vehicle and may include a lift or service well.

Service Area Entrance means an external door opening into a space designed and constructed for the repair, servicing, or maintenance of motor vehicles, which may contain one or more service bays.

**Basis for Recommendation**

The petitioner, Environmental Consulting and Design, has provided a document that includes the language for the proposed text amendment and addresses its consistency with the Comprehensive Plan (the application and supporting document are included as Appendix A). This document also includes, for reference, the complete Central Corridors Special Area Plan and a map showing the streets where the regulations apply. Staff has worked with the petitioner to revise their originally proposed language in the document, and the petitioner is in agreement with the proposed new language included in this staff report.

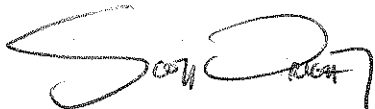
The proposed text amendment is consistent with the overall intent of Central Corridors to “strike a balance between the needs of the car and pedestrian” and “improve the sense of place and community” while continuing to support a healthy economy. The amendment is also consistent with the specific intent of the Central Corridors auto-oriented use standards, which are designed to protect community character and minimize impacts on neighborhoods and pedestrians in the public realm. This amendment is also addressed by Policy 1.1.2 of the Urban Design Element of the Comprehensive Plan, which states that “The City shall establish urban design standards which protect and promote quality of life, in order to encourage redevelopment and new development within city limits rather than in outlying areas by amending the Land Development Code to adopt additional design standards for any particular parts of the city.” By providing additional flexibility for limited automotive services in the Central Corridors overlay, this amendment will allow for certain auto-oriented uses, when they are appropriately designed, to continue to be located in the more central and urban areas of the City. Finally, the amendment is consistent with the Concurrency Management Element Policy 1.3.2, which states that “limited automotive services (as defined in the Land Development Code), shall be designed to locate service bays ... to the rear of buildings located on the site.”

Respectfully submitted, \*



Ralph Hilliard  
Planning Manager

Prepared by:



Scott Wright, Senior Planner

**List of Appendices**

**Appendix A Application and Supporting Documentation**