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APPLICATION—CITY PLAN BOARD—TEXT AMENDMENT
 Planning & Development Services

EXHIBIT
C-1

OFFICE USE ONLY

Petition No. PD-10-107 TCH Fee: \$ 607.75
 1st Step Mtg Date: _____ EZ Fee: \$ 303.88 ZB
 Tax Map No. _____ Receipt No. _____
 Account No. 001-670-6710-3401 []
 Account No. 001-670-6710-1124 (Enterprise Zone) TA
 Account No. 001-670-6710-1125 (Enterprise Zone Credit) TA

Name of Applicant/Agent (Please print or type)

Applicant/Agent Name: Eng, Denman & Associates, Inc.
 Applicant/Agent Address: 2404 NW 43rd Street
 City: Gainesville
 State: Florida Zip: 32606
 Applicant/Agent Phone: 352-373-3541 Applicant/Agent Fax: 352-373-7249

Note: It is recommended that anyone intending to file a petition for a text amendment to Chapter 30 of the City of Gainesville Code of Ordinances (Land Development Code) or to the Comprehensive Plan, meet with the Department of Community Development prior to filing the petition, in order to discuss the proposed amendment and petition process. The request will be evaluated as applicable to the particular zoning district or land use category on a citywide basis.

TEXT AMENDMENT

Check applicable request below:

Land Development Code <input checked="" type="checkbox"/>	Comprehensive Plan Text <input type="checkbox"/>	Other <input type="checkbox"/>
Section/Appendix No.:	Element & Goal, Objective or Policy No.:	Specify:

Proposed text language and/or explanation of reason for request (use additional sheets, if necessary):

Text amendment to Sec. 30-76 (Airport Facility District) of the City of Gainesville Land Development Code.
 Please see attached documents for specific text revisions.

Certified Cashiers Receipt:

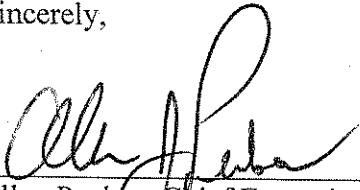
SEP 20 2010

September 14, 2010

To Whom It May Concern:

I, Allan Penksa, Chief Executive Officer, Gainesville Regional Airport, authorize Eng, Denman & Associates, Inc. to act as my agent in submitting to the City of Gainesville an application for a text amendment to the Airport Facilities (AF) zoning district.

Sincerely,

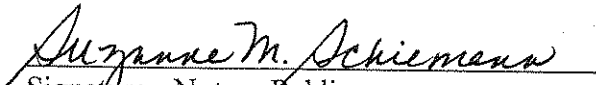

Allan Penksa, Chief Executive Officer
Gainesville Regional Airport

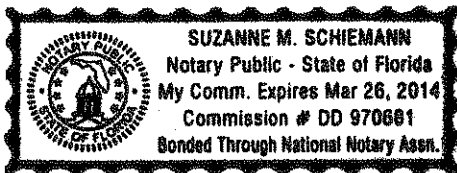
STATE OF FLORIDA
COUNTY OF ALACHUA

Sworn to and subscribed before me this 14th day of September, 2010, by Allan J. Penksa

Personally Known Yes

Type of Identification Produced N/A


Signature - Notary Public



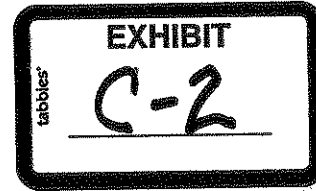


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ENG, DENMAN & ASSOCIATES, INC.

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September 20, 2010



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Ralph Hilliard
Planning Manager
Community Development Department
City of Gainesville

RE: Proposed Text Amendment to the Airport Facilities (AF) Zoning

Mr. Hilliard:

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 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. 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:

- Amend the AF zoning code to include solar generation facilities, light industrial and other activities that are considered to be accessory to the airport 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 it was agreed that they do present an opportunity to help enhance the Airport's status as an economic development engine for the 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.

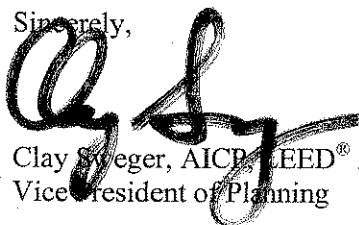
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Planning staff recently met with the Airport CEO and agent to discuss enhancing economic development opportunities at the Gainesville Regional Airport and recommended that we present this information to the City Commission for their consideration. Subsequently, this proposal was presented to the City Commission on August 19, 2010 and they unanimously voted to authorize a petition be prepared and submitted to include the proposed text amendments to the AF zoning district. The full text amendment application is attached to this letter.

As you will see in this application package, the requested amendments to the Airport Facilities (AF) district are in keeping with the intent of the district and are consistent with the underlying Public Facilities (PF) future land use designation. The proposed amendments support the airport and its effort to remain an independently funded facility.

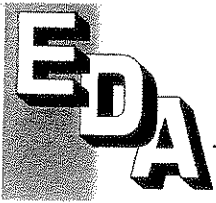
Please let me know if you have any questions or require any additional information.

Sincerely,



Clay Sweger, AICP, LEED® AP
Vice President of Planning

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Land Development Code Text Amendment

Airport Facilities (AF) Zoning District

Submittal Date:

September 20, 2010

Prepared By:

Clay Sweger, AICP, LEED AP
Eng, Denman and Associates, Inc.

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Description of Request

A text amendment to the Airport Facilities (AF) zoning district to include solar generation stations, light industrial facilities and other activities that are considered to be ancillary to the airport as permitted uses. In addition, the text amendment includes increases in the amount of 'revenue support' uses, including office, retail, service, industrial, etc.

Project Location

The proposed text amendment will affect all properties located within the City of Gainesville with the Airport Facilities (AF) zoning designation. The properties associated with the airport consist of approximately 1,900 acres.

Background

In early 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 was 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 generate additional revenue, thus ensuring that the airport will continue to operate as an independently funded facility.

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 submitting a text amendment application to the City of Gainesville for the Airport Facilities zoning district, to include the recommendations found in the report, including the following:

- Amending the AF zoning code to include solar generation facilities, light industrial and other activities that are considered to be accessory to the airport as permitted uses.
- Amending the AF zoning code to increase amount of “revenue support” uses, including office, retail, service, industrial, etc.

City of Gainesville staff met regarding the proposed recommendations and strategies with the Airport CEO and agent and it was agreed that they do present an opportunity to help enhance the Airport’s status as an economic development engine for the 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.

Planning staff recommended that this information be presented to the City Commission for their consideration. Subsequently, this proposal was presented to the City Commission on August 19, 2010 who unanimously voted to authorize a petition be prepared and submitted to include the proposed text amendments to the AF zoning district. The full text amendment application is attached to this report.

Justification

Overall

As indicated in the Background section of this report, it is the opinion of the Airport CEO, Airport Authority, City Planning and Development Services Director and City Commission that the economic vitality of the airport is of great significance to our community. In addition, it is jointly agreed that the proposed text amendments to the Airport Facilities zoning district will allow for greater opportunities for economic development and job creation that will directly provide additional revenue sources to the airport.

In addition to the increase in economic development opportunities, these amendments are compatible with the existing development pattern, future land use designation and airport restrictions and therefore should be included in the AF zoning district.

Limited Industrial

Past economic development opportunities may have been missed that the amendments to the AF zoning text could have avoided. A prime example lies with the former Eclipse Aviation site, which consists of a 61,500 square foot hangar that is currently unoccupied. Airport staff has received inquiries from companies interested in adapting the hangar to be occupied by a light manufacturing facility. Specifically, one company has expressed interest in manufacturing solar panels within the hangar. Currently, the AF zoning does not allow light manufacturing and therefore would preclude this opportunity. Additionally, there are other structures that are within the airport perimeter that may be suitable for light manufacturing activities. The proposed AF text amendment will allow for this flexibility in uses.

Solar Generation Station

Another prime example of how these amendments could promote economic development opportunities in the short term is related to the proposed 'solar generation station' use. The airport, which consists of approximately 1,900 acres, has hundreds of acres of land that are currently clear and ideal for the placement of a solar farm. According to airport staff, this type of facility could be located in several portions of the airport infrastructure area, which are the cleared areas in close proximity to the runways and taxiways. This revenue generating use could be located in an area that otherwise would be undevelopable.

Commercial Driver Training

There is a large rectangular section of pavement in the wooded area to the east of both runways and due south of the Gator Trap and Skeet Club and can be accessed by driving through the Airport Industrial Park. Over the years, the airport has allowed the City and County police and fire personnel to use this pad for driver training. In addition, there may be an opportunity for other public/private entities that conduct commercial driver training. These activities have occurred historically on-site, the infrastructure is in place and these activities are conducted in an isolated area and will not create a compatibility issue with surrounding uses. Therefore, it is proposed that these activities are included in covered in the list of permitted uses.

Increase in 'Revenue Support' Activities

Given the large amount of developable area within the limits of the lands controlled by the Gainesville Regional Airport, the proposed increase in intensity (combination of square footage and acreage) is modest and will keep intensity caps in place that ensure that these activities remain ancillary (in scale) to the main airport operation. However, these increases will allow for enough flexibility to help attract businesses to the area, either by providing adequate space for new development or by allowing adaptive reuse of hangars for manufacturing, etc.

Plan East Gainesville

The Plan East Gainesville document supports economic development and job creation throughout east Gainesville. The document also identifies the Gainesville Regional Airport as the 'anchor for the northern part of the Plan East Gainesville study area.' Further, the report states that 'despite the obvious economic value to the community...the airport is considered by many in the community to be an underutilized asset.' The document continues to state that the transformation of the airport area has the potential to guide positive economic gain in the area. It is the intent of this AF text amendment to support the vision outlined in the Plan East Gainesville report.

Airport Master Plan

The proposed text amendments to the Airport Facilities zoning district have been found by the Airport Authority to be consistent with the FAA mandated Airport Master Plan.

Consistency with the Comprehensive Plan & Land Development Code

The requested amendments to the Airport Facilities (AF) district are in keeping with the intent of the district and are consistent with the underlying Public Facilities (PF) future land use designation. The proposed amendments support the airport and its effort to remain an independently funded facility.

The underlying future land use designation for all properties with the Airport Facilities zoning district designation is Public Facilities. The Future Land Use Element (FLUE) of the Comprehensive Plan provides the following definition for Public Facilities:

This category identifies administrative and operational governmental functions such as government offices, utility facilities and storage facilities. Maximum lot coverage in this district shall not exceed 80 percent.

In addition, the FLUE includes a table which indicates the corresponding zoning districts for each future land use designation. This table indicates that the AF zoning district is a corresponding (and appropriate) district with the underlying Public Facilities future land use designation.

The Airport Facilities zoning district was established by the City of Gainesville primarily as a zoning district to govern the Gainesville Regional Airport and its ancillary support services. LDC Sec. 30-76(a) states:

The AF district is established for the purpose of assuring the proper and safe operation of the Gainesville Regional Airport, to protect the public investment in the airport, and to protect and promote the public utility of the airport.

The proposed text amendments to the AF zoning district are consistent with the intent of the PF future land use designation and AF zoning district as they are intended to provide a wider range of permitted uses and higher intensity of 'revenue support' uses that will support the airport financially and continue to allow the airport to remain a self-funding agency. In addition, the uses indicated in the text amendment are ancillary and compatible to the airport and can be developed in compliance with all airport restrictions identified by local, state and federal regulations.

Sec. 30-76. Airport facility district (AF)

(a) *Purpose.* The AF district is established for the purpose of assuring the proper and safe operation of the Gainesville Regional Airport, to protect the public investment in the airport, and to protect and promote the public utility of the airport. Recognizing the unique conditions pertaining to the airport, this district provides a means of balancing conformance to applicable state and federal regulations with local concerns.

(b) *Objectives.* The provisions of this district are intended to:

- (1) Ensure public health, safety and welfare by adherence to all applicable local, state and federal standards and regulations.
- (2) Protect the public investment through development plan review, where applicable, to accommodate efficient and harmonious use of the facility.
- (3) Be consistent with the city's comprehensive plan and be compatible with surrounding land uses through adoption and implementation of the airport facility zoning map.

(c) *Uses permitted by right.* The specific uses permitted within the airport development area of this district are listed below, subject to the limitations as further provided in this section and subject to the limitations and requirements of Appendix F, Airport Hazard Zoning Regulations, as applicable:

<i>SIC</i>	Uses	Conditions
	Public lands	Designated for open space or conservation
	Wireless communications facilities	In accordance with article VI
GN-372	Aircraft and parts	
GN-381	Search, detection, navigation, guidance, aeronautical and nautical systems, instruments, and equipment	
MG-41	Local and suburban transit and interurban highway passenger transportation	
MG-42	Motor freight transportation and warehousing	
MG-45	Transportation by air	
MG-47	Transportation services	
MG-48	Communications	
IN-5088	Transportation equipment and supplies, except motor vehicles	
IN-5172	Petroleum and petroleum products wholesalers, except bulk stations and terminals	
MG-58	Eating and drinking places	
MG-59	Miscellaneous retail	
GN-701	Hotels and motels	
MG-73	Business services	
GN-	Automotive rental and leasing, without drivers	

751		
GN-752	Automobile parking	
GN-753	Automotive repair shops	
IN-7992	Public golf courses	
IN-7997	Membership sports and recreation clubs	
MG-80	Health services	
GN-824	Vocational schools	
GN-829	Schools and educational services, not elsewhere classified	
MG-87	Engineering, accounting, research, management, and related services	
IN-9224	Fire protection	
Div-H	Finance, insurance and real estate (excluding cemetery subdividers and developers)	
Div-J	Public administration	
	Places of religious assembly	In accordance with article VI
	<u>Solar Generation Station</u>	<u>In accordance with article VI</u>
	<u>Limited Industrial</u>	<u>Light industrial, offices, research, display, warehousing, distribution, laboratories, assembly and processing, jobbing, wholesaling and other uses normally associated with light manufacturing, assembly and distribution</u>
	<u>Commercial Driver Training</u>	

(d) *Dimensional requirements.* All principal and accessory structures shall be located and constructed with the following requirements:

Minimum building setbacks:

- (1) Front: 25 feet from property line to structure
- (2) Side: To meet FAA and airport operational requirements
- (3) Rear: To meet FAA and airport operational requirements

(e) *Additional requirements.*

(1) *Airport facility zoning map.* The airport facility zoning map shall be adopted and amended by ordinance.

(2) *Rezoning.*

a. Applications for rezoning to the "AF" district shall be accompanied by an airport facility zoning map as described herein, which shall become and be made a part of the ordinance rezoning the property. Additionally, the Gainesville-Alachua County Regional Airport Authority (the authority), or city commission

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may require a development plan to be included as part of any petition to rezone property to this classification provided the authority, or city commission, find that such a plan is essential to the orderly development of the airport and necessary to protect the health, safety and general welfare of the flying public and surrounding properties.

b. The petition shall be initially reviewed by the authority. The review of the authority shall be primarily in the context of: the relationship of the proposed rezoning to the adopted airport master plan, the relationship and effect of the proposed rezoning to or on any existing land use on the airport, and the impact of the proposed rezoning on the airport. After such review, which shall be made within 60 days of the filing of the application for rezoning, the authority shall submit a written recommendation to the city plan board which shall become a permanent part of the public record. The application shall then continue to be processed as any other zoning map amendment petition under the procedures set forth in this land development code. If a written recommendation is not made within the time provided, then the city plan board may act on the application.

c. The airport facility zoning map shall include, at a minimum, the following:

1. Scale, date, north arrow and general location map showing the boundaries of the area for rezoning;
2. Within the site and within 300 feet of the surrounding area, the location of all existing or proposed runways; and
3. All areas proposed for exemption from the parking and/or landscaping requirements.
4. The airport development area, airfield infrastructure area, and non-development area designated as sub-areas. Limitations on the types of development, infrastructure or facility that may occur within these sub-areas are provided in subsection (3) below:

d. Amendments to the approved and adopted airport facility zoning map shall be processed in the same manner as an application for rezoning.

(3) *Sub areas.*

a. *Airport development area:*

Airport Uses	Existing Development	Proposed Development	SIC Classification	Defined Uses
Passenger terminal	54,000 sq. ft.	200,000 sq. ft.	MG-41	Local suburban and interurban highway passenger transportation
			MG -- 45	Transportation by air
			MG-48	Communications
			GN - 752	Automobile parking
Air Cargo	2,000 sq. ft.	150,000 sq. ft.	MG -- 45	Transportation by air
Air Traffic Control Tower	3,000 sq. ft.	15,000 sq. ft.	MG - 45	Transportation by air

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Rental Car Service Center	1,500 sq. ft. 1,900 sq. ft.	40,000 sq. ft.	GN - 751	Automotive rental and leasing, without drivers
			GN -- 752	Automobile parking
			GN -- 753	Automotive repair shops
Airport Maintenance	10,000 sq. ft.	40,000 sq. ft.	MG -- 45	Transportation by air
Aircraft Hangars	250,000 sq. ft. 303,000 sq. ft.	700,000 sq. ft.	GN -- 372	Aircraft and parts
			MG - 45	Transportation by air
Fuel Storage	80,000 gallons	350,000 gallons	IN -- 5172	Petroleum and petroleum products wholesalers, except bulk stations and terminals
Aviation Related	85,000 sq. ft.	325,000 sq. ft.	MG -- 45	Transportation by air
			MG -- 47	Transportation services
			GN - 824	Vocational schools
			GN - 829	Schools and educational services, not elsewhere classified
			IN - 9224	Fire protection
Misc. Development	1,000 sq. ft.	10,000 sq. ft.	IN -- 7997	Memberships sports and recreation clubs
			IN -- 7992	Public golf courses
			Wireless communications facilities	In accordance with Article VI
			Public Lands	Public lands designated for open space or conservation
			GN - 381	Search, detection, navigation, guidance, aeronautical, and nautical systems, instruments, and equipment
Revenue Support (Office Development)	N/A	100,000 sq. ft. 200,000 sq. ft.	Div. H	Finance, insurance and real estate (excluding cemetery subdividers and developers)
			MG - 73	Business services
			MG -- 80	Health services
			MG - 87	Engineering, accounting, research, management, and related services
Revenue Support (Retail, Service and Wholesale Development)	N/A	100,000 sq. ft. 200,000 sq. ft.	MG - 58 IG - 554 IG - 752	Eating and drinking places <u>Gasoline Service Station</u> <u>Pet Boarding</u>
			MG -- 59	Miscellaneous retail
Revenue Support (Limited Industrial)	N/A	50 acres 150 acres	MG -- 42	<u>Motor freight transportation and warehousing</u> <u>Light industrial, offices, research, display, warehousing, distribution, laboratories, assembly and processing, jobbing, wholesaling and other uses normally associated with light manufacturing, assembly and distribution</u>
Revenue Support (Hotel)	N/A	100 Rooms 200 Rooms	GN -- 701	Hotels and motels

For all Airport Uses, See NOTE				NOTE: Any accessory use customarily and clearly incidental to any permitted principal use is a permitted use.
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Conditions for airport development area:

1. The airport development area summarizes vertical development only and does not include pavement or other similar horizontal accessory infrastructure.
2. All development shall be built in general conformance with the adopted airport facility zoning map and the uses permitted in subsection(c) "Uses permitted by right" above.
3. Aviation-related is defined as a use or development that supports aviation activity. Typical buildings and uses include fixed based operators, flight training schools, NAVAID structures, corporate flight departments, airport rescue and firefighting (ARFF) buildings, electrical vaults, FAA operated buildings, and similar related uses.
4. Revenue support includes **public or private** developments ~~with long-term leases~~ **associated** with the airport that help generate revenue to support the continued operations of the airport. Some typical uses include hotels/motels, office, limited industrial and retail development.

b. *Airfield infrastructure area:* Development within the airfield infrastructure area means development, such as NAVAIDS, equipment shelters, pavements and other related items that support aviation operations. **Solar generation stations are also a permitted use in this area where all applicable regulations are met.**

c. *Non-development area:* Non-development area means internal access roads, fencing, storm water management, NAVAIDS, and other security related items necessary to support aviation operations. **Solar generation stations are also a permitted use in this area where all applicable regulations are met.**

(4) *Development plan approval.* Development plan approval in accord with article VII shall be required for all development, except that the authority shall review any preliminary development plans within the "AF" district, excluding wireless communications facilities which, in accord with article VI, are subject to review and approval by the development review board or by the city plan board. Wireless communications facilities used exclusively for aeronautical purposes to serve the airport are subject to preliminary development plan approval by the authority. The authority shall specify any objections to the preliminary development plans that are subject to review by the development review board or city plan board as provided herein, and may make recommendations for modifications. In addition to the requirements of article VII, the authority shall also review the development plan in the context of: the relationship and effect of the proposed development plan to or on the adopted airport master plan; the relationship and effect of the proposed development plan to or on any standard, rule, regulation or applicable contractual agreements on the airport; and the impact of the proposed use on the airport. Upon completion of its review of a preliminary development plan, the authority shall either:

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- a. Find that all requirements have been met and issue a preliminary development order complying with section 30-165, pertaining to contents of preliminary development orders; or
- b. Find that all requirements can be met with reasonable modifications which the developer proffers at the hearing and issue a preliminary development order complying with section 30-165, pertaining to contents of preliminary development orders; or
- c. Refuse to issue a preliminary development order because the plan as presented fails to meet the requirements of this chapter, the comprehensive plan, or other federal, state or regional laws and regulations as applicable.

(5) *Parking.* Any development within the AF district shall comply with the parking requirements as set forth in article IX, except, in development plan review, if the authority finds that the necessity or desirability of such parking is inappropriate due to the unique nature of the proposed use or the location upon the airport, it may waive or modify the off-street parking requirements.

(6) *Landscaping.* Any development within the AF district shall comply with the landscaping requirements as set forth in article VIII, except, in development plan review, if the authority finds that such landscaping is in conflict with Federal Aviation Administration safety requirements, it may waive or modify the landscaping requirements.

(7) *Signs.* The sign requirements shall comply with article IX of this Code.

(8) *Flood control.* Prior to the issuance of a building permit in the AF district, the provisions of the flood control district, article VIII, shall be complied with where applicable.

(f) *Development of regional impact.* This section does not permit or allow any development within the airport development area that exceeds the thresholds of a development of regional impact (DRI) as defined in F.S. Ch. 380, unless application is made to local, regional, or/and state agencies for development that would exceed DRI thresholds. All future applications for development plan approval at the Gainesville Regional Airport shall include a statement by the airport authority, accompanied by supporting documentation that the proposed development either does or does not exceed any threshold that requires the proposed development to undergo DRI review.

If any proposed airport runway or airport runway extension, or any proposed development at Gainesville Regional Airport exceeds DRI thresholds as defined in F.S. Ch. 380, the airport authority may either submit an application for development approval (ADA) of a DRI, or, submit an amendment to the city's comprehensive plan that, pursuant to F.S. § 163.3177(3)(k), would allow for the development or the expansion of the airport consistent with the adopted airport master plan that would be incorporated into the local comprehensive plan in compliance with F.S. § 163.3177(3)(k), and not be a development of regional impact.