



*Planned Development Zoning Narrative  
Amended Report  
April, 2013*

**UNIVERSITY CORNERS  
Gainesville, Florida**

*Prepared by:*

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April 2013



## **I. Background**

The subject parcel consists of a three-block area whose south boundary is defined by West University Avenue, the north side by NW 3<sup>rd</sup> Avenue, the easterly boundary is NW 13<sup>th</sup> Street and the westerly boundary is NW 14<sup>th</sup> Street. The parcel contains approximately 4.406 acres of land. This acreage includes the 1<sup>st</sup> Avenue right-of-way and 2<sup>nd</sup> Avenue right-of-way for which a right-of-way vacation has been approved. The subject property was previously developed with retail, office, single family residential, multi-family residential and religious assembly uses. These prior uses on the subject property have been demolished.

Surrounding uses include the University of Florida Campus located to the south of the site and other uses are as follows:

### *North:*

- a) Land Use Category – UMU-1 (Urban Mixed Use 1 – up to 75 units/acre or 100 units/acre with a Special Use Permit)
- b) Zoning – UMU-1 (Urban Mixed Use 1 – up to 75 units/acre or 100 units/acre with a Special Use Permit)
- c) Existing Use – Multi-Family Residential and Commercial
- d) Special Area Plan – College Park Type I Construction (Shopfront/Office/Apartment) and Type II (Apartment/House)

### *South:*

- a) Land Use Category – Education
- b) Zoning – ED, Education
- c) Existing Use – University of Florida Campus
- d) Special Area Plan – Not Included

### *East:*

- a) Land Use Category – UMU-2 (Urban Mixed Use 2 – up to 100 units/acre or 125 units/acre with a Special Use Permit)
- b) Zoning – UMU-2 (Urban Mixed Use 2 – up to 100 units/acre or 125 units/acre with a Special Use Permit)
- c) Existing Use – Commercial, McDonald's restaurant, and Holiday Inn Hotel.
- d) Special Area Plan – University Heights: UMU-2 (Urban Mixed Use 2 – up to 100 units/acre or 125 units/acre with a Special Use Permit)

### *West:*

- a) Land Use Category – UMU-1 (Urban Mixed Use 1 – up to 75 units/acre or 100 units/acre with a Special Use Permit) and MU-R (Mixed Use Residential, up to 75 units/acre).
- b) Zoning – UMU-1 (Urban Mixed Use 1 – up to 75 units/acre or 100 units/acre with a Special Use Permit) and RMU (Residential Mixed Use, up to 75 units/acre).
- c) Existing Use – Place of Religious Assembly, Residential and Commercial
- d) Special Area Plan – College Park Type I Construction (Shopfront/Office/Apartment)

The subject property is currently zoned PD (Mixed Use Planned Development) as approved with Ordinances 040655, 040656, 040657, 040658, 041262, and 060734. Along with the PD Plan Reports dated April 26, 2005 and April 24, 2007. The property is also located within the College Park Special Area Plan.



## **II. Intent of the Project/Nature of Request**

The subject property will be redeveloped into a mixed-use project that will include shopfront retail, offices, hotel, and multi-family residential uses. In order to achieve the development as currently proposed, the approved Planned Development (PD) needs to be amended.

This PD amendment was motivated by the change in market conditions encountered due to the recent economic downturn. The PD amendment generally proposes the following key changes to the development plan:

- A) Reduces specialty retail use from 115,000 s.f. to 100,000 s.f.
- B) Increases residential units from 247 condominium units to a maximum of 500 multi-family residential units (condominium or apartment)
- C) Increases hotel/condo units from 243 to a maximum of 250 traditional hotel rooms
- D) Increases maximum parking spaces from 1,000 to 1,200
- E) Increases maximum parking structure area from 350,000 s.f. to 380,000 s.f.
- F) Increases maximum total building area from 665,000 s.f. to 950,000 s.f.

These proposed changes comply with the District's intent to encourage revitalization and redevelopment of the College Park neighborhood while maintaining the scale, character and integrity of the neighborhood.

The proposed changes to this property will allow it to be redeveloped as an intensive mixed-use urban development that will provide retail and personal services for the existing and future neighborhood residents as well as for the University of Florida students and staff. This will assist in reducing the dependency on the use of the automobile as a primary mode of transportation by encouraging transit, bicycle and pedestrian modes of transportation by maximizing non-vehicular oriented development within University Corners, located at the prime intersection of NW 13<sup>th</sup> Street and West University Avenue. This corner is immediately adjacent to and serves the University of Florida.

### **Allowable Uses in the Planned Development**

The following is a list of uses to be allowed by right in the Planned Development:

- 1) Neighborhood Scale Retail, excluding drive through.
- 2) Restaurants (sit down, deli, and fast food), excluding drive through.
- 3) Hotel.
- 4) Residential multi-family and condominium units.
- 5) Offices.
- 6) Any accessory uses customarily and clearly incidental to any permitted principle use.
- 7) Compound uses.
- 8) Eating Places, excluding drive through.
- 9) Outdoor café as defined in Article II and in accordance with Article VI.
- 10) Places of religious assembly in accordance with Article VI.
- 11) Veterinary services, only in enclosed buildings and in accordance with Article VI.
- 12) Printing, publishing and allied industries.
- 13) US Postal Service.
- 14) Arrangement of passenger transportation. Offices only, with no operation of passenger tours from the site.
- 15) Communications. Accessory transmission, retransmission and microwave facilities that are attached to the building structure itself.



- 16) General merchandise stores.
- 17) Food stores. Accessory gasoline and alternative fuel pumps prohibited.
- 18) Auto and home supply stores.
- 19) Apparel and accessory stores.
- 20) Home furniture, furnishing and equipment stores.
- 21) Miscellaneous retail. Direct selling establishments with inside storage, display and sale, and outdoor kiosks inside the plazas only.
- 22) Finance, insurance and real estate, excluding drive through.
- 23) Personal services. Excluding funeral services and crematories in accordance with Article VI.
- 24) Business services. Excluding outdoor advertising services, disinfecting and pest control services, heavy construction equipment rental and leasing, and equipment rental and leasing, not elsewhere classified.
- 25) Automobile parking.
- 26) Miscellaneous repair services. Excluding vehicular repair shops and related services, and including repair services for household needs as defined in Article II.
- 27) Motion pictures. Excluding drive-in theaters and outdoor filming facilities.
- 28) Amusement and recreation services. Only within enclosed structures, and excluding go-cart rental and raceway operations and also excluding commercial sports.
- 29) Health services.
- 30) Legal services.
- 31) Educational services.
- 32) Social services. Including day care as defined in article II and in accordance with Article VI, excluding rehabilitation centers, halfway houses, social service homes, and residences for destitute people as defined in Article II.
- 33) Art galleries.
- 34) Membership organizations. See also definition of places of religious assembly and in accordance with Article VI.
- 35) Engineering, accounting, research, management and related services. Excluding testing laboratories, and facility support management services.
- 36) Public administration.
- 37) Alcoholic beverage establishments, in accordance with the conditions and requirements of Article VI of the Land Development Code.

#### **Statistical Information**

Total Acreage of Site: *4.406 acres including the area of land formerly designated as public right of way for NW 1<sup>st</sup> Avenue and NW 2<sup>nd</sup> Avenue.*

Maximum Building Coverage: *75% of site area, approximately 3.305 acres or 143,944 sq. ft.*

Maximum Impervious Ground Coverage: 98% of site area. The pervious ground area will be inclusive of planters, tree grate areas and other areas not classified as hardscape regardless of any underground structures for parking or foundations, or the building level of the pervious area.

Maximum number of dwelling units and residential density: A maximum of 500 total dwelling units inclusive of standard residential, multi-family, and condominium units is proposed (maximum density allowed is 122 units/acre). The multi-family residential units may consist of apartments for rent or condominium units that may be purchased for sale under the laws of a condominium.



Maximum number of hotel rooms: A maximum of 250 total hotel rooms is proposed. The hotel rooms are planned to be owned and operated as a traditional hotel.

Land uses by type and size (gross floor area): The total area of all uses including places of religious assembly, retail, restaurants, personal service, residential, hotel, and parking structure to be proposed in a fully integrated mixed use pedestrian oriented development is provided below.

Areas of land devoted to usable open space: Over 1 acre in roof top pool or other private recreational needs, including arcades, plazas, open air seating, courtyards and other open space amenities.

**Maximum areas of each use:**

Total Site Area (SF): 191,925 (4.406 Acres)

**Building Summary**

	Parking	Com- mercial	Resi- dential	Lobby/ Hotel	Religious Assembly	Plaza and Open Space	Service & Loading	Garage
Spaces	1,200							
Units			500					
Rooms				250				
Total Gross SF		100,000	680,000	127,000	18,000	80,000	25,000	380,000

**III. Compliance with Section 30-216, Requirements and Evaluation of Planned Developments**

**A. Conformance with PD Objectives**

The project will be consistent with the objectives of the planned development zoning district as it will promote an integration of residential and non-residential uses via innovative design techniques including buildings oriented toward the streets, maximum pedestrian interconnectivity, and a variety of housing types.

**B. Conformance with the Comprehensive Plan**

The project will be consistent with the City's Future Land Use Element adopted in the Comprehensive Plan. A few of the more applicable policies with appropriate comments are discussed below:

Policy 1.1.2 To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

Response: The proposal is for three or more multi-storied structures with residential uses on the upper floors and neighborhood retail, restaurants, office, professional service, etc. on the lower floors in a fully integrated mixed use pedestrian oriented development providing housing, jobs, daily needs and other activities within easy walking distance.



Policy 1.2.4 The City should reduce or eliminate minimum parking requirements, where appropriate.

*Response: The project proposes only a reasonable number of parking spaces necessary for the desired uses in an above ground structure with liner buildings and facade treatments.*

Policy 1.2.5 The City should encourage creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.

*Response: The project is envisioned to be Gainesville's newest neighborhood (activity) center. Several arcades and other short-cuts for pedestrians and bicyclists are proposed to create easy walking and bicycling connections between neighborhoods.*

Policy 1.2.6 The City should encourage or require buildings to put "eyes on the street" with front facade windows and doors.

*Response: The project will have multiple doors and windows on the first floor to ensure eyes-on-the-street, including outdoor cafes, seating and multiple entrances.*

Policy 1.2.7 The City should strive, incrementally, and when the opportunity arises street by street – to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and between neighborhoods – knitting neighborhoods together and not forming barriers between them. Dead ends and cul-de-sacs should be avoided or minimized. Multiple streets and sidewalks should connect into and out of a neighborhood.

*Response: As one of Gainesville's newest neighborhood (activity) centers, the arcades and other short-cuts for pedestrians and bicyclists are designed to create easy walking and bicycling connections between the adjacent neighborhoods and the proposed uses. The traffic circulation is improved with the street modifications and pedestrians are provided their own circulation space.*

Policy 1.2.9 The City shall require, on long block faces (480 or more feet), the provision of intermediate connections in the pedestrian network. For example, direct walkway and bicycle routes to schools should be provided.

*Response: The project is proposing to close NW 1<sup>st</sup> Avenue to vehicular traffic and transform it into a pedestrian thoroughfare as an arcade and short-cut for pedestrians and bicyclists to create easy walking and bicycling connections between neighborhoods. There is also a north/south corridor that connects NW 2<sup>nd</sup> Avenue to University Avenue.*



Policy 1.2.10 The City should amend the land development code to require that multiple-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.

*Response: The project entrances are oriented to provide entrances on both University Avenue, NW 13<sup>th</sup> Street and NW 14<sup>th</sup> Street where practical.*

Policy 1.3.3 Centers should, to the extent feasible, contain a range of mixed land use types – preferably within a one-quarter mile area – including such uses as neighborhood-scaled retail, office, recreation, civic, school, day care, places of assembly and medical uses. The uses are compact, and vertically and horizontally mixed. Multiple connections to and from surrounding areas should be provided along the edges of a mixed-use area.

*Response: The property will be redeveloped into a mixed-use project that vertically integrates storefront retail and office development with multi-family and other residential uses.*

Objective 1.4 Adopt land development regulations that promote mixed-use development within the city.

*Response: The PD regulations for the property are designed to promote redevelopment into a mixed-use project that vertically integrates storefront retail and office development with multi-family and other residential uses.*

Policy 1.4.3 Mixed-use development should emphasize transit design and compatible scale – compatible scale especially when facing each other on a street.

*Response: University Corners is immediately adjacent to and is expected to serve the University of Florida students and staff. By its design, the proposed project will rely heavily on non-vehicular oriented traffic. The property will be accessible by mass transit routes Nos. 5, 8, 10 and 43 that pass the south block on NW 13<sup>th</sup> Street and West University Avenue. Route 8 has a transit stop near the middle of the property on NW 13<sup>th</sup> Street, and Route 10 stops at the Holiday Inn on NW 13<sup>th</sup> Street. One of the benefits for the redevelopment of the property is to provide urban services that are expected to encourage additional mass transit use. The existing RTS mass transit routes are underutilized and will be able to accommodate additional users.*

Policy 1.4.4 In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drive-throughs, warehouses, plasma centers, and street-level parking lots.

*Response: The project is envisioned to be Gainesville's newest neighborhood (activity) center. The proposed uses encourage pedestrian activity with a variety of goods and services in a central location. Pedestrians and bicyclists enjoy easy walking and bicycling connections between neighborhoods. No automotive or other undesirable uses such as car washes, motels, storage facilities, auto*



*dealerships, automotive drive-throughs, warehouses, plasma centers, and street-level parking lots are proposed. In addition, a parking structure is proposed.*

Objective 1.5 Discourage sprawling, low-density dispersal of the urban population.

*Response: When completed, University Corners will be one of the most concentrated urban developments in the City.*

Policy 1.5.4 When citywide public improvements are planned, the City should prioritize core areas for the first enhancements, as appropriate – be they sidewalks, street re-paving, undergrounding utilities, street lights, and public parks.

*Response: Although the University Corners area qualifies as a prioritized area, no specific public improvements are being sought at this time. As part of the project the sidewalks both internally and along street frontage will be upgraded to better accommodate the pedestrian uses and to substantially improve the pedestrian scale along roadways. The local roadways will be updated and resurfaced as needed during construction and the remaining above ground utilities will be placed underground.*

Objective 2.1 Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.

*Response: The project promotes compact, vibrant urbanism, discourages urban sprawl, and fosters compact pedestrian and transit oriented development patterns that maximize non-automotive transportation choices by increasing the density and mixture of uses and increasing the vertical element as much as practical.*

Policy 2.1.1.d The City should encourage retail and office development to be placed close to the streetside sidewalk.

*Response: The project provides for retail uses on the first floor of each structure with immediate easy access to pedestrians on the street. The building frontage is designed as close to the streets as practical while accommodating wider sidewalks and as allowed by the maximum right-of-way encroachments.*

Policy 2.1.2 The City's Future Land Use Plan should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multi-family residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the medical complex east of campus (rather than at the urban fringe), but outside of single-family neighborhoods.

*Response: The mixed-use project is immediately adjacent to the University and outside of any single-family neighborhoods.*

Objective 4.1 The City shall establish land use designations that allow sufficient acreage for residential, commercial, mixed use, office, professional uses and



industrial uses at appropriate locations to meet the needs of the projected population and which allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites.

*Response: Through the proposed PUD plan designation and companion PD zoning, the project will provide residential, hotel, and non-residential uses at an appropriate location directly across the street from the University meeting the needs of the projected population. The project is unique, innovative, and carefully construed and in keeping with the surrounding character.*

**C. Concurrency**

The site is located within Zone A of the Transportation Concurrency Exception area. All development within the project shall meet or exceed the standards set in the Concurrency Management Element.

**D. Internal Compatibility**

The proposed land uses that comprise the PD are compatible with all other proposed uses; none have any undue adverse impact on any neighboring use. Arcades that bisect the proposed buildings maximize pedestrian ways and circulation. The proposed parking structure controls motor vehicle circulation, and separates and buffers the parking areas. Vertical accessibility is provided from the above ground parking structure via elevators and stairways to the proposed uses and pedestrian areas, including access controls to privately owned areas for additional security. Besides the signature architecture, which serves as a focal point and vista, the wide sidewalks provide open spaces, plazas, passive recreational areas and common areas.

**E. External Compatibility**

The project is substantially compatible externally with existing and planned uses of properties surrounding the PD. The proposed parking structure is compatible with the residential mixed use to the north and west of the project by virtue of the architectural character of the building facades, wider sidewalks, landscaping, and hardscape elements proposed between the uses. The project is bound to the east by property that allows up to 125 units/acre by special use and to the north and west by property that allows up to 100 units/acre by special use. The proposed project is planned to allow a maximum residential density of 122 units/acre which is substantially compatible with the adjacent maximum densities of 100 to 125 units/acre allowed by special use.

**F. Intensity of Development**

The residential density and intensity of the uses in the PD are compatible with the physical characteristics of the surrounding lands, and they shall comply with the policies and density limitations set forth in the comprehensive plan. Within the maximum limitation of the comprehensive plan, the permitted residential density and intensity of use in a PD may be adjusted upward or downward in consideration of the following factors: 1) the availability and location of public utility services and facilities; 2) the trip capture rate of development; and 3) the degree of internal and external connectedness of streets.



The location of the University Corners project, in the northwest quadrant of the primary transportation node of the University Avenue and NW 13<sup>th</sup> Street intersection, supports the project's density and intensity. The northeast and southeast quadrants of the intersection consist of properties that allow residential densities at up to 125 units/acre by special use which is consistent and compatible with the subject site. The southwest quadrant of the intersection comprises the University of Florida campus.

The proposed maximum density is further supported by the availability of public utility services and transportation facilities at the subject property's location. This not only consists of water, sewer, power, and other dry public utility services, but also the main north/south and east/west transportation corridors comprised of University Avenue and 13<sup>th</sup> Street. Robust transit services are also available to the subject site via mass transit route Nos. 5, 8, 10 and 43. These existing mass transit services, as well as, the proximity of the project site to the University of Florida campus will promote alternate modes of transportation, including pedestrian, bicycle, and mass transit trips. This will result in a significantly reduced reliance on single-occupant vehicle trips associated with the project.

The University Corners project proposes up to ten stories of development. The planned project height of ten stories is supported by the mix of uses proposed within the development. The first floor and mezzanine levels are proposed to contain retail, office, restaurants, personal services, and hotel lobby areas. These uses will not only provide support services to the residents and guests within the University Corners project, but will also provide needed support services to the nearby residents, students, faculty, and staff of the University of Florida. Above the first and mezzanine floors, the project will be comprised of both residential and hotel uses. In addition, much of the area comprising the top floor (tenth floor) of the project is planned to consist of recreation areas for residents and hotel guests within the project.

#### **G. Usable Open Space, Plazas, and Recreation Areas**

Because of the proximity to already available public recreational uses and the intensive development on site, no public recreational areas are proposed. However, the open arcades and public areas will be enjoyed by the public. There will be over 1 acre of pedestrian open areas including many hardscape open spaces and plazas in keeping with the policies of the comprehensive plan. It is expected that private recreational opportunities will be provided for hotel guests and multi-family residents. As indicated with the attached renditions, the project enhances neighborhood design, and has a compatible and cooperative relationship between adjoining land uses.

#### **H. Environmental Constraints**

The subject property is suitable for the mixed uses proposed in the PD without hazards to persons either on or off-site. The soil, groundwater level, drainage and topography are appropriate to the type, pattern and intensity of the intended development. The site was previously developed as a densely impervious commercial area.



#### **I. External Transportation Access**

The PD is located on the corner of two major arterials; NW 13<sup>th</sup> Street to the east and University Avenue to the south and is bound by NW 14<sup>th</sup> Street to the west and NW 3<sup>rd</sup> Avenue to the north. Vehicle, pedestrian, and bicycle access will meet or exceed all standards set forth in the LDC, Article IX and Chapter 23. Direct vehicle ingress/egress to the parking structure is provided from the east/west internal vehicle use corridor that connects NW 13<sup>th</sup> Street to NW 14<sup>th</sup> Street just south of the proposed parking structure. A second internal vehicle use corridor is proposed to provide access between the parking structure and the hotel lobby entrance. There are no vehicular access points to the parking structure directly from University Avenue or NW 13<sup>th</sup> Street. Pedestrian access to the site is provided in strategic locations to invite the public into the project and the internal plaza areas. Two main corridors are provided on University Avenue for pedestrians approaching from the east or west. The northwest corner of University Avenue and NW 13<sup>th</sup> Street is the major focal point of the intersection. Pedestrian access is also provided from NW 13<sup>th</sup> Street in the approximate location of NW 1<sup>st</sup> Avenue, which will be abandoned and restricted for pedestrian use. Pedestrian corridors are also provided along NW 2<sup>nd</sup> Avenue to provide convenient walking from the hotel lobby and access to the commercial uses along NW 2<sup>nd</sup> Avenue. Bicycle parking will be provided throughout the project along University Avenue, NW 13<sup>th</sup> Street, and dedicated areas around the project. The project will provide approximately double the minimum code requirement for bicycle parking. A significant portion of traffic through this site is expected to be pedestrian and bicycle oriented.

#### **J. Internal Transportation Access**

Full pedestrian interconnectivity will be provided between all components of the project and public right-of-ways. Each permitted use will have access to NW 13<sup>th</sup> Street and/or University Avenue directly or via a pedestrian way, private common area or private road. The minimum internal sidewalk width is 5-feet integrated with outdoor café seating and pedestrian use areas. Vertical accessibility to the parking structure is provided via stairways and elevators in multiple locations. Convenient pedestrian circulation is one of the design constraints to be considered in the internal corridor design.

#### **K. Provision for a Range of Transportation Choices**

University Corners is immediately adjacent to and is expected to serve the University of Florida students and staff. By its design, the proposed project limits automobile traffic and will rely primarily on non-single-occupant vehicles. The property will be accessible by mass transit routes Nos. 5, 8, 10 and 43 that pass the south block on NW 13<sup>th</sup> Street and West University Avenue. Route 8 has a transit stop at the middle block of the property, Gator Plaza, on NW 13<sup>th</sup> Street, and Route 10 stops at the Holiday Inn across from the Gator Plaza on NW 13<sup>th</sup> Street. One of the benefits for the redevelopment of the property is to provide urban services that are expected to encourage additional mass transit use. The existing RTS mass transit routes are underutilized and will be able to accommodate additional users. Pending approval by RTS and Public Works, a bus stop and shelter is proposed on NW 13<sup>th</sup> Street in the general area of NW 1<sup>st</sup> Avenue that will be vacated. This location is central to the internal pedestrian corridors and is consistent with the existing bus stop location.



The proposed development will provide shelter for waiting transit riders via building overhangs and covered pedestrian areas.

Bicycle parking is planned to be provided at various locations internal to the development and along the perimeter of the development. This is designed to encourage bicycle use over vehicular uses. Approximately 200 bicycle parking spaces are proposed, which is approximately 20% of the proposed vehicular parking and double the normal City requirement for the anticipated uses.

Site parking is proposed in a parking structure. The top level of the parking structure is proposed to be a recreation deck that is open to the sky. A maximum of 1,200 parking spaces are provided for the project. This is consistent with the number of parking spaces normally required for the types of uses in the development.

**IV. Stormwater Management Concept Plan**

Stormwater management will be addressed by participating in the Tumblin Creek Master Stormwater facility. Detailed engineering calculations will be provided as part of the Development Plan approval process.

**V. Redevelopment Schedule / Phasing**

University Corners is planned to be constructed in a single phase. Construction is anticipated to start in the summer of 2013 and be completed in early 2016.

**VI. Signage**

Signage shall comply with the College Park Special Area Plan requirements, as may be amended from time to time.

**VII. Enumeration of Differences in the PD Amendment Request**

This PD Amendment retains the mixture of residential and commercial development originally approved by the City Commission and has been submitted in response to the changing market conditions resulting from the recent economic downturn. The character, nature, and look of the proposed development have not changed significantly. The proposed amendment is in keeping with the character, intent, and purpose of the surrounding areas.

Below is a listing of site development differences between the current PD and the proposed amendment:

	<b>Current Zoning</b>	<b>Proposed Change</b>
Maximum Permitted Density	PD (Planned Development - 112 units/acre)	PD (Planned Development - 122 units/acre)
Maximum Building Height	Eight Stories – 95-feet max.*	Ten Stories – 110-feet max.*
Parking Structure	Nine Stories – 95 feet max.**	110 feet max.**
Allowed Uses	Allowed by right	Allowed by right

\* The 110-feet maximum building height is measured to the top plate of the highest point of the roof structure including lofts, as applicable. This does not include other steeples or parapets included for architectural accents or civic uses.



\*\* The 110 feet maximum parking structure height is measured from grade level to the top of the guard rail, with the exception of the stairs, elevators and elevator machine room.

**VIII. Enumeration of Differences between Current PUD Land Use and proposed amendment**

	<b>Current Land Use</b>	<b>Proposed Change</b>
Maximum Permitted Density	PUD (Planned Use District – 112 units/acre)	PUD (Planned Use District – 122 units/acre)
Maximum Building Height	Eight Stories – 95-feet max. *	Ten Stories – 110-feet max.*
Parking Structure	Nine Stories – 95 feet max.**	110 feet max.**

\* See the building height description in the zoning paragraph above.

\*\* See the building height description in the zoning paragraph above.

## University Corners - 2013 PD Trip Generation

Trip Generation			Daily			AM Peak			PM Peak		
Land Use	ITE Code	Size/Units	Total	Directional Trips		Total	Directional Trips		Total	Directional Trips	
				In	Out		In	Out		In	Out
Apartments	220	500 Units	3,154	1,577	1,577	249	50	199	293	190	103
Hotel	310	250 Rooms	2,043	1,022	1,021	127	77	50	148	78	70
Retail	814	100,000 Square Feet	4,432	2,216	2,216	NA	NA	NA	271	119	152
Total Generation			9,629	4,815	4,814	376	127	249	712	387	325
Internal Capture (5% Reduction for Daily and PM Peak Hour Trips Only)											
Apartments	220	500 Units	158	79	79	NA	NA	NA	15	10	5
Hotel	310	250 Rooms	102	51	51	NA	NA	NA	7	4	3
Retail	814	100,000 Square Feet	222	111	111	NA	NA	NA	14	6	8
Total Reduction			482	241	241	0	0	0	36	20	16
Multimodal Trip Reduction(Daily-20% Bike/Ped & 3.5% Transit, AM-20% Bike/Ped & 5% Transit, PM-20% Bike/Ped & 2% Transit)											
Apartments	Bike/Ped	500 Units	599	300	299	50	10	40	56	36	20
	Transit		105	53	52	12	2	10	10	7	3
Total Reduction			704	353	351	62	12	50	66	43	23
Existing Trips Credit											
Retail	814	40,000 Square Feet	1,791	896	896	NA	NA	NA	110	48	62
Single Family Detached Housing	210	4 Dwelling Units	36	18	18	3	2	1	13	7	6
Apartments	220	45 Dwelling Units	302	151	151	23	5	18	28	18	10
Total Credits			2,129	1,065	1,065	26	7	19	151	73	78
Multimodal Trip Reduction(Daily-20% Bike/Ped & 3.5% Transit, AM-20% Bike/Ped & 5% Transit, PM-20% Bike/Ped & 2% Transit)											
Apartments	Bike/Ped	45 DU	60	30	30	5	1	4	6	4	2
	Transit		11	6	5	1	0	1	1	1	0
SF Detached	Bike/Ped	4 DU	7	4	3	1	0	1	3	2	1
	Transit		1	1	0	0	0	0	0	0	0
Total Credit Reduction			79	41	38	7	1	6	10	7	3
Existing Site Trips Credit											
40% Existing Site Trips Credit (Concurrency Element 1.2.5)			820	410	411	8	2	5	56	26	30
Total Trip Credits			2,870	1,434	1,438	27	8	18	197	92	105
Total External Trips											
Total			5,573	2,787	2,784	287	107	181	413	232	181