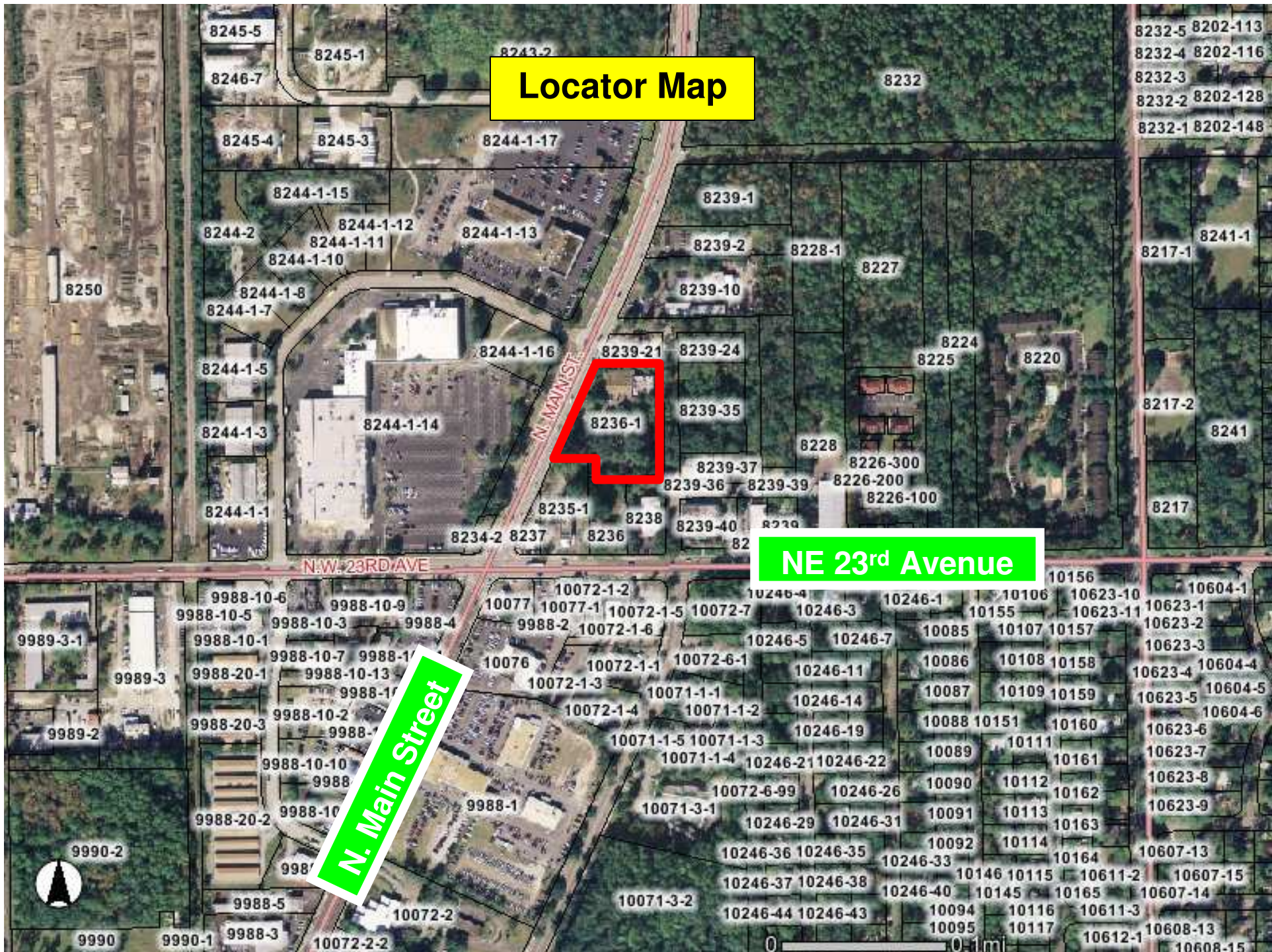


**Petitions:
125LUC-08PB & 126ZON-08PB**

Gainesville City Commission

April 16, 2009

Locator Map



Project Site

FOR LEASE
10,000 SQ-FT 376-4909

[Blank sign]

Florida Buffet

Florida Buffet

CITY OF GAINESVILLE
**NOTICE
LAND USE ACTION**

CITY OF GAINESVILLE
**NOTICE
LAND USE ACTION**

SPEED
LIMIT
45

SALES SERVICE

Details of Request:

Location: 2501 North Main Street

Size: 2.43 acres

Existing Use: Vacant restaurant building

Existing Future Land Use & Zoning Designations: Mixed Use Medium (MUM) & Mixed use medium intensity (MU-2)

Proposed Future Land Use and Zoning Designations: Commercial & Business Automotive (BA)

Rationale:

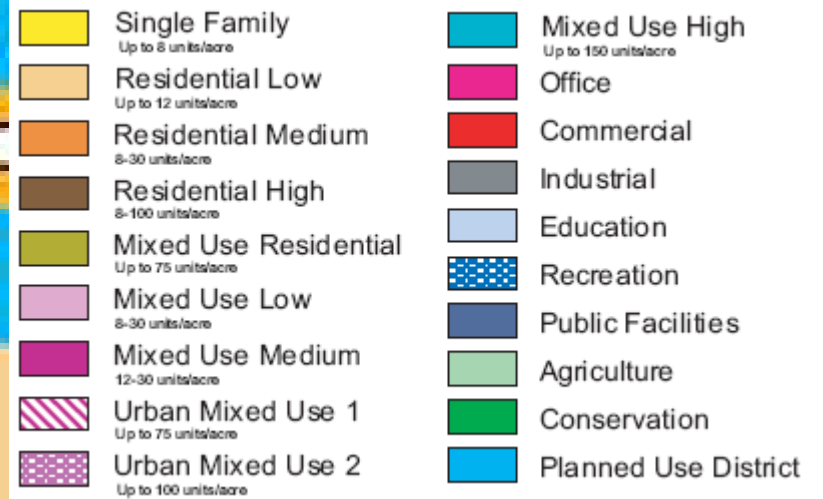
1. Restaurant not most economically feasible land use
2. Commercial FLU / BA zoning will allow more uses that have proven to be successful along Main Street

**Existing Future Land Use:
*Mixed Use Medium***

Project Site

NE 23rd Avenue

N. Main Street






















**Proposed Future Land Use:
*Commercial***

Project Site

NE 23rd Avenue

N. Main Street

- | | | | |
|---|--|---|--|
|  | Single Family
Up to 8 units/acre |  | Mixed Use High
Up to 150 units/acre |
|  | Residential Low
Up to 12 units/acre |  | Office |
|  | Residential Medium
8-30 units/acre |  | Commercial |
|  | Residential High
8-100 units/acre |  | Industrial |
|  | Mixed Use Residential
Up to 75 units/acre |  | Education |
|  | Mixed Use Low
8-30 units/acre |  | Recreation |
|  | Mixed Use Medium
12-30 units/acre |  | Public Facilities |
|  | Urban Mixed Use 1
Up to 75 units/acre |  | Agriculture |
|  | Urban Mixed Use 2
Up to 100 units/acre |  | Conservation |
| | |  | Planned Use District |

Existing Zoning:
MU-2

Project Site

NE 23rd Avenue

N. Main Street

RSF-1	RMF-7	UMU-1	BUS	AGR
RSF-2	RMF-8	UMU-2	BA	CON
RSF-3	RH-1	CCD	BT	PS
RSF-4	RH-2	OR	W	AF
RC	RMU	MD	I-1	ED
MH	MU-1	OF	I-2	PD
RMF-5	MU-2	CP		
RMF-6				

**Proposed Zoning:
BA**

Project Site

NE 23rd Avenue

N. Main Street

RSF-1	RMF-7	UMU-1	BUS	AGR
RSF-2	RMF-8	UMU-2	BA	CON
RSF-3	RH-1	CCD	BT	PS
RSF-4	RH-2	OR	W	AF
RC	RMU	MD	I-1	ED
MH	MU-1	OF	I-2	PD
RMF-5	MU-2	CP		
RMF-6				

Justification

Burden placed on the applicant

Justification based on:

1. Consistency with Comprehensive Plan
2. Compatibility
(existing land uses in surrounding area)
3. Economic development considerations
(vacancy, crime, neighborhood support)

Comprehensive Plan Consistency

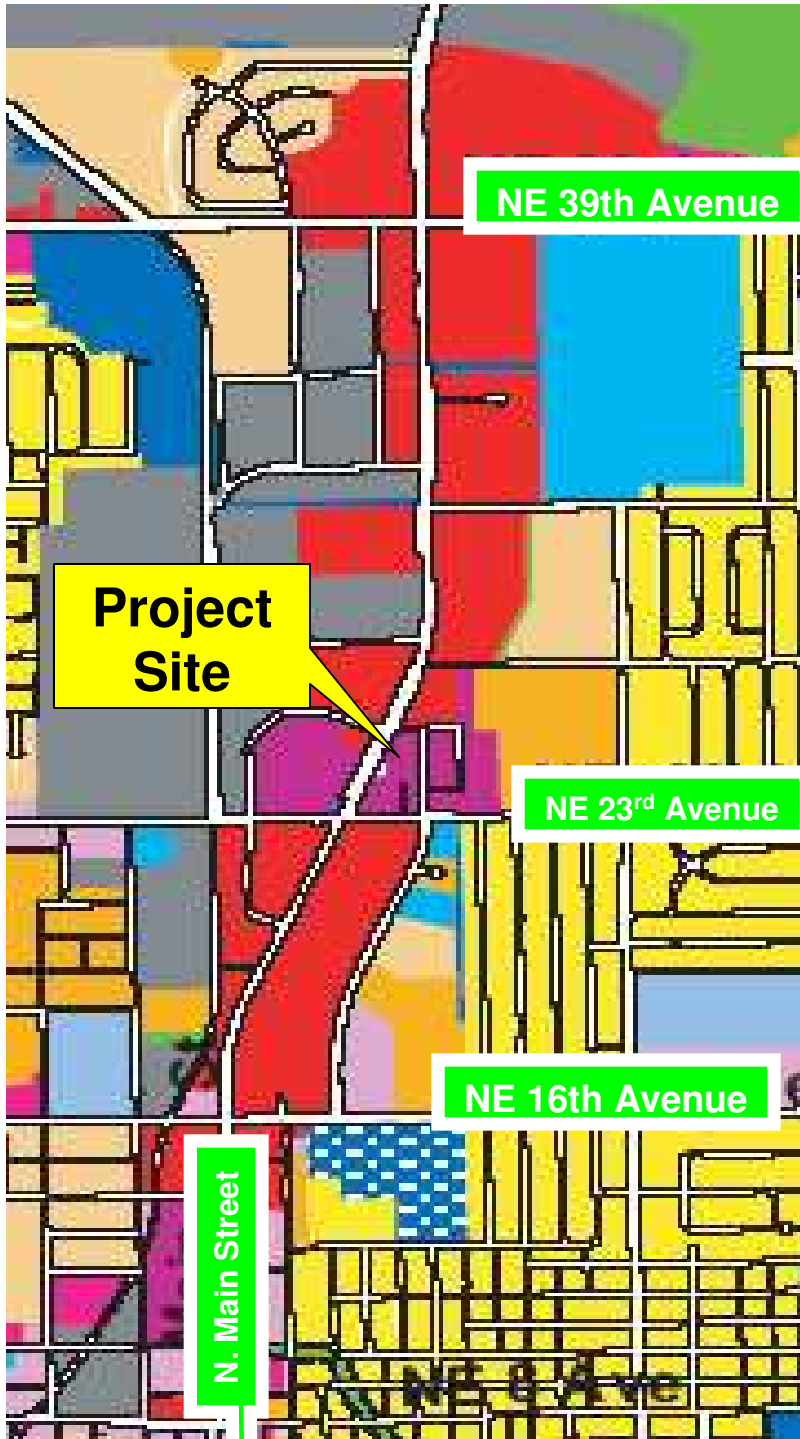
Policy 4.1.3 The City will review the proposed changes to the Future Land Use Map by considering factors such as, but not limited to, the following:

1. Overall compatibility of the proposal
2. Surrounding land uses
3. Environmental impacts and constraints
4. Whether the change promotes urban infill
5. Whether the best interests, community values, or neighborhood support is achieved.

Policy 4.1.3(1)

Policy 4.1.3(1) Overall compatibility of the proposal

- Examine entire Main Street Corridor
 - Automotive district with Commercial FLU & Zoning
- Examine existing businesses in area
 - Is this compatible?
 - What type of businesses have thrived in the area?
- Policy 4.2.5: The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue.
- Recent activity: Duval Motorcars, Brasington and Gainesville Ford relocations...more to come



**Predominant
Commercial/Automotive
Development Pattern
(North Main Street)**

City of Gainesville Comprehensive Plan

Future Land Use Element

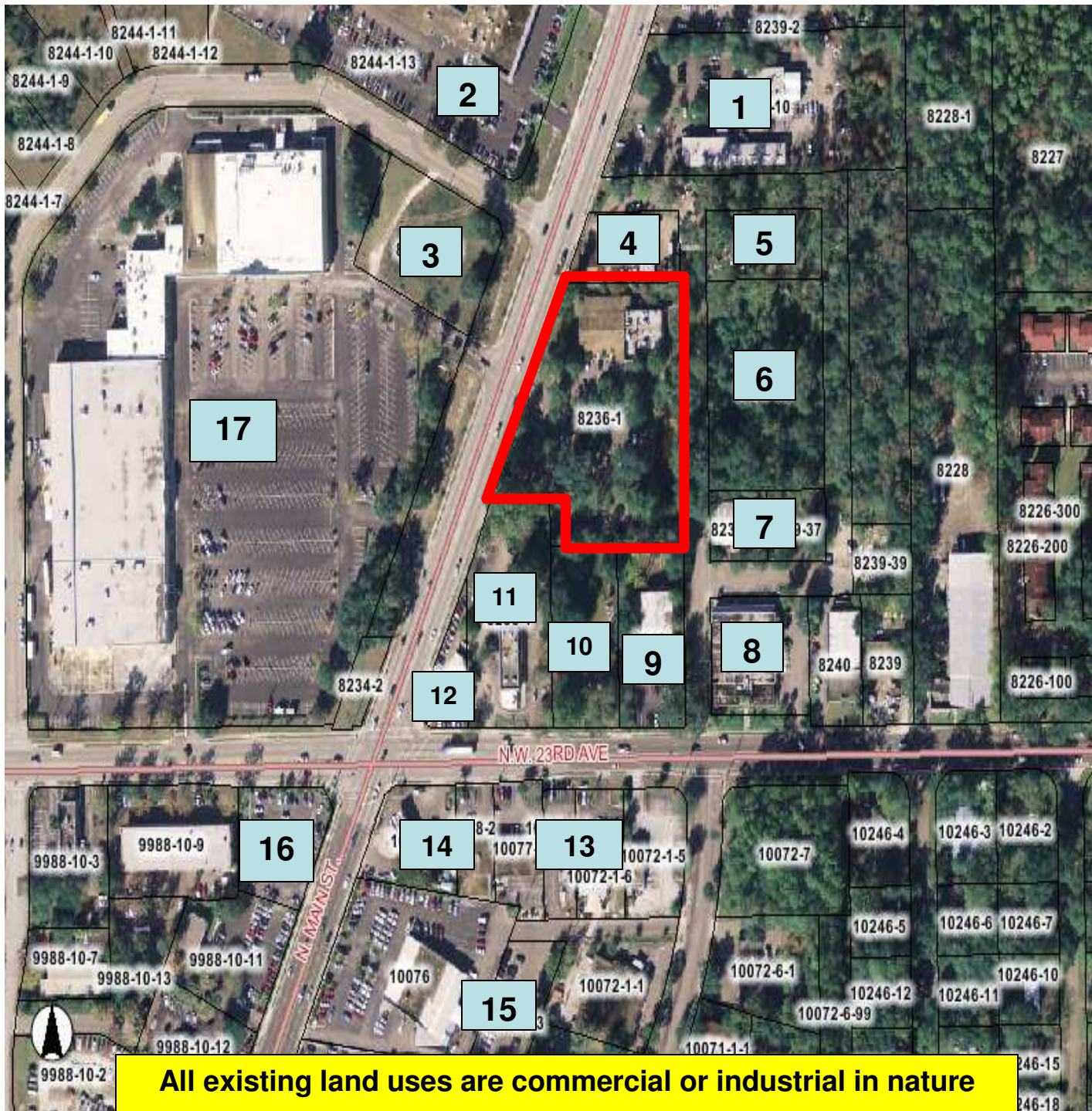
Policy 4.2.5

The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue.

Policy 4.1.3(2)

Policy 4.1.3(2) Surrounding land uses

- Application must demonstrate compatibility with surrounding land uses (existing businesses, etc.)
- All surrounding uses are commercial in nature and many are automotive-related businesses.
- Location in the heart of the Main Street 'automotive corridor'
- No residential development in area
- No mixed use development in area



Surrounding Land Uses

1. Automotive Repair
2. Automotive Sales
3. Vacant
4. Automotive Repair
5. Vacant
6. Vacant
7. Warehouse / Industrial
8. Industrial / Retail
9. Paint Store
10. Vacant
11. Restaurant
12. Automotive Sales
13. Restaurants/Retail
14. Gas Station
15. Automotive Sales
16. Automotive Sales
17. Shopping Center

Note: The closest residential property is approximately 470 feet southeast of the project site.

Comprehensive Plan Consistency

Neighborhood Center Concept:

Data and Analysis not in Comprehensive Plan

- Neighborhood activity center information (main basis for staff recommendation) not included in comprehensive plan.
- This information is included in the data and analysis only.

Policy 4.2.5 clearly supports commercial and automotive uses on Main Street is in Comprehensive Plan

However, the proposed changes still do not prevent the future development of the area as a neighborhood center

- Boundaries are large and undefined
- Only one parcel of many in the designated area
- NE Corner of intersection removed from application before submittal

Policy 4.1.3(3)

Policy 4.1.3(3) Environmental impacts and constraints

- Site is fully developed
- No environmentally sensitive resources on site
- Limited site redevelopment expected
- New site development requires wellfield special use permit
- City regulations in place to address development

Policy 4.1.3(4)

Policy 4.1.3(4) Whether the change promotes urban infill

- Allow business that can thrive in automotive corridor
- Supports infill, vacant parcels do not
- Leads to economic development considerations

Economic Development Considerations

Future Land Use Element

Goal 2: Redevelop areas within the City, as needed that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl.

Objective 2.1 Redevelopment should be encouraged to...improve condition of blighted areas

Policy 2.1.4 The City shall designate an urban infill and redevelopment area for the purpose of targeting economic development, job creation,...crime prevention...

Economic Development Considerations

Economic Hardship:

- Vacant building for over 3 years
- Most recent uses – restaurant (Ryan's Steakhouse and Florida Buffet)
- Owner has tried to gain a new tenant for restaurant building
- Multiple reports of vandalism/theft of over \$40,000
- Paid over \$60,000 in taxes since ownership (3 years, no tenant)

Economic Development Considerations

Economic Hardship:

- Existing FLU limits the type of potential businesses
- Existing FLU doesn't allow type of commercial / automotive uses that are successful in this corridor
- Market dictates what type of business will thrive based on location – restaurant not a good fit in this area which doesn't support the viability of the neighborhood center concept.
- Neighborhood center concept (not in C.P.) creates impediment for small business in corridor by preventing uses that have proven to be successful, and is also in conflict with actual CP Policy 4.2.5

Policy 4.1.3(5)

Policy 4.1.3(5) Whether the best interests, community values, or neighborhood support is achieved.

Neighborhood Meeting – October 8, 2008

In her *The Death and Life of Great American Cities* (1961), author Jane Jacobs suggested that crime could be reduced by having "eyes on the street." The term began to be used by many neighborhood watch programs.

2 meeting attendees - Mr. Jackson and Mr. Lambert

- Representatives of Highland Court Manor neighborhood watch (Closest neighborhood to site)
- Support occupancy of site with active business...reduce loitering and crime
- Public safety issue

Summary

- Consistent with Comprehensive Plan (particularly supports Policy 4.2.5)
- Staff basis not entirely included in Comp. Plan
- Compatible with surrounding businesses
- Supports realistic, immediate economic development opportunities for small business
- Supported by neighborhood
- Step down approach (Commercial–MU-MF-SF)
- Still allows neighborhood center development at intersection

