



City of Gainesville

Department of Sustainable
Development

CITY PLAN BOARD STAFF REPORT

PUBLIC HEARING DATE: January 27, 2022
PROJECT NAME AND NUMBER: PB-21-00166 SUP – MOD Car Wash
APPLICATION TYPE: Special Use Permit
RECOMMENDATION: Staff recommends approval with conditions of Petition PB-21-00166 SUP
CITY PROJECT CONTACT: Juan Castillo

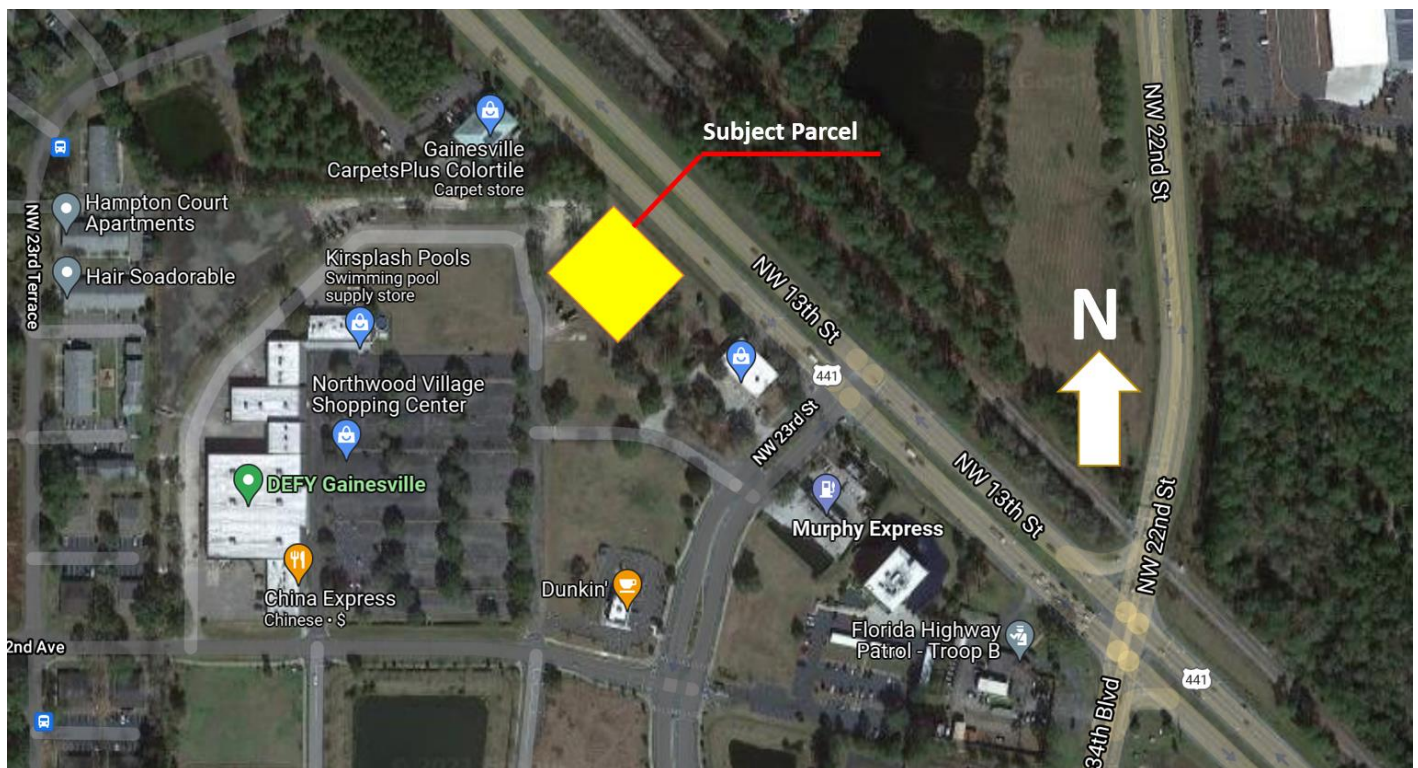


Figure 1: Location Map

APPLICATION INFORMATION:

Agent/Applicant: Axis Infrastructure

Property Owner(s): Oakwood Gainesville Parcels, LLC

Legislative History: PB-21-00166. Axis Infrastructure, agent for Oakwood Gainesville Parcels, LLC. A Special Use Permit for a carwash in Mixed-Use Medium Intensity Zoning (MU-2).

Neighborhood Workshop: November 2nd, 2021

SITE INFORMATION:

Address: 6468 NW 13th St.
Parcel Number(s): 06014-030-001
Acreage: .86 acres +/-
Existing Use(s): Vacant
Land Use Designation(s): MUM (Mixed-Use Medium)
Zoning Designation(s): Mixed-Use Medium Intensity (MU-2)
Overlay(s): Wellfield Tertiary Zone
Transportation Mobility Program
Area (TMPA): Zone B
Water Management District: St. John's River Water Management District
Special Feature(s): None

ADJACENT PROPERTY CHARACTERISTICS:

	EXISTING USE(S)	LAND USE DESIGNATION(S)	ZONING DESIGNATION(S)
North	Retail, ROW	Mixed-Use Medium (MUM) and Planned Use District (PUD)	Planned Development (PD) and Mixed-Use Medium Intensity (MU-2) (12-30 U/AC)
South	Office, Retail	Mixed-Use Medium (MUM)	Mixed-Use Medium Intensity (MU-2) (12-30 U/AC)
East	ROW	ROW	ROW
West	Retail	Mixed-Use Medium (MUM)	Mixed-Use Medium Intensity (MU-2) (12-30 U/AC)

PURPOSE AND DESCRIPTION:

The subject property is zoned Mixed Use Medium Intensity (MU-2) which allows for carwash facilities via Special Use Permit. The proposed special use permit is to allow for an automatic carwash facility on the project site.

The site is located at 6468 NW 13th Street adjacent to the Northwood Village Shopping Center. The property is surrounded by retail to the northwest, the Northwood Village Shopping Center directly west, retail directly south, and NW 13th Street and railway Right of Way directly east. Currently, the project site lies vacant. Furthermore, this property is part of a commercial/office area of development which fronts NW 13th Street between NW 23rd Street and NW 23rd Terrace.

STAFF ANALYSIS AND RECOMMENDATION:

ANALYSIS

Staff analysis and review is based on its consistency with the criteria for issuing a Special Use Permit as shown in Division 5 of Article III of the Land Development Code and the Use Standards for Carwash facilities found in Section 30-5.5.

Special Use Permit Review Criteria

In accordance with Section 30-3.24 no Special Use Permit shall be approved by the City Plan Board unless the following findings are made concerning the proposed special use:

A. The proposed use or development is consistent with the Comprehensive Plan and the Land Development Code.

The property is zoned MU-2 which is consistent with the future land use designation of Mixed-Use Medium Intensity (MUM) as prescribed by the Comprehensive Plan (Policy 4.1.1). MU-2 zoning allows for carwash facilities via Special Use Permit.

The proposal is consistent with the City's Comprehensive Plan which mandates regulations that control automobile-oriented uses (Future Land Use Element Policy 5.2.1) and the impacts of high-intensity uses on lower intensity uses in order to promote a healthy coexistence and integration of various uses (Future Land Use Element Policy 4.2.1). Furthermore, the proposal is consistent with Future Land Use Element Goal 1 by providing a carwash station in close proximity to a commercially significant area and thus diversifying the available services to nearby residences. It's expected that the proposed use will help meet residents' and commercial developments' need for self-carwash services given that the next available automatic and self-serve car wash detail station is located roughly two (2) miles from this location. There is one detail carwash business located closer to the proposed automatic carwash, however the services rendered are more specific to professional detailing as opposed to a self-serve automatic carwash. This proposal also curtails the proliferation of urban sprawl by its inclusion in an already developed commercial area within existing services thus satisfying Objective 1.5. See appendix A for the full list of met Comprehensive Plan language.

Sec. 30-5.5. - Carwash, automated or self-service

All principal and accessory structures used for carwash service shall be located and constructed in accordance with the following requirements:

- A. When the use is located in an accessory structure, the structure shall not exceed 25 feet in height. **Requirement Met (proposed use is single story primary consistent with development in the area).**

- B. All bay openings shall be oriented away from any property in a residential district (including MH, mobile home residential district) or other existing, conforming residential use. **– Requirement Met, development is not located near or adjacent to residential districts.**
- C. Bay openings shall be located to the side or rear of the building and shall be screened from the street. **– Requirement Met**
- D. All outdoor lighting shall be oriented away from any property in a residential district (including MH, mobile home residential district) or other existing conforming residential use. **– Requirement Met, development is not located near or adjacent to a residential district.**
- E. All uses shall comply with the requirements of article VIII for buffering. **– Requirement Met**
- F. Accessory automotive detailing within enclosed parking structures may be allowed consistent with section 30-5.32. **– Requirement Met (not proposed)**

B. The proposed use or development is compatible with the existing land use pattern and future uses designated by the Comprehensive Plan. Factors by which compatibility of the proposed use or development shall be reviewed include scale, height, mass and bulk, design, intensity, and character of activity.

The proposed car wash is consistent with the auto centric, industrial and commercial development in the area. There' an existing auto parts store south of the applicant's site and a gas station further south from the auto parts store. Behind the applicant's site there's a shopping center which is part of a commercial development trend in the area which includes restaurants, retail, and services such as the Florida Highway Patrol, and a Fire Rescue Station. The applicant's parcel is adjacent to SR 441 which is a busy, large capacity road alongside an active railroad facility.

C. The proposed use will not adversely affect the health, safety, and welfare of the public.

The proposal for a car wash is not expected to adversely affect the health, safety, and welfare of the general public. The carwash is located within the Murphree's tertiary wellfield zone but is not proposing an underground storage facility. The proposal will be required to comply with EPA's Hazardous Materials Management Code (HMMC).

D. Ingress and egress to the property, proposed structures, and parking/loading/service areas is provided and allows for safe and convenient automobile, bicycle, and pedestrian mobility at the site and surrounding properties.

The main entrance to the site is located off of SR 441 with one connection to the shopping center.

E. Off-street parking, service, and loading areas, where required, will not adversely impact adjacent properties zoned for single-family residential use.

The proposed development's parking and service areas are located internal to the development and is not expected to affect properties surrounding the development.

F. Noise, glare, exterior lighting, or odor effects will not negatively impact surrounding properties.

The proposed development is not expected to have an adverse impact to surrounding properties due to noise, glare, exterior lighting, or odor. The development is not adjacent to or near any residential

development. Development in the area is primarily commercial and industrial and would be consistent with the expected noise generated from a carwash.

The Land Development Code provides regulations concerning lighting (Sec. 30-6.12.D.1.b) which the applicant must follow.

- G. There is adequate provision for refuse and service/loading areas, and these areas shall be reviewed for access, screening, location on the site, and pedestrian/bicycle mobility and safety. Outdoor storage or display areas, if included, will not adversely impact surrounding properties and shall be reviewed for screening and location on the site.**

The refuse and service/loading areas for the proposed plan is located internal to the site, will be screened, and does not inhibit pedestrian/bicycle mobility access. Outdoor storage is not anticipated with this proposal.

- H. Necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use or development.**

Public utilities are available to this site.

- I. Screening and buffers are proposed of such type, dimension, and character to improve compatibility and harmony of the proposed use and structure with the uses and structures of adjacent and nearby properties.**

The proposed development plan includes the required Type B perimeter buffer with a 4' privet type hedge Per Sec. 30-5.13.C.10.

- J. The hours of operation will not adversely impact adjacent properties zoned for single-family residential use.**

There are no adjacent properties zoned for single-family residential uses.

- K. Any special requirements set forth in the Land Development Code for the particular use involved are met.**

Land Development Code lists standards specific to carwash, automated or self-service (Sec. 30-5.5). See pages 4 and 5 of this report and appendix B.

RECOMMENDATION

Staff recommends approval with conditions of Petition PB-21-00166 SUP special use permit for car wash on parcel 06014-030-001 in MU-2 zoning.

DRAFT MOTION FOR CONSIDERATION

Approve with conditions PB-21-00166 SUP special use permit for car wash on parcel 06014-030-001 in MU-2 zoning.

CONDITIONS

1. The site shall be developed and operated consistent with the conceptual plan associated with Special Use Permit PB-21-00166 SUP and the condition as provided with this approval.
2. Development shall meet sidewalk requirements as stated in the Land Development Code.
3. Sidewalk connections shall be provided from the development to the Northwood Village Shopping Center where future development can connect and provide a complete sidewalk network.
4. Front side facing NW 13th St. (SR 441) shall have a façade with a door and windows that meet glazing requirements.

LIST OF APPENDICES:

Appendix A Comprehensive Plan, Goals, Objectives and Policies

Appendix B Land Development Code Regulations

Appendix C Maps

- Exhibit C-1: Existing Zoning
- Exhibit C-2: Existing Land Use

Appendix D Application Documents

Appendix E Proposed Site Plan

Appendix F Proposed Elevations

Appendix A:
Comprehensive Plan Goals, Objectives and
Policies

Appendix A: Comprehensive Plan Goals, Objectives and Policies

A-1 Comprehensive Plan Future Land Use Element

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows:

Mixed-Use Medium-Intensity (MUM): 12-30 units per acre

This land use category allows a mixture of residential, office, and business uses concentrated in mapped areas. When implemented by the Corporate Park zoning district, this category is appropriate for corporate office facilities and mixed-use office oriented development. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code.

Public and private schools, institutions of higher learning, places of religious assembly and community facilities shall be appropriate in this category. Such development shall function as a neighborhood center serving multiple neighborhoods or a community-serving retail and/or office center. It is not expected that these areas shall be expanded significantly during this planning period. Land development regulations shall ensure a compact, pedestrian environment for these areas, and provide guidelines for the compatibility of permitted uses. Residential development shall be limited to 12 to 30 units per acre. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by Special Use Permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and community facilities.

Buildings in this land use category shall face the street and have modest front setbacks.

A-2 Relevant Comprehensive Plan Goals, Objectives, Policies (GOP)

GOAL 1 **IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.**

Objective 1.5 Discourage the proliferation of urban sprawl.

Objective 4.2 The City shall implement regulations that will protect low-intensity uses from the negative impacts of high-intensity uses and provide for the healthy coexistence and integration of various land uses.

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Policy 5.2.1 The City shall develop land development regulations that control facade articulation, building orientation, building location, automobile-oriented uses such as drive-throughs and gas stations, location and amount of parking, number of stories, outdoor lighting, compatibility with context, and quality of materials for large retail and service establishments in a manner that promotes civic pride, unique identity and land use objectives.

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Objective 3.4 The City shall ensure that services and facilities needed to meet and maintain the Level of Service (LOS) standards adopted in this Plan are provided.

Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

A-3 Comprehensive Plan – Transportation Mobility Element

- Policy 10.1.6** For any development or redevelopment within Zone B, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8

Greater than 5,000	At least 12 and meet either a. or b.: a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.
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Zone B Criteria

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPD, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.
- h. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.

- i. Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- j. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- k. Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.
- l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- m. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage, or removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
- n. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- o. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- p. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- q. Funding for the construction of new or expanded transit facilities.
- r. Construction of bus shelters built to City specifications.
- s. Bus shelter lighting using solar technology designed and constructed to City specifications.
- t. Construction of bus turn-out facilities to City specifications.

- u. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- v. Business operations shown to have limited or no peak-hour roadway impact.
- w. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Appendix B

Land Development Code Regulations

Appendix B – Land Development Code Regulations

B-1 Governing Principles

- Division 5. Special Use Permits.

2 **DIVISION 5. SPECIAL USE PERMITS**

3 **Section 30-3.22. Purpose.**

4 It is the intent of this division to recognize and permit certain uses and developments that require
5 special review, and to provide the standards by which the applications for permits for uses and
6 development shall be evaluated. It is further intended that Special Use Permits be required for
7 developments that, because of their inherent nature, extent, and external effects, require special care in
8 the control of their location, design, and methods of operation in order to ensure conformance with the
9 Comprehensive Plan and this chapter.

10 **Section 30-3.23. Required.**

11 The applicable uses listed in Article IV may be established in that zoning district only after issuance and
12 recordation of a Special Use Permit by the City Plan Board.

13 **Section 30-3.24. Review Criteria.**

14 No Special Use Permit shall be approved by the City Plan Board unless the following findings are made
15 concerning the proposed special use. The burden of proof on the issue of whether the development, if
16 completed as proposed, will comply with the requirements of this chapter remains at all times on the
17 applicant.

- 18 A. The proposed use or development is consistent with the Comprehensive Plan and the Land
19 Development Code.
- 20 B. The proposed use or development is compatible with the existing land use pattern and future uses
21 designated by the Comprehensive Plan. Factors by which compatibility of the proposed use or
22 development shall be reviewed include scale, height, mass and bulk, design, intensity, and character
23 of activity.
- 24 C. The proposed use will not adversely affect the health, safety, and welfare of the public.
- 25 D. Ingress and egress to the property, proposed structures, and parking/loading/service areas is
26 provided and allows for safe and convenient automobile, bicycle, and pedestrian mobility at the site
27 and surrounding properties.
- 28 E. Off-street parking, service, and loading areas, where required, will not adversely impact adjacent
29 properties zoned for single-family residential use.
- 30 F. Noise, glare, exterior lighting, or odor effects will not negatively impact surrounding properties.
- 31 G. There is adequate provision for refuse and service/loading areas, and these areas shall be reviewed
32 for access, screening, location on the site, and pedestrian/bicycle mobility and safety. Outdoor
33 storage or display areas, if included, will not adversely impact surrounding properties and shall be
34 reviewed for screening and location on the site.
- 35 H. Necessary public utilities are available to the proposed site and have adequate capacity to service
36 the proposed use or development.
- 37 I. Screening and buffers are proposed of such type, dimension, and character to improve compatibility
38 and harmony of the proposed use and structure with the uses and structures of adjacent and nearby
39 properties.

- 1 J. The hours of operation will not adversely impact adjacent properties zoned for single-family
2 residential use.
- 3 K. Any special requirements set forth in the Land Development Code for the particular use involved are
4 met.

- Sec. 30-5.5 Carwash, Automated or Self-Service.

36 **Section 30-5.5. Carwash, Automated or Self-Service.**

37 All principal and accessory structures used for carwash service shall be located and constructed in
38 accordance with the following requirements:

39 A. When the use is located in an accessory structure, the structure shall not exceed 25 feet in height.

- 1 B. All bay openings shall be oriented away from any property in a residential district (including MH,
2 mobile home residential district) or other existing, conforming residential use.
- 3 C. Bay openings shall be located to the side or rear of the building and shall be screened from the
4 street.
- 5 D. All outdoor lighting shall be oriented away from any property in a residential district (including MH,
6 mobile home residential district) or other existing conforming residential use.
- 7 E. All uses shall comply with the requirements of Article VIII for buffering.
- 8 F. Accessory automotive detailing within enclosed parking structures may be allowed consistent with
9 Section 30-5.32.

DIVISION 4. MIXED-USE AND NONRESIDENTIAL**Section 30-4.19. Permitted Uses.**

The following table contains the list of uses allowed, and specifies whether the uses are allowed by right (P), accessory to a principal use (A), or by special use permit approval (S). Blank cells indicate that the use is not allowed. No variances from the requirements of this section shall be allowed.

Table V - 7: Permitted Uses in Mixed-Use and Nonresidential Districts.

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
RESIDENTIAL													
Single-family house		P	-	P	P	-	-	-	-	-	P	-	-
Attached dwellings		P	P	P	P	-	-	-	-	-	-	-	-
Multi-family dwellings		P	P	P	P	S	-	-	-	-	P	-	-
Accessory dwelling units	30-5.33	A	A	A	A	-	-	-	-	-	P	-	-
Adult day care homes	30-5.2	P	P	P	P	P	P	-	-	P	-	-	-
Community residential homes (up to 6 residents)	30-5.6	P	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (more than 14 residents)	30-5.6	-	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (7 to 14 residents)	30-5.6	P	P	P	P	-	-	-	-	-	P	-	-

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Dormitory, large	30-5.8	-	-	-	S	-	-	-	-	-	-	-	-
Dormitory, small	30-5.8	S	S	S	P	-	S	-	-	-	-	-	-
Family child care homes	30-5.10	P	-	P	P	-	-	-	-	-	P	-	-
NONRESIDENTIAL													
Alcoholic beverage establishments	30-5.3	S	S	-	-	-	P	-	P	P	-	P	P
Assisted living facility		P	P	-	P	-	-	-	-	-	P	-	-
Armor systems manufacturing and assembly	30-5.16	P	-	-	-	-	-	-	-	-	-	-	-
Bed and breakfast establishments	30-5.4	P	P	S	S	-	P	-	P	-	-	-	-
Business services		P	P	-	P	P	P	P	P	P	P	P	P
Car wash facilities	30-5.5	S	S	-	-	-	P	P	S	P	P	P	P
Civic, social & fraternal organizations		P	P	-	-	-	P	P	P	P	-	-	-
Daycare center	30-5.7	P	P	P	P	P	P	-	-	P	P	-	-
Drive-through facility	30-5.9	P	P	-	-	-	P	P	P	P	P	P	P
Emergency shelters		P	P	P	P	P	P	P	P	P	P	P	P
Equipment sales, rental and leasing, heavy		-	-	-	-	-	-	-	-	-	-	P	P
Equipment sales, rental and leasing, light		-	P	P	P	-	P	P	-	P	P	P	P
Food distribution center for the needy	30-5.12	-	-	-	-	-	S	-	S	S	-	-	-
Food truck	30-5.35	P	P	A	A	P	P	P	P	P	P	P	P
Fuel dealers		S	S	-	-	-	S	P	-	-	-	P	P
Funeral homes and crematories		P	P	P	P	-	P	P	-	-	-	-	-
Gasoline/alternative fuel stations	30-5.13	S	S	-	-	-	P	P	P	S	P	S	S
Go-cart raceway and rentals (indoor and outdoor)		-	-	-	-	-	-	-	-	-	-	S	S
Health services		P	P	P	P	P	-	-	-	-	P	-	-
Hotels and motels		S	S	-	-	S	P	-	P	P	S	-	-
Ice manufacturing/vending machines	30-5.38	-	-	-	-	-	S	S	S	A	A	A	A
Industrial	30-5.14	-	-	-	-	-	-	-	-	-	-	P	P
Job training and vocational rehabilitation services		-	P	-	-	-	P	-	-	P	P	P	-
Junkyard/Salvage Yard	30-5.15	-	-	-	-	-	-	-	-	-	-	S	P
Laboratories, medical and dental		P	P	P	P	P	P	-	-	P	P	P	P

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Large-scale retail		-	P	-	-	-	P	P	P	P	-	-	-
Libraries		-	P	-	-	P	-	-	-	-	P	-	-
Light assembly, fabrication, and processing	30-5.16	P	P	-	S	S	S	P	-	P	P	P	P
Liquor stores		P	P	-	-	-	P	P	P	-	P	-	-
Medical marijuana dispensing facility		P	P	A ¹	A ¹	S	P	P	P	P	P	S	S
Microbrewery Microwinery Microdistillery ³	30-5.17	S	P	-	-	-	P	-	P	P	P	P	P
Mini-warehouses, self-storage		-	-	-	-	-	-	P	-	P	P	P	P
Museums and art galleries		P	P	P	P	P	P	-	P	P	P	-	-
Offices		P	P	P	P	P	P	P	P	P	P	P	P
Offices, medical and dental		P	P	P	P	P	P	-	P	-	P	-	-
Outdoor storage, principal use	30-5.19	-	-	-	-	-	-	-	-	S	P	P	P
Parking, surface (as a principal use)	30-5.20	-	S	-	-	-	S	P	-	P	P	-	-
Passenger transit or rail stations		S	S	-	-	P	P	P	P	P	P	P	-
Personal services		P	P	P	P	P	P	P	P	P	P	P	P
Places of religious assembly	30-5.21	P	P	P	P	P	P	P	P	P	P	-	-
Public administration buildings		P	P	P	P	P	P	P	P	P	P	P	-
Public maintenance and storage facilities		-	-	-	-	-	-	-	-	P	P	P	P
Public parks		S	S	S	S	P	P	P	P	P	P	P	P
Recreation, indoor		P	P	P	P	P	P	P	P	P	P	P	P
Recreation, outdoor		-	-	-	-	-	S	P	P	S	-	P	P
Recycling centers		-	S	-	-	-	S	-	-	-	S	S	P
Rehabilitation centers	30-5.24	S	S	S	S	-	S	-	-	S	-	S	
Research, development and testing facilities		-	-	-	-	P	P	-	-	P	P	P	P
Residences for destitute people	30-5.22	S	S	S	S	-	S	-	S	-	-	-	-
Restaurants		P	P	-	S	P	P	P	P	P	P	P	P
Retail nurseries, lawn and garden supply stores		P	P	-	-	-	P	P	-	P	P	P	-
Retail sales (not elsewhere classified)		P	P	-	-	S	P	P	P	P	P	S	S
Schools, elementary, middle & high (public & private)		P	P	S	S	-	P	-	-	-	P	-	-
Schools, professional		P	P	P	P	P	P	P	-	P	P	P	P

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Schools, vocational and trade		-	P	P	P	-	P	P	-	P	P	P	P
Scooter or electric golf cart sales		P	P	-	-	-	P	P	-	P	-	P	-
Sexually-oriented cabarets	30-5.23	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented motion picture theaters	30-5.23	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented retail store	30-5.23	-	-	-	-	-	P	-	P	-	-	-	P
Simulated gambling establishments		-	-	-	-	-	-	-	-	-	-	-	-
Skilled nursing facility		P	P	-	P	P	P	-	-	-	P	-	-
Social service facility	30-5.25	S	S	S	S	-	-	-	-	-	P	S	S
Solar generation station	30-5.27	-	-	-	-	-	-	-	-	P	-	P	P
Truck or bus terminal/maintenance facilities		-	-	-	-	-	-	P	P	P	P	P	P
Vehicle repair	30-5.28	-	-	-	-	-	-	P	P	P	-	P	P
Vehicle rental		-	-	-	-	-	P	P	P	P	P	P	-
Vehicle sales (no outdoor display)		-	-	-	-	-	P	P	P	P	-	P	-
Vehicle sales (with outdoor display)		-	-	-	-	-	-	P	-	P	-	P	P
Vehicle services	30-5.28	S	S	-	-	-	P	P	P	P	S	P	P
Veterinary services	30-5.29	P	P	P	P	P	P	P	P	P	P	P	P
Warehouse/distribution facilities (<100,000 SF)		-	-	-	-	-	-	-	-	P	P	P	P
Warehouse/distribution facilities (>100,000 SF)		-	-	-	-	-	-	-	-	P	P	P	P
Waste management facilities		-	-	-	-	-	-	-	-	S	-	P	P
Wholesale trade		-	-	-	-	-	-	S	-	P	P	P	P
Wireless communication facilities	30-5.30												

LEGEND:

P = Permitted by right; S = Special Use Permit; A = Accessory; Blank = Use not allowed.

1 = Only when accessory to and in the same building as health services or offices of physicians, dentists, and other health practitioners.

2 = Accessory to and in the same building as health services and comprising less than 25% of the gross floor area of the building.

3 = Prohibited where adjacent to single-family zoned property.

Section 30-4.20. Dimensional Standards.

The following tables contain the dimensional standards for the various uses allowed in each district.

Table V - 8: Mixed-Use and Nonresidential Districts Dimensional Standards.

	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	W	BI	I-1	I-2
DENSITY/INTENSITY												
Residential density (units/acre)												
Min ¹	8	12	None	None	10	None	None	None	8	None	None	None
Max	30	30	20	20	30	None	None	None	30	None	None	None
Nonresidential building coverage	60%	75%	40%	50%	50%	None	None	None	None	None	None	None
Nonresidential GLA (max)	100,000 ²	None ²	None	None	None	None	None	None	None	None	None	None
LOT STANDARDS												
Min lot area (sq. ft.)	None	None	6,000	6,000	None	None	None	6,000	None	None	None	None
Min lot width (ft.)	None	None	60	60	None	None	None	60	None	None	None	None
Min lot depth (ft.)	None	None	90	90	None	None	None	90	None	None	None	None
SETBACKS (ft.)												
Front	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	15 min	10 min 100 max	25 min	25 min	25 min	25 min
Side-street (min)	15	15	10	10	10	10	15	10	25	20	25	25
Side-interior (min)	10	10	10	10	10	10	10	10	10 ⁴	10	10 ⁴	20 ⁴
Rear (min)	10	10	10	10	10	10	15	10	10 ⁴	20	10 ⁴	10 ⁴
MAXIMUM BUILDING HEIGHT (stories)												
By right	5	5	3	3	5	5	5	5	5	5	5	5
With building height bonus	8	8	-	8	8	8	-	8	-	-	-	-

LEGEND:

- 1 = Lots that existed on November 13, 1991, as recorded in the city and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
- 2 = Developments of 50,000 sq. ft. or more of gross leasable area shall be located along arterials or collectors, as defined in the official roadway map.
- 3 = Where the yard abuts and is used for access to a railroad siding, the minimum setback shall be zero feet.
- 4 = Where the rear or side yard abuts U1 or single-family residential zoning or a historic district, Section 30-4.8 development compatibility standards shall apply.

Appendix C

Maps

Zoning

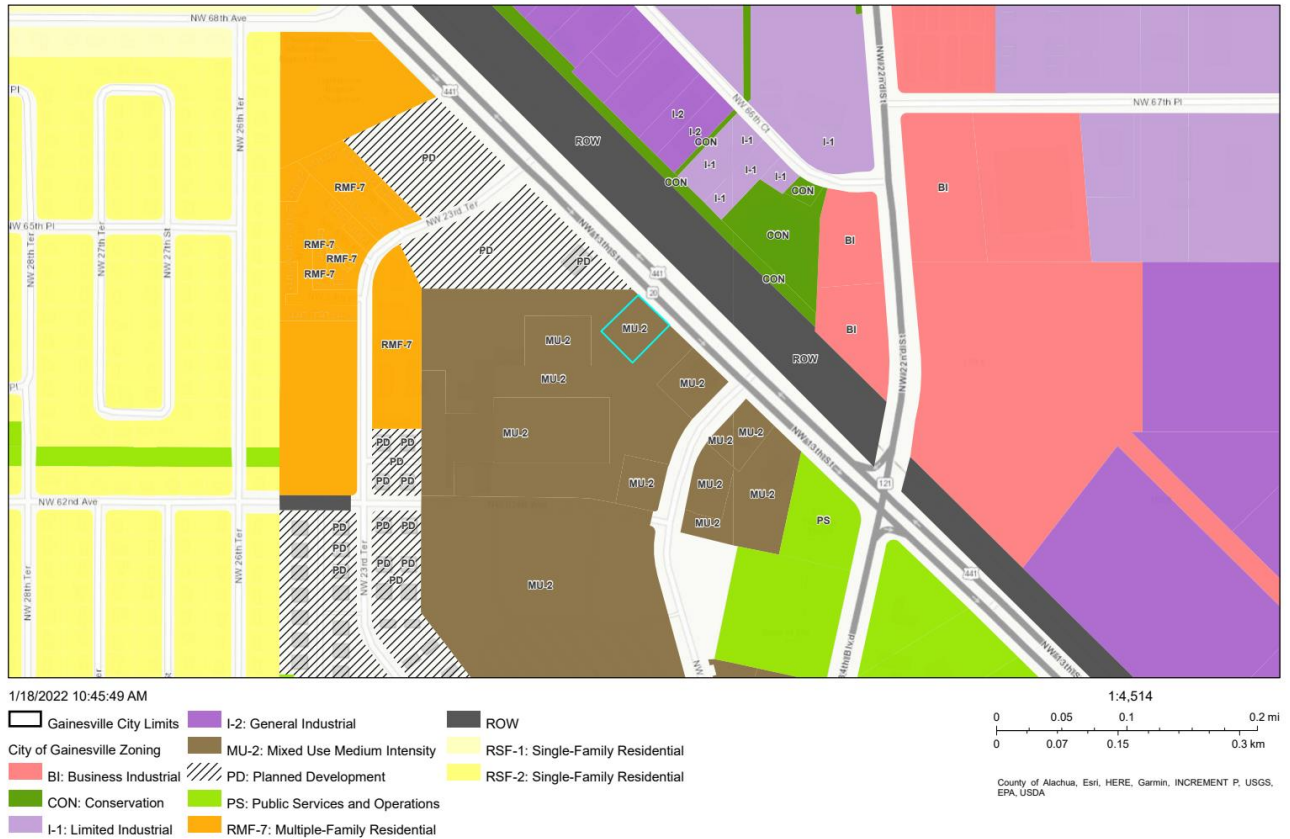


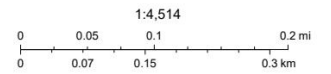
Exhibit C-2: Existing Land Use

Land Use



1/18/2022 10:28:09 AM

- | | | |
|------------------------------|---|------------------------|
| Gainesville City Limits | MUM: Mixed-Use Medium | RM: Residential Medium |
| City of Gainesville Land Use | PF: Public and Institutional Facilities | ROW |
| CON: Conservation | PUD: Planned Use District | SF: Single Family |
| IND: Industrial | REC: Recreation | |



County of Alachua, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

Appendix D
Application Documents

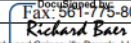


APPLICATION FOR SPECIAL USE PERMIT
Planning & Development Services

OFFICE USE ONLY


Petition No. _____ Fee: \$ _____
 1st Step Mtg Date: _____ EZ Fee: \$ _____
 Tax Map No. _____ Receipt No. _____
 Account No. 001-660-6680-3401 []
 Account No. 001-660-6680-1124 (Enterprise Zone) []
 Account No. 001-660-6680-1125 (Enterprise Zone Credit) []

Application for a special use permit will be accepted for review only after a pre-application conference (First Step Meeting). Application to be completed by applicant. Application must include a preliminary development plan. Incomplete applications will be returned to the applicant.

Name of Owner(s) (please print)	Applicant(s)/Agent(s), if different
Name: Oakwood Gainesville Parcels LLC	Name: Axis Infrastructure
Address: 300 Avenue of the Champions	Address: 1111 Cambridge Square
Suite 140	Alpharetta, GA 30009
Palm Beach Gardens, FL 33418	
Phone: 561-775-1300 Fax: 561-775-8088	Phone: 678-237-2764 Fax: N/A
Owner's Signature: 	
(If additional owner, list name and address) _____ (ck)	

PROPERTY INFORMATION (Richard Baer, President) Permit is being requested.)	nation below applies to property for which a Special Use
Street address: Exact address TBD; Hwy 441 near NW 23rd St, Gainesville, FL	
Tax parcel no(s): 06014-030-001	
Legal description (use separate sheet, if needed): see attached.	

I hereby attest to the fact that the above supplied parcel number(s) and legal description(s) is (are) the true and proper identification of the area for which the permit is being requested.

Signature of applicant:  Date: 9/9/2021

Certified Cashier's Receipt:

A Special Use Permit is requested pursuant to Section 30, Subsection 4, Paragraph 19, of the Land Development Code, City of Gainesville, to allow the following use:
Car Wash

A preliminary site plan is/is not required and is/is not attached.

Existing zoning classification: MU-2 Existing land use designation: MUM

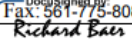
Existing use of property: Vacant Commercial

SURROUNDING PROPERTY INFORMATION: (List all uses surrounding the subject property under "Existing use." Staff is available to supply zoning and land use information.)			
	Zoning	Land Use	Existing Use
North	ROW	CON	FDOT ROW then ACL RR ROW then Gainesville Power Plant Rd
South	MU-2	MUM	Shopping Center
East	MU-2	MUM	Shopping Center
West	MU-2	MUM	Shopping Center

TO THE APPLICANT: (Please sign the bottom of this application after you have read the following.)

- The City of Gainesville will notify owners of property within 400 feet of the subject property of this application.
- No application for a Special Use Permit shall be entertained within 2 years after the denial or withdrawal of a request for the same use for the same property.
- The City Plan Board's decision concerning a Special Use Permit may be appealed by the applicant to a hearing officer within 15 days of the date notification of the decision is sent by certified mail to the applicant.

Signature:  Date: 9/27/2021
DocuSigned by: CE088649A7BA4DD...

Name of Owner (please print)	
Name:	Oakwood Gainesville Parcels LLC
Address:	300 Avenue of the Champions
Suite:	140
City:	Palm Beach Gardens, FL 33418
Phone:	561-775-1300
Fax:	561-775-8088
Owner's Signature:	<u></u>
(If additional owners, list them here)	


Oakwood Gainesville Parcels, LLC
By: Live Oak Properties Group, LLC
Its Authorized Representative

Richard Baer
President

Name of Owner (please print)	
Name:	
Address:	
City:	
State:	
Zip:	
Phone:	
Fax:	
Owner's Signature:	

Reference: Chapter 30, Land Development Code
City Code of Ordinances, Article VII, Division 5

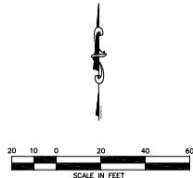
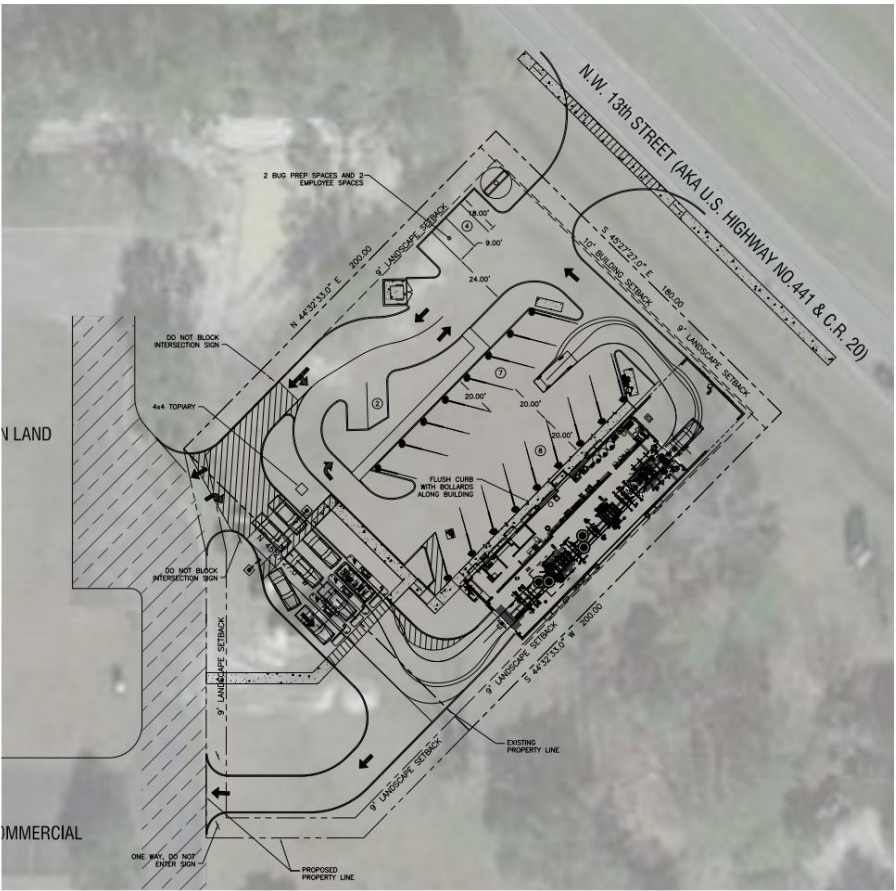
PROPERTY OWNER AFFIDAVIT

Owner Name: Oakwood Gainesville Parcels LLC			
Address: 300 Avenue of the Champions, Ste 140 Palm Beach Gardens, FL 33418		Phone: 561-775-1300	
Agent Name: Axis Infrastructure			
Address: 1111 Cambridge Square Alpharetta, GA 30009		Phone: 678-237-2764	
Parcel No.: 06014-030-001			
Acreage: 0.83 acres		S: 13	T: 09 R: 19
Requested Action: <u>Special Use Permit</u>			
<p>I hereby certify that: I am the owner of the subject property or a person having a legal or equitable interest therein. I authorize the above listed agent to act on my behalf for the purposes of this application.</p> <p>Property owner signature: <u>[Signature]</u> <u>special use permit</u></p> <p>Printed name: <u>Oakwood Gainesville Parcels, LLC</u></p> <p>Date: <u>10/14/21</u> By: <u>Richard Baer, President</u> <u>Axis Infrastructure, LLC</u> <u>1st Authorized Representative</u></p> <p>The foregoing affidavit is acknowledged before me this <u>14th</u> day of <u>October</u>, 20<u>21</u>, by <u>Richard Baer</u>, who is/are personally known to me, or who has/have produced _____ as identification.</p>			
NOTARY SEAL		<u>[Signature]</u>	
		Signature of Notary Public, State of <u>Florida</u>	
			

Appendix E
Proposed Development Plans and
Drawings

Development Site Plan

SITE DATA		
STREET LOCATION: NW 13TH STREET, GAINESVILLE, FL 32603		
CURRENT SITE AREA: 0.83 AC. (36,000 S.F.)		
CURRENT ZONING: XXX		
BUILDING TYPE: Multi-unit Prototype - 100' CONVEYOR		
ZONING REQUIREMENTS	REQUIRED	PROPOSED
BUILDING SETBACKS		
FRONT	25'	>25'
LEFT SIDE	N/A	
RIGHT SIDE	N/A	
REAR	N/A	
PARKING REQUIREMENTS:		
1 SPACE/XXXX		15 VAC 6 STANDARD
APPROXIMATE REAR PROPERTY SIZE		11,600 SF
MAX IMPERVIOUS WITH REAR PROP.	60% (31,416 S.F.)	81.8% (29,432 S.F.)



--

NO.	DATE	DESCRIPTION	REVISIONS



PRELIMINARY SITE PLAN
PROJECT: MODWASH EXPRESS CARWASH
CLIENT: HUTTON
734 CHERRY STREET, GAINESVILLE, FL 32602

PROJECT NO.	PROJ. NO.
8/31/21	XXX
DATE	DATE
AS NOTED	XXX
DRAWN BY	SITE
SHEET NO.	C-2.0

Elevations



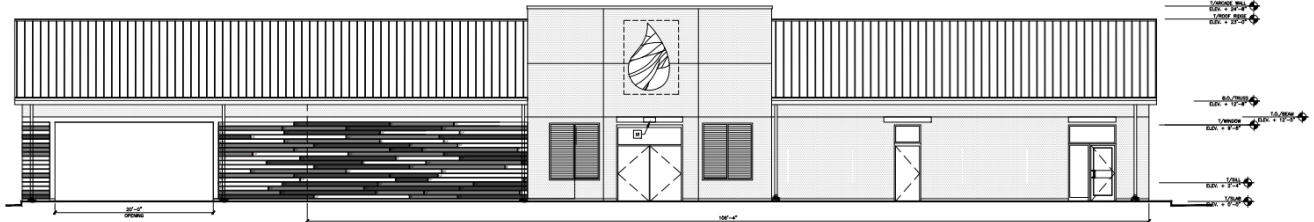
1
A-203

MAIN STREET ELEVATION
SCALE: 3/16" = 1'-0"



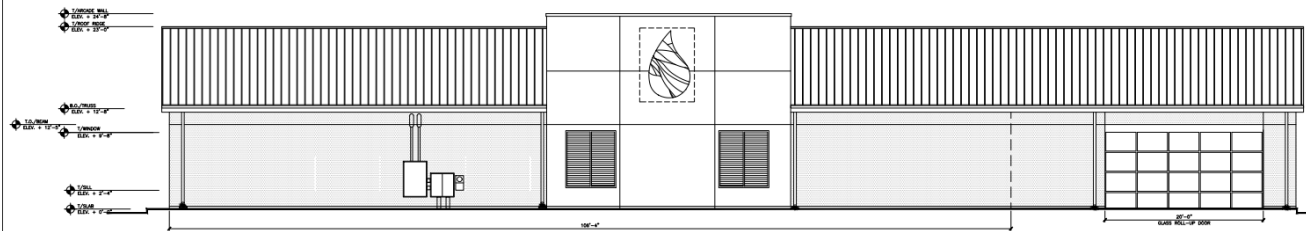
2
A-203

CAR ENTRY REAR ELEVATION
SCALE: 3/16" = 1'-0"



4
A-203

VACUUM/PARKING ELEVATION
SCALE: 3/16" = 1'-0"



3 SIDE ELEVATION
A-203 SCALE: 3/16" = 1'-0"

[illegible]

Note: This drawing does not reflect the updated building design.

