

Appendix B Supplemental Documents



EXHIBIT
150112D
B-1

AERIAL PHOTO

Name	Petition Request	Petition Number
<p>eda engineers-surveyors-planners, inc., agent for East Gainesville Development Partners, LLC</p>	<p>Rezone from RSF-1, RSF-4 and I-1 to RMF-5, RMF-8, OF and BI</p>	<p>PB-15-43 ZON</p>



City of Gainesville Zoning Districts

- RSF-1 3.5 units/acre Single-Family Residential
- RSF-2 4.6 units/acre Single-Family Residential
- RSF-4 8 units/acre Single-Family Residential
- RMF-5 12 units/acre Single-Family/Multiple-Family Residential
- RMF-7 8-21 units/acre Multiple-Family Residential
- BUS General Business
- MU-1 8-30 units/acre Mixed Use Low Intensity
- BI Business Industrial
- I-1 Limited Industrial
- CON Conservation
- PS Public Services and Operations
- AF Airport Facility
- PD Planned Development
- ED Educational Services

Alachua County Zoning Districts

- A Agriculture
- RM Manufactured/Mobile Home Park
- ML Light Industrial
- MP Industrial Services and Manufacturing

Area under petition consideration

Division line between two zoning districts

City Limits

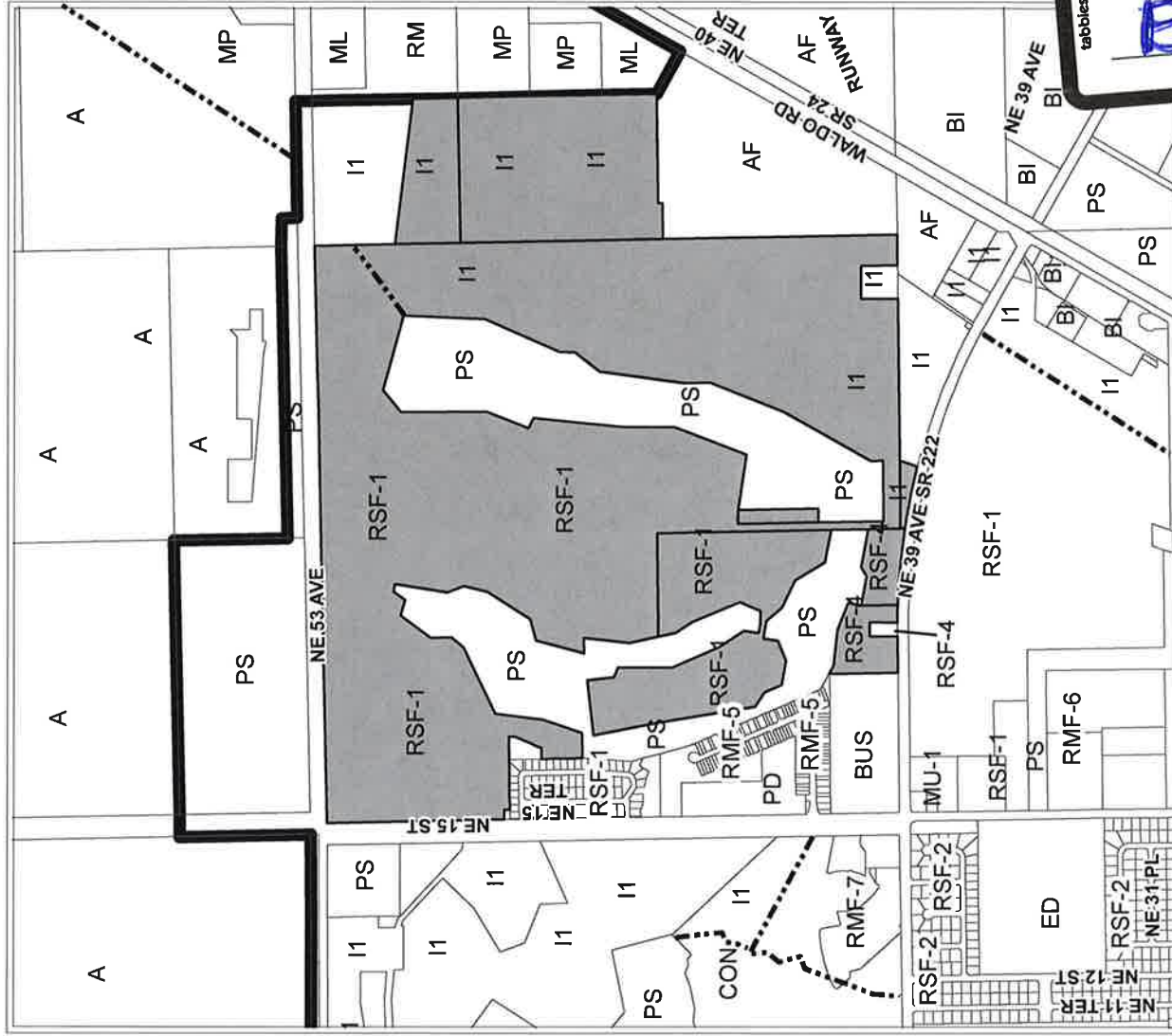


EXHIBIT
150112D
B-2

EXISTING ZONING

Name	Petition Request	Petition Number
eda engineers-surveyors-planners, inc., agent for East Gainesville Development Partners, LLC	Rezone from RSF-1, RSF-4 and I-1 to RMF-5, RMF-8, OF and BI	PB-15-43 ZON



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Alachua County Zoning Districts

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Area
under petition
consideration

Division line between two zoning districts
City Limits



No Scale

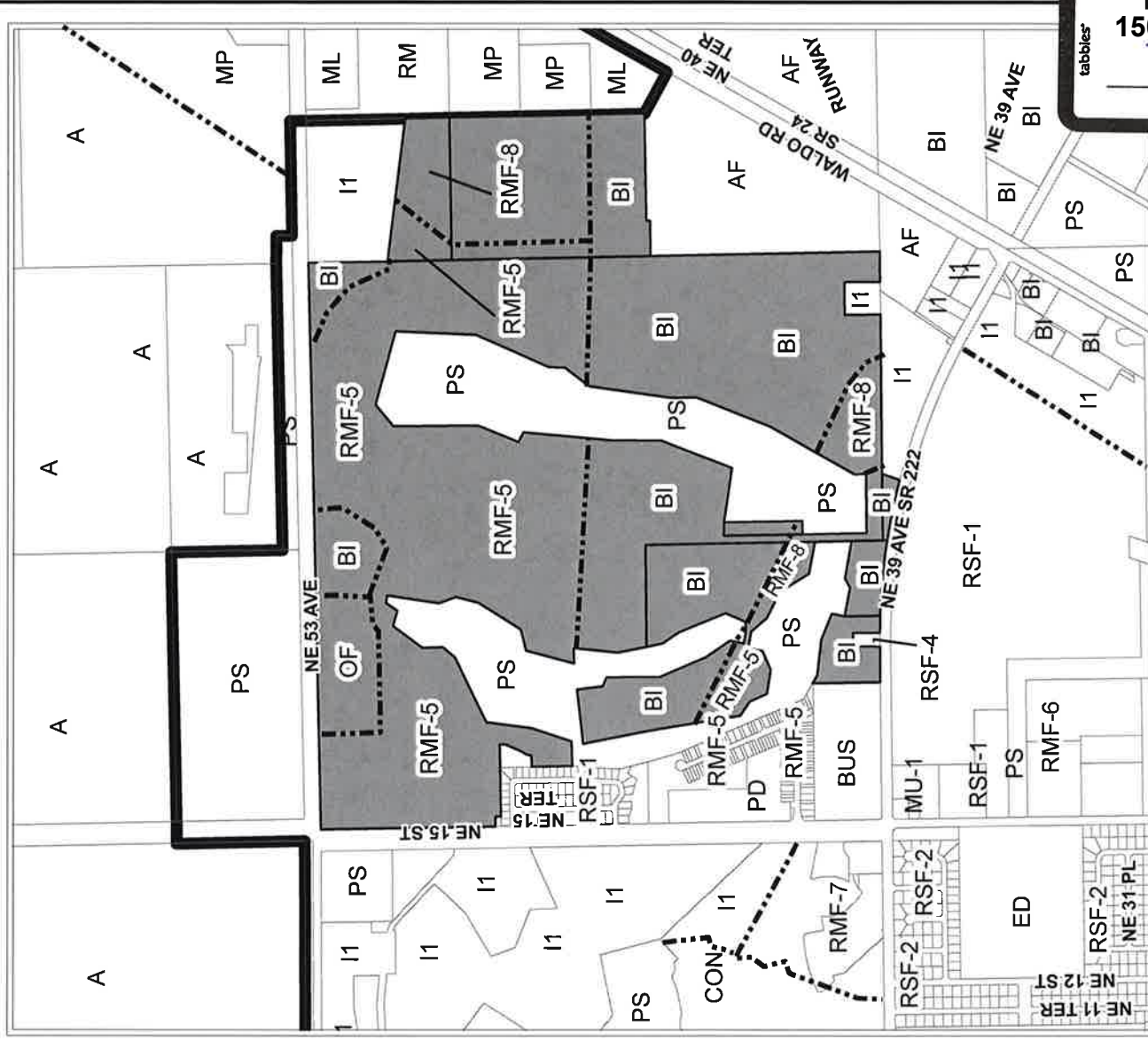


EXHIBIT
150112D
B-3

tabbles

PROPOSED ZONING		Petition Number
Name eda engineers-surveyors-planners, inc., agent for East Gainesville Development Partners, LLC		Petition Request Rezone from RSF-1, RSF-4 and I-1 to RMF-5, RMF-8, OF and BI
		PB-15-43 ZON

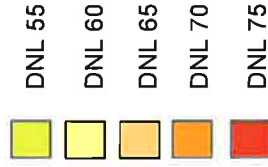
City of Gainesville Zoning Districts

RSF-1	3.5 units/acre Single-Family Residential
RSF-2	4.6 units/acre Single-Family Residential
RSF-4	8 units/acre Single-Family Residential
RMF-5	12 units/acre Single-Family/Multiple-Family Residential
RMF-7	8-21 units/acre Multiple-Family Residential
BUS	General Business
MU-1	8-30 units/acre Mixed Use Low Intensity
BI	Business Industrial
I-1	Limited Industrial
CON	Conservation
PS	Public Services and Operations
AF	Airport Facility
PD	Planned Development
ED	Educational Services
OF	General Office

Alachua County Zoning Districts

A	Agriculture
RM	Manufactured/Mobile Home Park
ML	Light Industrial
MP	Industrial Services and Manufacturing

City of Gainesville Airport Noise Zones



Area
under petition
consideration

Division line between two zoning districts

City Limits



No Scale

Name

eda engineers-surveyors-planners, inc.,
agent for East Gainesville Development
Partners, LLC

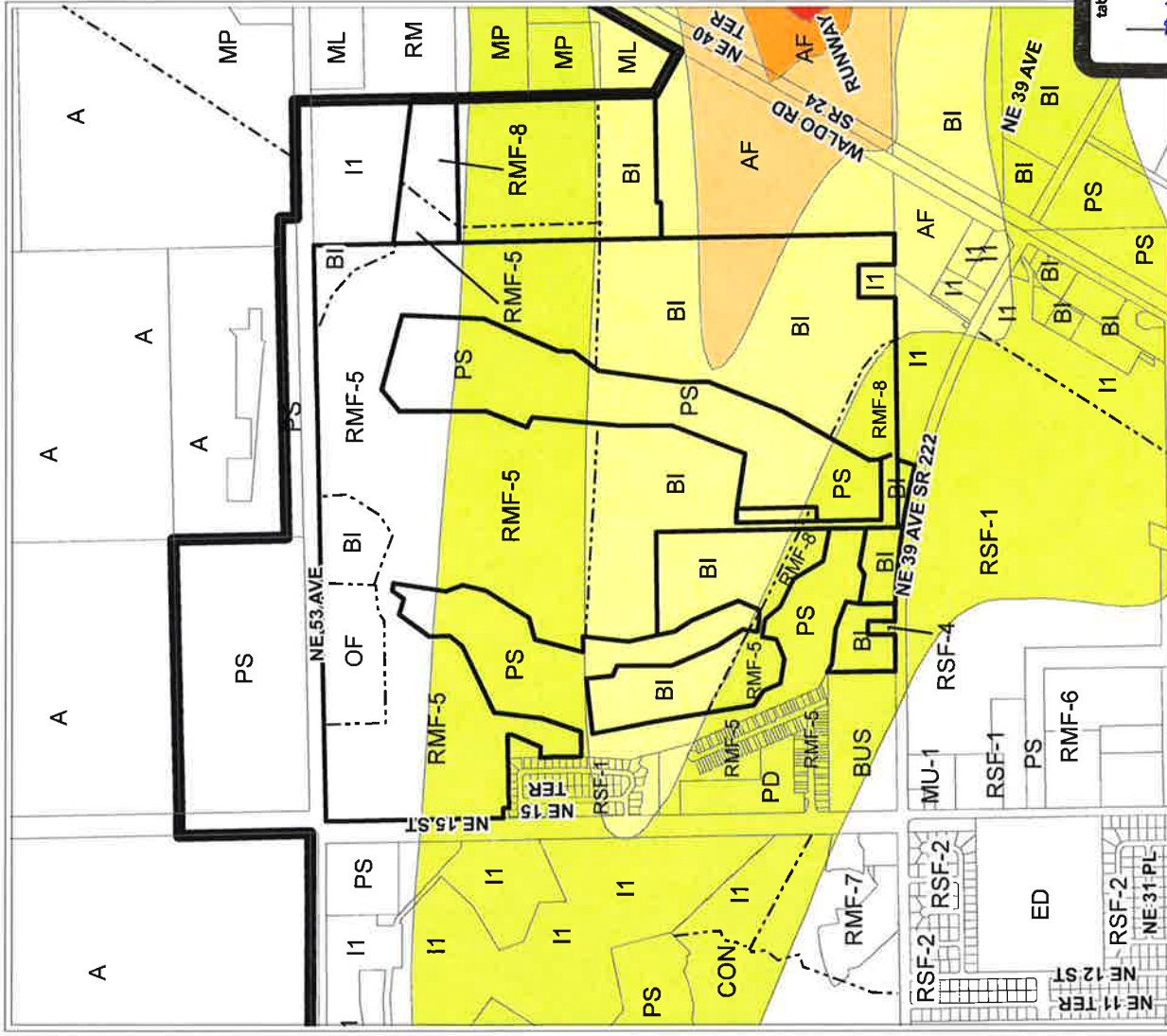
Petition Request

Rezone from RSF-1, RSF-4 and I-1 to RMF-5, RMF-8,
OF and BI

Petition Number

PB-15-43 ZON

AIRPORT NOISE ZONES AND PROPOSED ZONING



tabbles

EXHIBIT
150112D

B-4

Sec. 30-67.1. - Business industrial district (BI).

- (a) *Purpose.* The BI district is established for the purpose of providing sufficient space in appropriate locations physically suitable for the development of certain office, business and industrial uses in a combined setting. This district will facilitate the development of a business park that will cater to a variety of uses that support and complement each other and reduce external trips for goods and services. This district supports enterprises engaging in light manufacturing, processing or fabrication of products and machinery, research and development operations, business retail, medical uses and wholesale or storage distribution concerns. This district contains uses which generally are not objectionable because of noise, heavy truck traffic or fumes, or uses that can be adequately regulated for mitigation of nuisances by performance standards.
- (b) *Objectives.* The provisions of this district are intended to:
- (1) Provide a business/employment center that allows a variety of uses where employees have access to goods and services without having to leave the business park environment;
 - (2) Accommodate enterprises with functions requiring access to transportation services by providing them with locations that are in close proximity to necessary transportation facilities such as major thoroughfares, railroads or air terminals for the reception and distribution of goods or services;
 - (3) Encourage business park development in appropriate locations throughout the community where public facilities and services exist or are planned.
 - (4) Allow a mix of uses that are compatible with airport operations in appropriate areas near the Gainesville Regional Airport;
 - (5) Encourage such future development to occur on vacant land where the natural characteristics of such land are suitable for this type of development; and
 - (6) Encourage the infill and/or redevelopment of existing areas that would benefit from the opportunity to combine business and industrial uses.

(c) *Permitted uses.*

(1) *Uses by right.*

SIC	Uses	Conditions
	Corporate offices	
	Day care centers	In accordance with article VI
	Eating places	
	Places of religious assembly	In accordance with article VI
	Professional schools	As defined in article II
	Sales offices	

	Rehabilitation centers	
	Exercise studio	
	Research and development in the physical, engineering and life sciences	Research and development in the physical, engineering and life sciences, defined as establishments primarily engaged in conducting research and experimental development in the physical, engineering, or life sciences, such as agriculture, electronics, environmental, biology, botany, biotechnology, computers, chemistry, food, fisheries, forest, geology, health, mathematics, medicine, oceanography, pharmacy, physics, veterinary and other allied subjects (NAICS 2002-541710
	Outdoor storage	In accordance with article VI
	Research, development and manufacturing of renewable energy including biofuels, solar and wind power products.	
	Facilities on premises for security personnel.	
	Ice manufacturing/vending machines	In accordance with article VI
GN 074	Veterinary services	Within fully enclosed structures and in accordance with article VI
IN 0752	Animal specialty services	
GN 076	Farm labor and management services	
GN 078	Landscape and horticultural services	
MG 15	Building construction	
MG 41	Local and suburban transit and interurban highway passenger transportation	

MG 42	Motor freight transportation and warehousing	
MG 43	United States Postal Service	
MG 45	Transportation by air	
MG 47	Transportation services	
MG 48	Communications	
IN 7011	Hotels and motels	
MG 72	Personal services	
MG 73	Business services	
MG 75	Automotive repair, services and parking	
MG 76	Miscellaneous repair services	
MG 78	Motion pictures	
MG 79	Amusement and recreation services	Excluding simulated gambling establishments
MG 80	Health services	
MG 81	Legal services	
MG 86	Membership organizations	
MG 87	Engineering, accounting, research, management and related services	
Division G	Retail trade	
Division H	Finance, insurance and real estate	

SIC-8999	Services, not elsewhere classified	Within enclosed buildings
Division F	Wholesale excluding the following: scrap and waste materials (IN-5093); construction and mining machinery and equipment (IN-5082); transportation equipment and supplies, except motor vehicles (IN-5088); and petroleum and petroleum products (GN-517).	
Division C	Construction, excluding heavy construction other than building construction contractors (MG-16).	
MG 20	Food and kindred products (excluding the following: wet corn milling (IN-2046), raw cane sugar (IN-2061), and beet sugar (IN-2063)).	
MG 22	Textile mill products, excluding cotton finishing plants (IN-2261).	
MG 23	Apparel and other finished products made from fabrics and similar materials	
GN-243	Millwork, veneer, plywood and structural wood members	
GN 244	Wood containers	
MG 25	Furniture and fixtures	
GN 267	Converted paper and paperboard products, except containers and boxes, excluding coated and laminated paper packaging (IN-2671).	
GN 265	Paperboard containers and boxes	
MG 27	Printing, publishing and allied industries,	

	excluding gravure (IN 2754)	
GN 283	Drugs excluding medicinals and botanicals (IN 2833).	
GN 284	Soap, detergents and cleaning preparations, perfumes, cosmetics and other toilet preparations	
MG 31	Leather and leather products	
GN 323	Glass products, made of purchased glass	
GN 328	Cut stone and stone products	
IN 3444	Sheet metal work	
MG 352	Farm and garden machinery and equipment	
MG 36	Electronic and other electrical equipment and components, except computer equipment	
MG 38	Measuring, analyzing and controlling instruments; photographic, medical and optical goods; watches and clocks	
MG 39	Miscellaneous manufacturing industries	
GN 833	Job training and vocational rehabilitation services	
Division J	Public administration	

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

(1) Required yard setbacks:

a. Front setback from an arterial street or collector street: 25 feet minimum, 60 feet maximum.

- b. Front setback from roads internal to the BI district: zero feet minimum, 20 feet maximum.
- c. Side, interior: 10 feet.

Except where the side yard abuts property which is in a residential district or which is shown for residential use on the future land use map of the comprehensive plan: 50 feet.

- d. Side, street: 20 feet.
- e. Rear: 20 feet.

Except where the rear yard abuts property which is in a residential district or which is shown for residential use on the future land use map of the comprehensive plan: 50 feet.

- f. Maximum building height:

When not located within an airport zone of influence: 5 stories

When located within an airport zone of influence: in accordance with the Airport Hazard Zoning Regulations

- g. Maximum Floor Area Ratio: 4.0.
- h. Maximum lot coverage: 80 percent

- (2) Within 300 feet of any property which is in a residential district or which is shown for residential use on the future land use map of the comprehensive plan, all activity and uses, except storage of equipment and parking, shall be conducted within completely enclosed buildings.

(e) *Additional requirements.*

- (1) General conditions. Master planned (phased) developments and subdivisions of 3½ acre or larger shall meet the following standards:

- a. Perimeter landscaping shall be provided averaging 25 feet in width, but not less than 15 feet in width at any given point. Such landscaped area shall be developed to attain opacity of 75 percent within three years. The design of such landscaped area may include berms, decorative masonry and shrubs; however, at a minimum shade trees from the Gainesville Tree List shall be planted approximately every 50 feet. At least 50 percent of the landscaped area must be devoted to living plant materials, and the stormwater management, drainage and parking uses shall not encroach upon the landscaped area. Heritage and Champion trees preserved on site may be used to meet this requirement with the approval of the appropriate reviewing board and if the intent of this provision is being met.
- b. The development shall be designed to provide safe and convenient access from public transit routes, sidewalks and bikeways to uses within the development. Sidewalks are required for both sides of internal streets (public or private) and external public streets abutting the development.
- c. Service areas and mechanical equipment shall be sited so as to minimize visibility from the perimeter of the development and shall be designed and situated so as to minimize impacts on adjacent properties.
- d. Access shall be designed, insofar as possible, to promote shared use of driveways between adjacent lots and to local streets.
- e. Stormwater management systems shall be designed to maximize an integrated design among the various lots or tracts within the development. The aesthetic treatment of retention/detention facilities through the use of contour, landscaping and the incorporation of water features shall be encouraged.

- (2) Standards for manufacturing uses. All permitted manufacturing uses (classified as MG-20 through MG-39 of the Standard Industrial Classification Manual) shall conform to the following additional standards:
- a. The manufacturing use shall be limited to the fabrication, manufacture, assembly or processing of materials which are, for the most part, already in processed form.
 - b. All activity and uses except storage, loading and unloading operations, and parking shall be conducted within completely enclosed buildings.
 - c. Night operations, including loading and unloading, are prohibited within 300 feet of the property line of any residential zoning district or area which is shown for residential use on the future land use map of the comprehensive plan, unless conducted within a completely enclosed building which has no openings other than stationary windows or required fire exits. Night operations are those conducted between the hours of 9:00 p.m. and 6:00 a.m. This prohibition shall not apply to security personnel or other security operations. The appropriate reviewing board may grant a waiver to this prohibition if the board finds that the noise attenuation and screening being provided is sufficient to mitigate the adverse impacts of the night operations on properties within 300 feet.
- (4) Airport operations. Developments and uses located in the airport zones of influence must comply with and may be restricted or prohibited by the City of Gainesville Airport Hazard Zoning Regulations.

(Ord. No. 080435, § 3, 3-19-09; Ord. No. 110289, § 2, 11-3-11; Ord. No. 140130, § 10, 9-4-14)



Sec. 30-59. - Office districts (OR and OF).

- (a) *Purpose.* The office districts are established for the purpose of encouraging the development of professional offices, low to medium density residential and studio uses at locations where such uses of land would be compatible with surrounding residential uses and be in keeping with the land use policies of the comprehensive plan.
- (b) *Objectives.* The provisions of the office districts are intended to:
- (1) Encourage, through the OR district, the mixture of compatible residential and office activities at suitable locations;
 - (2) Permit development to locate in close proximity to residential areas, provided that such development will not be incompatible with its surroundings;
 - (3) Promote, through development plan approval, the most efficient use of the land, as well as establish a harmonious relationship between such development and its environment;
 - (4) Require appropriate buffering or screening around such development when it abuts any residential district boundary, to maintain its compatibility with such abutting district;
 - (5) Create transitional areas between low intensity land uses and other intense land uses; and
 - (6) Encourage major office development using the OF district to locate along the community's major transportation arteries identified in the comprehensive plan, which will provide adequate access to such development.

(c) *Permitted uses, OR district (office residential district).*

SIC	Use	Conditions
	USES BY RIGHT:	
	Any accessory uses customarily and clearly incidental to any permitted use	
	Community residential homes	In accordance with article VI
	Compound uses	
	Correspondence schools	
	Day care centers	In accordance with article VI
	Emergency shelters	
	Family child care home	In accordance with state law
	Large family child care homes	In accordance with article VI

	Newspaper establishments excluding on-site printing or warehouse facilities	
	Personal fitting and sale of prosthetic or orthopedic appliances	
	Places of religious assembly	In accordance with article VI
	Professional schools	Cannot be located adjacent to property designated for single family on the future land use map of the comprehensive plan
	Public services vehicles	In accordance with article VI
	Roominghouse	In accordance with article VI
	Residential uses up to 20 units per acre	Residential density cannot exceed more than two times the average permitted density of adjacent residential districts
	Sales offices without warehousing, showrooms or retail space	
GN-074	Veterinary services	In accordance with article VI
GN-078	Landscape and horticultural services	Offices only, outdoor storage prohibited
MG-15	Building construction — General contractors and operative builders	Offices only
MG-43	U.S. Postal Service	
GN-472	Arrangement of passenger transportation	Offices only, with no operation of passenger tours from the site
GN-481 and 482	Telephone communications, and telegraph and other message services	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-591	Drug stores and proprietary stores	Only when accessory to and in the same

		building as health services or offices of physicians, dentists and other health practitioners
Div. H	Finance, insurance and real estate	Excluding cemetery subdividers and developers (IN-6553)
MG-72	Personal services	Funeral services and crematories (GN-726) in accordance with article VI
GN-731	Advertising	
GN-732	Consumer credit reporting agencies, mercantile reporting agencies, and adjustment and collection agencies	
GN-733	Mailing, reproduction, commercial art and photography and stenographic services	
GN-736	Personnel supply services	
GN-737	Computer programming, data processing and other computer-related services	
IN-7381	Detective, guard and armored car services	
GN-801 through 804	Health services	
GN-807 through 809	Medical and dental laboratories, home health care services and miscellaneous health and allied services not elsewhere classified	Excluding blood banks
MG-81	Legal services	
GN-839	Social services not elsewhere classified	
MG-86	Membership organizations	Excluding GN-864, civic, social and fraternal associations

MG-87	Engineering, accounting, research, management and related services	Excluding IN-8734, testing laboratories, and IN-8744, facility support management services
MG-94, 95 and 96	Public administration	
	USES BY SPECIAL USE PERMIT	
	Bed and breakfast establishment	In accordance with article VI
	Community residential homes over 14 persons	In accordance with article VI
	Dormitory	Must not abut property designated for single-family on the future land use map of the comprehensive plan
	Food distribution center for the needy	In accordance with article VI
	Nursing and intermediate care facilities	In accordance with article VI
	Private schools	In accordance with article VI
	Public schools, other than institutions of higher learning	In accordance with the provisions of section 30-77, educational services district (ED).
	Rehabilitation centers	In accordance with article VI
	Residences for destitute people	In accordance with article VI
	Retransmission and microwave transmission towers	Accessory transmission at heights higher than 100 feet in accordance with article VI
	Social service homes and halfway houses	In accordance with article VI
GN-483	Radio and television broadcasting	Excluding transmitter towers
IN-7997	Membership sports and recreation clubs	

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

- (1) Minimum lot area: 6,000 square feet.
- (2) Minimum lot width at minimum front yard setback: 60 feet.
- (3) Minimum lot depth: 90 feet.
- (4) Minimum yard setbacks:
 - a. Front: Ten feet.
 - b. Side, street: Ten feet.
 - c. Side, interior: Zero feet.*
 - d. Rear: Zero feet.*

*Except where the side or rear yard abuts property which is in a residential district or is shown for residential use on the future land use map of the comprehensive plan, the minimum setback shall be 25 feet.

- (5) Maximum lot coverage: 40 percent.
- (6) Maximum floor area ratio of principal structures:
 - a. Residential use: 0.55.
 - b. All principal structures (office and residential): 1.00.
- (7) Accessory structures shall not exceed 25 feet in height.
- (8) Maximum building height: 35 feet.

(e) *Permitted uses, OF (general office district).*

SIC	Use	Conditions
	USES BY RIGHT:	
	Any accessory uses customarily and clearly incidental to any permitted use	
	Compound uses	
	Correspondence schools	
	Day care center	In accordance with article VI
	Newspaper establishments excluding on-site printing or warehouse facilities	
	Personal fitting and sale of prosthetic or	

	orthopedic appliances	
	Places of religious assembly	In accordance with article VI
	Professional schools	Cannot be located adjacent to property designated for single family on the future land use map of the comprehensive plan
	Public services vehicles	In accordance with article VI
	Residential uses up to 20 units per acre	
	Sales offices without warehousing, showrooms or retail space	
	Exercise studio	Only in an enclosed building
GN-074	Veterinary services	In accordance with article VI
GN-078	Landscape and horticultural services	Offices only, outdoor storage prohibited
MG-15	Building construction - General contractors and operative builders	Offices only
MG-43	U.S. Postal Service	
GN-472	Arrangement of passenger transportation	Offices only, with no operation of passenger tours from the site
MG-48	Communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-591	Drug stores and proprietary stores	Only when accessory to and in the same building as health services or offices of physicians, dentists and other health practitioners
Div. H	Finance, insurance and real estate	Excluding cemetery subdividers and developers (IN-6553)

MG-72	Personal services	Funeral services and crematories (GN-726) provided the requirements of article VI are met
MG-73	Business services	Excluding heavy construction equipment and leasing (IN-7353) and disinfecting and pest control services (IN-7342)
GN-801 through 805	Health services	Nursing and intermediate care facilities in accordance with article VI
GN-807 through 809	Medical and dental laboratories, home health care services and miscellaneous health and allied services not elsewhere classified	Excluding blood banks (see uses by special use permit)
MG-81	Legal services	
GN-839	Social services not elsewhere classified	
MG-86	Membership organization	Excluding GN-864, civic, social and fraternal associations
MG-87	Engineering, accounting, research, management and related services	Excluding IN-8734, testing laboratories, and IN-8744, facility support management services
MG-94, 95 and 96	Public administration	
	USES BY SPECIAL USE PERMIT	
	Bed and breakfast establishment	In accordance with article VI
	Blood banks	Must have a two acre minimum lot size
	Food distribution center for the needy	In accordance with article VI
	Private schools	In accordance with article VI
	Public schools, other than institutions of	In accordance with the provisions of section 30-

	higher learning	77, educational services district (ED)
	Rehabilitation centers	In accordance with article VI
	Residences for destitute people	In accordance with article VI
	Retransmission and microwave towers	Accessory transmission at heights higher than 100 feet in accordance with article VI
GN-832	Individual and family social services during daylight hours only	Excluding adult day care centers, multi-service centers (neighborhood), temporary relief services, social service centers (e.g., Salvation Army, etc.) and youth centers

(f) *Dimensional requirements for OF districts.*

- (1) Minimum lot area: 6,000 square feet.
- (2) Minimum lot width at minimum front yard setback: 60 feet.
- (3) Minimum lot depth: 90 feet.
- (4) Minimum yard setbacks:
 - a. Angle of light obstruction: 45 degrees.
 - b. Where the side or rear yard abuts property which is in a residential district or is shown for residential use on the future land use map of the comprehensive plan, the minimum setback shall be 25 feet or the distance created by the angle of light obstruction, whichever is greater.
- (5) Accessory structures shall not exceed 25 feet in height.
- (6) Maximum lot coverage: 40 percent.
- (7) Maximum floor area ratio of principal structures: 1.00.

(g) *General requirements.* All structures and uses within this district shall comply with the applicable requirements and conditions of section 30-60 and article IX.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 3918, §§ 1, 2, 11-15-93; Ord. No. 3963, § 1, 3-14-94; Ord. No. 4056, §§ 40-56, §§ 2, 3, 1-23-95; Ord. No. 4075, § 5, 5-8-95; Ord. No. 951420, §§ 1, 2, 7-8-96; Ord. No. 030131, § 2, 10-13-03; Ord. No. 030752, § 2, 5-10-04; Ord. No. 041268, § 7, 8-22-05; Ord. No. 060017, § 2, 7-10-06; Ord. No. 070619, § 2, 3-24-08)



Sec. 30-52. - Residential low density districts (RMF-5, RC and MH).

- (a) Purpose. The residential low density districts are established to provide suitable areas for low density residential development with various dwelling unit types compatible with single-family dwellings. These districts are designed and located so as to provide a desirable residential environment and transition between differing intensities of land use. Specifically, the RC district is established to provide suitable zoning protection to those areas where single-family development has occurred on properties with minimum lot sizes and where such development patterns are desirable to maintain due to unique neighborhood, social and physical characteristics which are present. The MH district is established to provide for mobile home neighborhoods of sufficient size to sustain a stable and sound micro-environment with individual lots of dimensions necessary to provide safe and healthful residential living.
- (b) Objectives. The provisions of these districts are designed to:
- (1) Encourage such development to locate near neighborhood convenience centers and neighborhood shopping centers;
 - (2) Create transition areas between low intensity land uses and other more intense land uses;
 - (3) Provide for a variety of dwelling unit types compatible with traditional single-family residential development;
 - (4) Provide for low density residential development in areas where such development could be logically integrated with or located near traditional single-family residential development or in transitional areas on land where the clustering of units would permit the most effective use of such land, while preserving open space and other natural features;
 - (5) Encourage privacy, internal stability, attractiveness, order and efficiency in these areas by providing for adequate light, air and usable open space for residential purposes through the careful design and consideration of the proper functional relationships among uses permitted; and
 - (6) Provide for such residential development to occur where public facilities and services are present.
- (c) Permitted uses.
- (1) Uses by right.
 - a. Uses by right for RMF-5 and RC districts.

Use	Conditions
Single-family dwellings	
Two-family dwellings ¹	
Three-family dwellings ¹	Excluding RC district
Four-family dwellings ¹	Excluding RC district
Townhouses or rowhouses of up to six	Except in RC district. No more than four-family dwellings are allowed in RMF-5 unless the dwellings are townhouses or

attached dwellings	rowhouses. Each dwelling has a maximum width of 40 feet. More than six attached units are allowed if the property is not adjacent to property zoned RSF-1, RSF-2, RSF-3, and RSF-4. Each townhouse unit shall have a separate front entrance to the street side sidewalk from the outside at ground level. Stoops are permitted and may occur up to five feet forward of the required setback line as provided in the Land Development Code. Stoops may be covered or uncovered and shall be constructed according to the dimensions described in the "Building Elements" section of the University Heights Special Area Plan.
Housing for the elderly	In accordance with article VI.
Community residential homes	In accordance with article VI.
Family child care homes	In accordance with state law.
Large family child care homes	In accordance with article VI.
Adult day care homes	In accordance with article VI.
Home occupations	In accordance with article IV.
Places of religious assembly	In accordance with article VI.
Public schools other than institutions of higher learning	In accordance with the provisions of article IV, section 30-77, educational services district (ED).
Private schools	In accordance with article VI.
Day care centers	In accordance with article VI.
Accessory buildings	Incidental to permitted uses, not including management offices.
Accessory uses incidental to permitted uses, including storage rooms, management offices, club or game rooms, and recreational and laundry facilities intended for use solely by residents of the	Applies only to permitted uses within the RMF-5 zoning district that contain at least 50 residential units. The accessory uses shall be and remain under common ownership and management.

permitted use and their guests.	
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¹Units shall be erected on separate lots if the intent is to sell the individual units separately.

b. Uses by right for MH districts.

Use	Conditions
Mobile homes and mobile home parks	
Community residential homes	In accordance with article VI and state law.
Family child care homes	In accordance with state law.
Large family child care homes	In accordance with article VI.
Housing for the elderly	In accordance with article VI.
Day care centers	In accordance with article VI.
Adult day care homes	In accordance with article VI.
Public schools other than institutions of higher learning	In accordance with article IV, section 30-77, educational services district (ED).
Private schools	In accordance with article VI.
Places of religious assembly	In accordance with article VI.

(2) Uses by special use permit. Uses by special use permit for RMF-5, RC and MH:

Use	Conditions
Bed and breakfast establishments	In accordance with article VI, section 30-101.
Public libraries	

- (d) Dimensional requirements. All principal and accessory structures shall be located and constructed in accordance with the requirements in Table 2.
- (e) General requirements. All structures and uses within this district shall also comply with the applicable requirements and conditions of section 30-56 and article IX.

**TABLE 2. DIMENSIONAL REQUIREMENTS FOR RESIDENTIAL
LOW DENSITY AND RC DISTRICTS
Principal Structures**

	MH	RMF-5	RC
Maximum density	12 du/a	12 du/a	12 du/a
Minimum lot area ¹ :			
Single-family dwelling unit	3,000 sq. ft.	3,500 sq. ft.	3,000 sq. ft.
Two-family dwelling unit ¹	N/A	7,000 sq. ft. ²	6,000 sq. ft. ³
Three-family dwelling unit	N/A	10,500 sq. ft. ⁷	N/A
Four-family dwelling unit	N/A	14,000 sq. ft. ⁷	N/A
Minimum lot width at minimum front yard setback:			
Single-family dwelling unit	N/A	40 ft.	35 ft.
Two-family dwelling unit	N/A	75 ft. ⁴	70 ft. ⁴
Three-family dwelling unit	N/A	85 ft. ⁷	N/A

Four-family dwelling unit	N/A	100 ft. ⁷	N/A
Five and six-family dwelling unit		120 ft. ⁷	N/A
Minimum yard setbacks:			
Front	15 ft.	20 ft.	The average of the actual distance (up to 20 feet) between the street right-of-way and principal structures on the 2 adjoining lots, using 20 feet for any adjoining vacant lot.
Side (interior)	5 ft.	7.5 ft. ⁵	5 ft. ⁶
Side (street)	N/A	10 ft.	N/A
Rear	15 ft.	20 ft.	20 ft.
Maximum building height	25 ft.	3 stories	3 stories
Maximum lot coverage	N/A	35%	50%

¹ A separate lot does not need to be created for each duplex, triplex, or quadraplex structure, where applicable.

² However, the dwelling may be arranged so that a common wall is located on the property line of adjoining lots with a minimum lot area of 5,000 square feet in the RMF-5 district.

³ However, the dwelling may be arranged so that a common wall is located on the property line of adjoining lots with a minimum of 3,000 square feet in the RC district.

⁴ Except when a common wall is located on the property line of two adjoining lots, in which case the required width is 50 feet for each lot.

⁵ Except where a two-family dwelling is located with a common wall on the property line of two adjoining lots. In such instances, the yard setback for the side of each lot opposite the common wall shall be at least ten feet in the RMF-5 district. No setback for attached rowhouse and townhouse units

⁶ Except where a two-family dwelling is located with a common wall on the property line of two adjoining lots. In such instances, the yard setback for the side of each lot opposite the common wall shall be at least 7.5 feet in the RC district.

⁷ Attached rowhouses and townhouses require no minimum lot width; however, such units require a 40-foot lot width maximum when units are on separate lots. In addition, such lots require no minimum lot area.

Accessory Structures for MH, RMF-5 and RC

	MH	RMF-5	RC
Minimum front and side yard setbacks	Same requirements as for the principal structure, excluding fences and walls.		
Minimum yard setback, rear	3 ft.	5 ft.	5 ft. ¹
Maximum building height	25 ft.	25 ft.	25 ft.
Transmitter towers ²	80 ft.	N/A	80 ft.

¹ One pre-engineered and premanufactured structure of 100 square feet or less may be erected in the rear and side yards as long as the structure has a minimum yard setback of three feet from the rear or side property lines, is properly anchored to the ground, and is separated from neighboring properties by a fence or wall which is at least 75 percent opaque.

² In accordance with section 30-98.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 3954, § 1, 2-14-94; Ord. No. 3955, § 12, 2-14-94; Ord. No. 4045, § 1, 11-28-94; Ord. No. 980990, § 2, 6-28-99; Ord. No. 031133, § 1, 8-23-04; Ord. No. 040521, § 1, 10-25-04; Ord. No. 041268, § 3, 8-22-05; Ord. No. 070619, § 1, 3-24-08; Ord. No. 080198, § 1, 1-15-09; Ord. No. 080845, § 2, 5-21-09; Ord. No. 120931, § 1, 7-18-13)



Sec. 30-53. - Multiple-family medium density residential districts (RMF-6, RMF-7 and RMF-8).

- (a) Purpose. The multiple-family residential districts are established to provide for the efficient use of land for multifamily residential developments. These districts are designed to encourage the establishment and maintenance of a suitable residential environment for medium density housing. Due to the existing residential environment and the goals and objectives as outlined by the comprehensive plan, particular development criteria must be instituted in order to harmonize the existing patterns of growth with the needs of the community.
- (b) Objectives. The provisions of these districts are intended to:
 - (1) Provide for the development of such projects with population densities and development patterns generally compatible with medium density residential areas or in transitional areas on land where the clustering of units would permit the most effective utilization of such land, while preserving open space and other natural features;
 - (2) Encourage such development projects to locate near activity centers;
 - (3) Discourage undue traffic congestion on minor streets by directing such new development to abut upon or have relatively close access to major transportation arteries;
 - (4) Encourage privacy, internal stability, attractiveness, order and efficiency in these areas by providing for adequate light, air and usable open space for dwellings and related facilities through the careful design and consideration of the proper functional relationships among uses permitted; and
 - (5) Encourage such residential development to occur where sufficient public facilities and services exist or are within plans for improvement.
- (c) Permitted uses.
 - (1) Uses by right.
 - a. Single-family dwellings.
 - b. Multiple-family dwellings.
 - c. Accessory uses incidental to permitted uses, including storage rooms, management offices, club or game rooms, and recreational and laundry facilities intended for use solely by the residents of the development and their guests.
 - d. Roominghouses, in accordance with article VI.
 - e. Family child care homes, in accordance with state law.
 - f. Housing for the elderly, in accordance with article VI.
 - g. Emergency shelters.
 - h. Day care centers, in accordance with article VI.
 - i. Adult day care homes, in accordance with article VI.
 - j. Community residential homes, in accordance with article VI.
 - k. Home occupations, in accordance with section 30-58.
 - l. Places of religious assembly, in accordance with article VI.
 - m. Public schools other than institutions of higher learning, in accordance with the provisions of section 30-77, educational services district (ED).
 - n. Large family child care homes, in accordance with article VI.
 - o. Private schools, in accordance with article VI.
 - (2) Uses by special use permit.

- a. Nursing and personal care facilities (GN-805), in accordance with article VI.
 - b. Social service homes and halfway houses, in accordance with article VI.
 - c. Dormitories (RMF-8 only), in accordance with article VI.
 - d. Bed and breakfast establishments, in accordance with article VI.
 - e. Community residential homes over 14 persons, in accordance with article VI.
 - f. Off-site parking facilities for uses permitted by right in MU-1 or MU-2 zoning districts, in accordance with article VI.
- (d) Intensity of development.
- (1) Maximum intensity by right. See permitted intensity tables.
 - (2) Permitted intensity using density bonus points. Development criteria, as described in the density bonus points manual, which, when met, shall allow increases in development intensity based upon the limits in this section. These increases in intensity shall be allowed should a developer propose to undertake a project which will result in a development sensitive to the unique environmental and developmental needs of the area. For each criterion met by the developer, certain points shall be credited to the project. Those points, calculated in accordance with the Density Bonus Points Manual, shall determine the maximum allowable density.

PERMITTED DENSITY, RMF-6

Points	Maximum Residential Density (du/ac)
0	10
26	11
52	12
79	13
108	14
138+	15

PERMITTED DENSITY, RMF-7

Points	Maximum
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	Residential Density (du/ac)
0	14
20	15
39	16
59	17
79	18
98	19
118	20
138+	21

PERMITTED DENSITY, RMF-8

Points	Maximum Residential Density (du/ac)
0	20
16	21
30	22
46	23
59	24

75	25
89	26
105	27
118	28
134	29
148+	30

- (3) Minimum density exemption. Parcels 0.5 acres or smaller existing on November 13, 1991 are exempt from minimum density requirements.
- (e) Dimensional requirements. All principal and accessory structures shall be located and constructed in accordance with the requirements in Table 3.
- (f) General requirements. All structures and uses within this district shall also comply with the applicable requirements and conditions of section 30-56 and article IX.

TABLE 3. DIMENSIONAL REQUIREMENTS FOR RMF DISTRICTS
Principal Structures

		RMF-6	RMF-7	RMF-8
	Allowable density ²	8—15 du/a	8—21 du/a	8—30 du/a
	Maximum density by right	10 du/a	14 du/a	20 du/a
	Allowable density with bonus points	See density bonus point table		
	Minimum lot area:			
	Single-family (SF)	5,000 sq. ft.	5,000 sq. ft.	5,000 sq. ft.
	Multiple-family	8,700 sq. ft.	7,500 sq. ft.	7,500 sq. ft.
	Minimum lot width at minimum			

front yard setback:				
	Single-family	50 ft.	50 ft.	50 ft.
	Multiple-family	75 ft.	75 ft.	75 ft.
	Minimum lot depth	90 ft.	90 ft.	90 ft.
Minimum yard setbacks:				
	(For SF):			
	Front	20 ft.	20 ft.	20 ft.
	Side (interior)	7.5 ft.	7.5 ft.	7.5 ft.
	Side (street)	15 ft.	15 ft.	15 ft.
	Rear	20 ft.	20 ft.	20 ft.
	Multiple-family	See ¹	See ¹	See ¹
	Maximum building height (for MF buildings)	Three stories by right; five by SUP ³	Three stories by right; five by SUP ³	Three stories by right; five by SUP ³
	Maximum building height (for SF buildings)	35 ft.	35 ft.	35 ft.
	Maximum lot coverage	35%	35%	35%

¹ Angle of light obstruction: 45 degrees. Minimum building setback is 25 feet from any property line abutting a street or land which is in an RC, RSF-1, RSF-2, RSF-3 or RSF-4 district, or which is shown for single-family residential use on the future land use map of the comprehensive plan. Maximum building height for multiple-family buildings within 100 feet of abutting land designated single-family on the Future Land Use Map is 35 feet (in a maximum of two stories). However, within traditional city, minimum building setback is eight feet from side property lines and the maximum building height is five stories.

² Parcels 0.5 acres or smaller existing on November 13, 1991, are exempt from minimum density requirements.

³ To be granted a special use permit for four or five stories in the RMF-6, RMF-7 or RMF-8 districts excluding the College Park, University Heights and Traditional City Special Area Plans (where up to five stories is allowed by right), the applicant must demonstrate that:

- a. The property is not adjacent to property with a single-family residential land use category (this restriction does not apply in College Park, University Heights and Traditional City); and
- b. To promote a more vital, interesting sidewalk environment for pedestrians near taller buildings, reduce the perception of a massive scale delivered by larger buildings with monotonously blank walls, and increase security through citizen surveillance, a minimum of 25 percent non-reflective, transparent glazing is provided on the front and side building walls at pedestrian level (and this glazed area shall be between three feet and eight feet above grade) on the first floor.
- c. First story is at least ten feet floor to ceiling for all buildings.

Accessory Structures for RMF-6, RMF-7 and RMF-8

Minimum front and side yard setbacks	Same requirements as for the principal structure, excluding fences and walls.
Minimum yard setback, rear	15 ft. or 25 ft. when abutting property designated single-family on the future land use map, except within traditional city where the setback is 15 ft.
Maximum building height	25 ft.
Transmitter towers ¹	80 ft.

¹ In accordance with section 30-98.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 3954, § 2, 2-14-94; Ord. No. 4045, § 2, 11-28-94; Ord. No. 950808, § 1, 1-22-96; Ord. No. 980990, § 3, 6-28-99; Ord. No. 980735, §§ 2, 3, 9-27-99; Ord. No. 002469, § 1, 3-17-03; Ord. No. 031254, § 1, 9-27-04; Ord. No. 041268, § 4, 8-22-05; Ord. No. 060501, § 1, 6-25-07; Ord. No. 070619, § 1, 3-24-08)

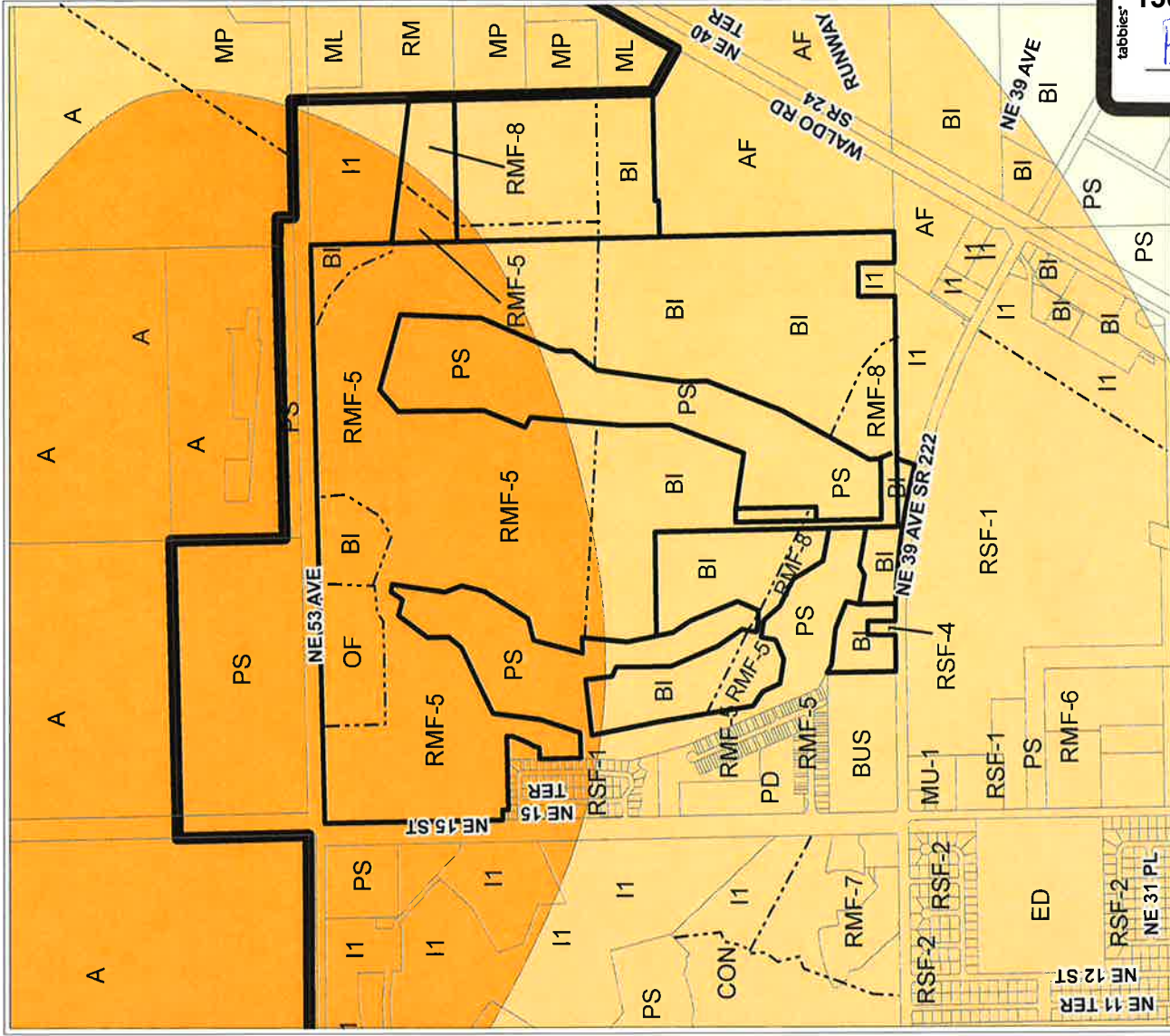
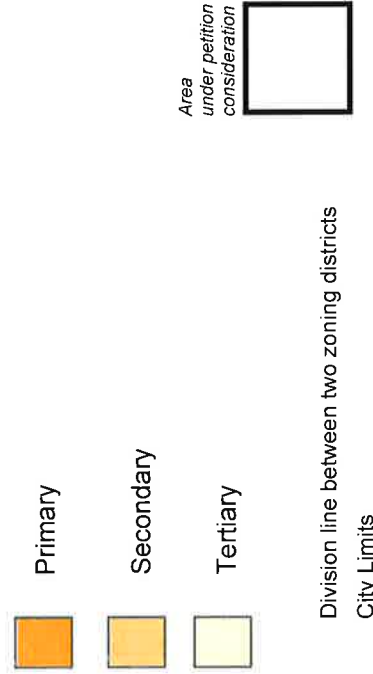
City of Gainesville Zoning Districts

RSF-1	3.5 units/acre Single-Family Residential
RSF-2	4.6 units/acre Single-Family Residential
RSF-4	8 units/acre Single-Family Residential
RMF-5	12 units/acre Single-Family/Multiple-Family Residential
RMF-7	8-21 units/acre Multiple-Family Residential
BUS	General Business
MU-1	8-30 units/acre Mixed Use Low Intensity
BI	Business Industrial
I-1	Limited Industrial
CON	Conservation
PS	Public Services and Operations
AF	Airport Facility
PD	Planned Development
ED	Educational Services
OF	General Office


Alachua County Zoning Districts

A	Agriculture
RM	Manufactured/Mobile Home Park
ML	Light Industrial
MP	Industrial Services and Manufacturing

Wellfield Protection Zones



WELLFIELD PROTECTION ZONES AND PROPOSED ZONING

	Name		Petition Request	Petition Number
	eda engineers-surveyors-planners, inc., agent for East Gainesville Development Partners, LLC		Rezone from RSF-1, RSF-4 and I-1 to RMF-5, RMF-8, OF and BI	PB-15-43 ZON



Sec. 30-67. - General provisions for business and mixed use districts.

- (a) Development plan approval. Prior to the issuance of a building permit within any business or mixed use district, development plan approval, in accordance with article VII, is required.
- (b) Parking. In order to receive and maintain a valid certificate of occupancy within all business or mixed use districts, the parking requirements shall be complied with as set forth in article IX.
- (c) Landscaping. In order to receive and maintain a valid certificate of occupancy within all business or mixed use districts, the landscaping requirements shall be complied with as set forth in article VIII.
- (d) Signs. In order to receive and maintain a valid certificate of occupancy within all business or mixed use districts, the sign requirements shall be complied with as set forth in article IX.
- (e) Flood control. Prior to the issuance of a building permit in any business or mixed use district, the provisions of the flood control district, article VIII, shall be complied with where applicable.
- (f) Access to business uses. Where a parcel of property used for nonresidential use in any business or mixed use district abuts more than one street, access from either street to such property will be permitted only if no property in an RSF-1, RSF-2, RSF-3, RSF-4 or RC residential district or shown for single-family residential use on the future land use map of the comprehensive plan lies immediately across such street from such business or mixed use zoned property; provided, however, access may be permitted from any collector or arterial as shown in the comprehensive plan; and provided, further, that one point of access shall be permitted in any case, notwithstanding other provisions of this subsection.
- (g) Outdoor storage and sales. All principal uses in any business or mixed use district shall be contained within completely enclosed buildings, except as otherwise specifically provided as a permitted use. When not so specifically provided, outdoor storage or display of goods and commodities not contained within completely enclosed buildings is prohibited, except the following uses under the conditions prescribed herein.
 - (1) Outdoor promotional sales, special event sales and the sale of seasonal or temporary goods and commodities other than farmers markets. The city manager may issue a permit for the sale of certain goods and commodities which are strictly of a temporary nature, other than for farmers markets, provided the following conditions and requirements are met:
 - a. Such sales shall not be permitted on public rights-of-way; provided, however, that in areas zoned CCD such sales and displays may be permitted on sidewalks only; and provided, further, that parades and art shows may be permitted on public rights-of-way under such conditions as are otherwise provided by ordinances and policies of the city commission.
 - b. The sales period for seasonal or temporary goods, such as Christmas trees, shall not exceed 30 days; promotional sales such as characterized by the so-called "midnight madness," "truck sale," "tent sale" or "sidewalk sale" shall not exceed 72 hours; and special event sales such as may be permitted in conjunction with a parade, festival or other such event shall not exceed the specified period approved for such event. No more than one permit per applicant per location shall be issued in any given six-month period for seasonal type sales, and no more than one special use permit per applicant per location shall be issued in any given 60-day period of time for promotional type sales.
 - c. Application for a permit under the provisions herein shall be examined and approved by the appropriate departments of the city to ensure protection of the public health, safety and general welfare. In addition to normal concerns of each such department, particular attention shall be given to traffic flow and control, auto and pedestrian safety, and the effect which such use and activity will have on surrounding uses, particularly where the adjoining use is residential.
 - d. When, in the opinion of the city manager, it is deemed necessary, the applicant may be required to post a bond or otherwise provide adequate assurance that the site of the selling

activity will be returned to its original or an improved state when the selling activity has ceased.

- (2) Outside accessory display and storage.
 - a. The development review board or city plan board at development plan review may authorize accessory display and storage outside of enclosed buildings if specifically requested and designated on a development plan. The proposal must be in accordance with the overall design and conditions of the development plan. If such use is located within 20 feet of a public right-of-way, it shall be enclosed by a screening wall, fence or hedge that is not less in height than two-thirds the height of any equipment or fixtures used or any material stored or offered for sale, and such wall, fence or hedge shall be at least 50 percent opaque. The outdoor storage and display must be clearly incidental or accessory to the principal use of the property and shall be limited to not more than 25 percent of the total stock of the principal use.
 - b. An independent request (not in connection with an existing request for development plan review) to allow outside accessory display and storage may be permitted by the development review board through the same terms as stated in subsection (g)(2)a. of this section.
- (h) Shopping centers in business zones. Any nonresidential development within any district, except CCD and MU-2, which consists of 50,000 square feet or more of gross floor area, shall comply with the additional requirements for neighborhood shopping centers as detailed in subsection 30-64(d)(3). Minimum parking requirements for such developments shall be based on either the required parking for the particular use(s) or the requirements as set forth for the shopping centers, whichever is the lesser.
- (i) Temporary emergency shelters. Use of buildings in the business and mixed use districts for temporary emergency shelters may be permitted by the city manager or designee, provided the following conditions and requirements are met:
 - (1) The city manager or designee finds that a temporary emergency exists due to manmade or natural causes which warrant the temporary use of buildings for shelter.
 - (2) Emergency shelter operation shall be limited to 14 consecutive days and a total of 90 days in a calendar year.
 - (3) Emergency shelters shall not allow more than one person per 30 square feet of net floorspace.
 - (4) Pursuant to city codes and ordinances and approval of the appropriate departments, emergency shelters shall have adequate and safe wiring, running water, restrooms, emergency lighting, smoke detectors and emergency exits.
 - (5) Second and third floors of buildings shall not be used for emergency shelter purposes unless a protected means of egress is provided.
 - (6) If electric power is not initially provided to a building to be used for emergency shelter purposes, such power may be provided to the building pursuant to city codes and ordinances and approval of the appropriate department(s).

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 3963, § 8, 3-14-94; Ord. No. 970449, § 3, 5-11-98; Ord. No. 000903, § 1, 5-14-01; Ord. No. 020590, § 4, 4-14-03; Ord. No. 120146, § 1, 9-6-12; Ord. No. 130058, § 1, 3-20-14)



APPENDIX F. - AIRPORT HAZARD ZONING REGULATIONS

Purpose. The purpose of the Airport Hazard Zoning regulations is to provide both airspace protection and land use compatibility in relation to the normal operation of public-use airports located within the city. These regulations attempt to promote:

- A. The maximum safety of residents and property within the areas surrounding the airport;
- B. The maximum safety of aircraft arriving at and departing from the Gainesville Regional Airport and all public-use airports;
- C. The full utility of the public-use airport;
- D. Compatible development standards for land uses within the prescribed Airport Zones of Influence associated with the normal operation of the airport;
- E. Building/structure height standards for use within the Airport Zones of Influence and other zones prescribed in the Federal Aviation Regulations through the use of variance procedures in cases of justifiable hardship; and
- F. Proper enforcement of these regulations in compliance with state and federal laws in a manner which provides the greatest degree of safety, comfort, and well-being to both the users of the airport facility and the property owners within the vicinity of the airport.

Findings. The regulations set forth herein are adopted pursuant to the authority conferred by Section 333.03, Florida Statutes. It is hereby found that an airport hazard has the potential for being hazardous to aircraft operations as well as to persons and property on the ground in the vicinity of the hazard. A hazard may affect land use in its vicinity and may reduce the size of areas available for the taking off, maneuvering and landing of aircraft, thus tending to impair or destroy the utility of the airport and the public investment therein. In addition, it is found that certain activities and uses of land in the immediate vicinity of airports are not compatible with normal airport operations, and may, if not regulated, negatively impact airport operations, as well as endanger the safety of residents and their property, adversely affect the health of residents, or otherwise limit the accomplishment of the residents normal activities. It is hereby found that excessive aircraft noise may be an annoyance or may be objectionable to residents in the city. Accordingly, it is declared that:

- A. The creating or establishment of an airport hazard which reduces the size of the areas available for such operations, or which inhibits the safe and efficient use of airspace or the airport, creates a public nuisance and injury to the city and no variance by the city shall be granted to authorize any such obstruction;
- B. It is the interest of the public health, safety and welfare that the creation of airport hazards and incompatible use of land within the airport overlay district or the airport noise zones be prevented;
- C. The creating or establishment of anything affecting the safety of aircraft or pilots or passengers, or which inhibits the safe operation of aircraft operating to or from the airport shall be prevented;
- D. The prevention of these hazards and incompatible land uses is desirable and that this should be accomplished, to the extent legally possible, by exercise of the police power, without compensation, in accordance with Chapter 333, Florida Statutes; and
- E. The prevention of the creation of airport hazards and incompatible land uses, and the elimination, removal, alteration, mitigation or marking and lighting of existing airport obstructions, are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

FOOTNOTE(S):

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Editor's note—Ord. No. 090384, § 1(Exh. A), adopted Dec. 3, 2009, amended App. F in its entirety to read as herein set out. The former App. F, §§ I—X, pertained to similar subject matter and derived from Ord. No. 981149, § 2, adopted May 10, 1999.

I. - Definitions and Administration.

- A. Definitions. Throughout these regulations, the following words and phrases shall have the meanings indicated unless the text of the ordinance clearly indicates otherwise:

Airport means those areas of land or water designed or set aside for the landing and taking-off of aircraft utilized, or to be utilized, in the interest of the public for such purpose, and validly licensed by the State of Florida Department of Transportation (FDOT) as a "Public Airport" known as the Gainesville Regional Airport.

Airport hazard means any structure, object of natural growth, or use of land that would exceed the federal obstruction standards contained in 14 Code of Federal Regulations (CFR) Part 77, ss. 77.21, 77.23, 77.25, 77.28, and 77.29 and that obstructs the airspace required for flight of aircraft in taking off, maneuvering or landing at an airport; or may otherwise be hazardous to or interfere with taking off, maneuvering or landing of aircraft and for which no person has previously obtained a permit or variance pursuant to section 333.025 or section 333.07, Florida Statutes.

Airport reference point means the approximate geometric center of the runways of an airport, expressed by its latitude and longitude, as shown on the approved airport layout plan of the Gainesville Regional Airport, and identified as the "future airport reference point."

Avigation easement means the permanent grant of airspace rights over and above the surface of property in order to permit airport operations and operation of aircraft, despite the associated nuisance effects on the underlying surface property, such as but not limited to, noise, vibration, fumes, and fuel particles.

Day Night Average Sound Level (DNL) means the sound exposure level generated by aircraft operations, as defined in Federal Aviation Regulation Part 150 entitled "Airport Noise Compatibility Planning" (FAR Part 150) codified under 14 C.F.R. Part 150, estimated using the Federal Aviation Administration (FAA) Integrated Noise Model (INM) in a manner that complies with the requirements set forth in Part 150.

Noise Exposure Map means documentation identifying aircraft-related noise exposure around an airport that is developed in a manner that FAA finds compliant with the requirements set forth in FAR Part 150.

Noise level reduction (NLR) means a measurement standard for the reduction in sound level transmission between the exterior and interior of a structure. NLR standards are used to evaluate the effectiveness or establish requirements of techniques to limit sound transmission in order to prevent or mitigate adverse noise impacts through incorporation of noise attenuation into the design and construction of a structure.

Nonconforming use means any existing structure, object of natural growth, or use of land that is inconsistent with the provisions of these regulations, provided it was lawfully established in accordance with the City Code of Ordinances as existed at the time of establishment.

Nonprecision instrument runway means any runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area-type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned, or for which no precision approach facilities are planned.

Object of natural growth means any organism of the plant kingdom, including trees.

Occupied rooms means rooms within enclosed structures that are, or may reasonably be expected to be, used for human activities including, but not limited to, sound communications, education or instruction, sleeping, eating, entertainment, or the use of telephones and other audio devices.

Occupied structure means a structure with at least one occupied room. See "Occupied Rooms."

Other-than-utility runway means any existing or planned runway that is constructed for, and intended to [be] used by, all types of aircraft, including those having gross weights greater than 12,500 pounds.

Person means individual, firm, partnership, corporation, company, association, joint stock association, or political body, including the trustee, receiver, assignee, administrator, executor, guardian, or other representative.

Precision instrument runway means a runway having an existing instrument approach procedure utilizing an Instrument Landing System, Microwave Landing System, or a Precision Approach Radar, or any runway for which a precision approach system is planned.

Runways means those existing or planned portions of the airport prepared for the landing and take-off of aircraft, as shown on the approved airport layout plan of the Gainesville Regional Airport, or those portions of each privately-owned airport prepared for the landing and take-off of aircraft, and identified as such by the Florida Department of Transportation.

Runway end elevation means the elevation at each runway end centerline, expressed in "feet Above Mean Sea Level (AMSL)," as shown on the approved airport layout plan of the Gainesville Regional Airport. For each airport runway, the runway end elevation is that value reported by the Florida Department of Transportation for each respective runway.

Sound level means the quantity, in decibels, measured by an instrument satisfying the requirements of the American Standard Specification for Type I sound level meters. The sound level is the frequency-weighted sound pressure level obtained with the frequency weighting "A" and the standardized dynamic characteristic "SLOW."

Statute mile means a distance of 5,280 feet.

Structure means any temporary or permanent object constructed or installed by man, including but not limited to, antennae, buildings, cranes, towers, smoke stacks, utility poles and overhead transmission lines.

Utility runway means any existing or planned runway that is constructed for and intended to be used by only propeller driven aircraft having gross weights less than or equal to 12,500 pounds.

Visual runway means any runway intended solely for the operation of aircraft using visual approach procedures and for which no straight-in instrument approach procedure exists, or is planned, and is so indicated on the approved airport layout plan of the Gainesville Regional Airport.

- B. Administration of the Airport Regulations. All airport zoning regulations shall be administered and enforced by the City Manager or designee.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

II. - Airport Zones of Influence.

The City of Gainesville hereby adopts three airport zones of influence. These zones are established to regulate land development in relation to the Gainesville Regional Airport as licensed for public use. The location of these airport zones of influence, and restrictions on the use of land within said zones, are hereby established by these regulations. The boundaries of said zones, and restrictions on the use of land within said zones, shall be changed only through the amendment of these regulations by the city commission of the City of Gainesville. Any application for land development within these airport zones of influence shall comply with these regulations, any applicable state or federal regulations, and any applicable requirements of the land development regulations of the City of Gainesville. The airport zones of influence established in these regulations include:

the Airport Height Notification Zone;
the Airport Runway Clear Zone; and
the Airport Noise Zone.

A. Airport Height Notification Zone and Regulations.

1. Establishment of Zone. The Airport Height Notification Zone is hereby established as an overlay zone on the adopted city zoning map atlas. The Airport Height Notification Zone is established to regulate the height of structures and objects of natural growth in areas around the Gainesville Regional Airport. The Airport Height Notification Zone consists of two subzones, defined as follows:

Airport Height Notification Subzone 1: The area surrounding the Gainesville Regional Airport extending outward 20,000 feet from the ends and each side of all active runways.

Airport Height Notification Subzone 2: The area within the city limits not within Airport Height Notification Subzone 1.

For the Gainesville Regional Airport the boundary of the Airport Height Notification Zone established in these regulations is based on the runway configuration which is planned and documented as such in its approved airport layout plan.

The Airport Height Notification Zone map is attached as Attachment 1 and is adopted and made a part of these regulations as if set forth fully herein. When future Airport Height Notification Zone maps are prepared, the City shall consider revisions to the boundary of the Airport Height Notification Zone and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.

In the event a discrepancy arises between an Airport Height Notification Zone boundary depicted on the maps attached at Attachment 1 and an Airport Height Notification Zone boundary located by application of the definition of said boundary as set forth in these regulations, the boundary as prescribed by the latter shall prevail.

2. Airport Height Notification Regulations.

- a. All development proposals for land lying within an Airport Height Notification Zone shall be reviewed for conformance with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations (CFR), Part 77, for civil airports.
- b. A proposed development shall be considered a "potential airport obstruction," if the proposed development would result in a structure or object of natural growth having a height that would exceed:

an imaginary surface extending outward and upward from the ends and sides of a runway at a slope of one foot vertically for every 100 feet horizontally, for a distance of 20,000 feet, in Airport Height Notification Subzone 1; or

200 feet above ground level in Airport Height Notification Subzone 2.

- c. The applicant for any land development proposal determined to result in a structure or object of natural growth that constitutes a "potential airport obstruction" shall be issued a Notice of Potential Airport Obstruction during the development review process by the Planning Division. No land development proposal determined to result in a structure or object of natural growth that constitutes a potential airport obstruction shall be approved for construction unless:

an Airport Obstruction Permit is issued by the city manager or designee; or

The Board of Adjustment grants an Airport Obstruction Variance, if applicable.

- d. Any land development proposal that has been determined to include no "potential airport obstruction" is exempt from any Airport Height Notification Zone permitting and variance requirements contained herein.
- 3. Airport Obstruction Permit Procedures and Criteria for Approval. Any applicant receiving a Notice of Potential Airport Obstruction may apply to the Planning Division for an Airport Obstruction Permit.
 - a. Procedures for Obtaining an Airport Obstruction Permit.
 - i. The applicant shall submit a completed Airport Obstruction Permit application, as provided by City, and shall provide documentation that the required Notice of Proposed Construction or Alteration has been filed with the Federal Aviation Administration (FAA). The city manager or designee may consider permit requests concurrent with the development plan approval consideration.
 - ii. Prior to any such permit request being scheduled for consideration by the city manager or designee, the applicant shall submit a copy of the final written Determination, as issued by the FAA based on its review of the applicant's Notice of Proposed Construction or Alteration, in accordance with the provisions of 14 CFR Part 77.
 - b. Criteria for Granting an Airport Obstruction Permit.
 - i. If the FAA has reviewed a proposed land development and determined it would not exceed any federal obstruction standard contained in 14 CFR Part 77, the city manager or designee shall grant an Airport Obstruction Permit for the proposed development. The permit shall include conditions to ensure the installation, operation, and maintenance of appropriate obstruction marking, lighting, and/or flagging, if such obstruction marking, lighting, and/or flagging is required by either Chapter 333, Florida Statutes, Chapter 14-60, Florida Administrative Code, or by the FAA in its written Determination. No Airport Obstruction Permit shall be issued after the expiration date indicated on the FAA's written Determination. Each Airport Obstruction Permit issued shall specify a reasonable expiration date as a condition.
 - ii. Where the FAA has reviewed a proposed land development and determined it would exceed the federal obstruction standards contained in 14 CFR Part 77, no Airport Obstruction Permit shall be granted by the city manager or designee. In order for the proposed land development to proceed, an applicant must apply for and obtain an Airport Obstruction Variance from the Board of Adjustment of the City of Gainesville.
- 4. Airport Obstruction Variance Procedures and Criteria for Approval.
 - a. Procedures for Obtaining an Airport Obstruction Variance.
 - i. The applicant shall submit to the Planning Division a completed Airport Obstruction Variance application, as provided by the City. At the time of filing an Airport Obstruction Variance application, the applicant must provide proof to the city that a copy of said application has been forwarded by certified mail, return receipt requested, to the Florida Department of Transportation (FDOT) Central Aviation Office in Tallahassee, Florida. The FDOT shall have 45 days from the receipt of the application to provide comments to the Board of Adjustment, after which time its right is waived. The Board of Adjustment may approve, deny or approve the application with conditions.
 - ii. Prior to the variance request being scheduled for consideration by the Board of Adjustment, comments must be received from the FDOT or the applicant must submit a copy of the return receipt showing that the FDOT has waived its right to comment. In addition, the applicant shall submit to the Planning Division the following:
 - a copy of the notice of proposed construction form submitted to the FAA; and

a copy of the final written Determination issued by the FAA, based on its review of the applicant's Notice of Proposed Construction or Alteration, in accordance with the provisions of 14 CFR Part 77.

b. Criteria for Granting an Airport Obstruction Variance.

- i. The Board of Adjustment shall consider the criteria enumerated in Section 333.025(6), Florida Statutes, and Chapter 14-60, Florida Administrative Code, in its consideration of an Airport Obstruction Variance request.
- ii. The Board of Adjustment may grant an Airport Obstruction Variance if it determines that:

a literal application or enforcement of these regulations would result in practical difficulty or unnecessary hardship and that the relief granted would not be contrary to the public interest but would do substantial justice and be in accordance with the spirit of these regulations, and Chapter 333, Florida Statutes, and Chapter 14-60, Florida Administrative Code, and

the proposed development can be accommodated in navigable airspace without adverse impact to Gainesville Regional Airport aviation operations.

- iii. In granting an Airport Obstruction Variance, the Board of Adjustment may prescribe appropriate conditions, requirements and safeguards in conformity with these regulations and the intent hereof, including avigation easements if deemed necessary and shall require the owner of the structure or tree in question to install, operate, and maintain thereon, at his or her own expense, such marking and lighting as may be necessary to indicated to the aircraft pilots the presence of an obstruction. Such marking and lighting shall conform to the specific standards established by Chapter 333, Florida Statutes, and Chapter 14-60, Florida Administrative Code.

B. Airport Runway Clear Zone and Regulations.

1. Establishment of Zone. There is hereby established the Airport Runway Clear Zone as an airport zone of influence. The Airport Runway Clear Zone is established to regulate the uses of land lying in specified areas above which aircraft must routinely operate at low altitudes and climb from or descend to the runways of the Gainesville Regional Airport. Within the Airport Runway Clear Zone, certain land uses are restricted or prohibited due to land use characteristics which could result in further death, injury, and property damage in the event of an aircraft accident, as such areas are more likely, statistically, to be exposed to accidents involving aircraft climbing from, or descending to, the runway at low altitudes.

The Airport Runway Clear Zone includes the area over which aircraft routinely operate at altitudes of 50 feet or less above the runway end elevation, and is defined as follows:

That portion of the Approach Surface, as defined by 14 CFR Part 77.25, that extends outward from, and perpendicular to, its common boundary with the Primary Surface, as defined in 14 CFR Part 77.25, for a horizontal distance of:

1,000 feet for utility/visual runways,

1,700 feet for nonprecision instrument/other-than-utility runways, and

2,500 feet for precision instrument runways.

The Airport Runway Clear Zone map is attached as Attachment 2 and is adopted and made a part of these regulations as if set forth fully herein. When future Airport Runway Clear Zone maps are prepared, the City shall consider revisions to the boundary of the Airport Runway Clear Zone and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.

In the event a discrepancy arises between an Airport Runway Clear Zone boundary depicted on the maps attached as Attachment 2 and an Airport Runway Clear Zone boundary located by application of the definition of said boundary as set forth in these regulations, the boundary as prescribed by the latter shall prevail.

2. Airport Runway Clear Zone Regulations.

a. Prohibited uses. The following types of land uses shall be prohibited within the established Airport Runway Clear Zone:

educational facilities (including all types of schools, pre-schools, and child-care facilities);

hospitals, medical and health-related facilities;

places of religious assembly;

hotels and motels (including transient lodging, recreational vehicle and mobile home parks); and

other similar land uses wherein or whereabouts persons are concentrated or assembled;

b. Allowable uses. Any use that is not prohibited in an Airport Runway Clear Zone as determined above, is allowable within such zone, subject to compliance with applicable Airport Noise and Height Notification Zone and zoning district regulations.

C. Airport Noise Zone and Regulations.

1. Establishment of Zone. There is hereby established the Airport Noise Zone as an airport zone of influence. The Airport Noise Zone is established around the Gainesville Regional Airport to regulate land uses sensitive to sound levels generated by the routine operation of the Airport. Within the Airport Noise Zone, land use restrictions and special construction standards are established to minimize impacts of airport-generated noise. The Airport Noise Zone consists of three subzones, defined as follows:

Airport Noise Subzone A: The area commencing at the airport reference point and extending outward therefrom to that boundary which approximates a Day Night Average Sound Level of 65 dB DNL.

Airport Noise Subzone B: The area commencing at the airport reference point and extending outward therefrom to that boundary which approximates a Day Night Average Sound Level of 60 dB DNL, excluding Subzone A.

Airport Noise Subzone C: The area commencing at the airport reference point and extending outward therefrom to that boundary which approximates a Day Night Average Sound Level of 55 dB DNL, excluding Subzones A and B.

For the Gainesville Regional Airport, the boundary of the Airport Noise Zone established in these regulations is based on the forecast of Day Night Average Sound Level noise contours documented in the 2012 Noise Exposure Map prepared for the Gainesville Regional Airport by RS&H and determined compliant by the FAA on April 20, 2009.

The Airport Noise Zone Map based on the 2012 Noise Exposure Map is attached as Attachment 3 and is adopted and made a part of these regulations as if set forth fully herein. When future Noise Exposure Maps are prepared and determined compliant by the FAA, the City shall consider revisions to the boundary of the Airport Noise Zones and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.

2. **Airport Noise Zone Land Use Regulations.** The provisions of this section shall apply to the construction, expansion, alteration, moving, repair, replacement, use, and changes of use or occupancy of any occupied structure located within any Airport Noise Zone defined by these regulations and to any structure that is moved into or within any Airport Noise Zone, and those proposed to be constructed within any Airport Noise Zone.
- Existing Structures.** Structures located within any Airport Noise Zone at the time of the adoption of these regulations to which additions, expansions, alterations, repairs, replacement, and changes of use or occupancy are made shall comply with the requirements of these regulations, with the following exceptions:
Structures for which the cost of such additions, expansions, alterations, or repairs made within any five-year period does not exceed 50 percent of the value of such structures.
 - Moved Structures.** Structures moved into or within any Airport Noise Zone defined by these regulations shall comply with requirements of these regulations before permanent occupancy is permitted.
 - New Structures.** New structures proposed within any Airport Noise Zone defined by these regulations shall comply with the requirements of these regulations before permanent occupancy is permitted.
 - Regulated Uses within the Airport Noise Zone.**

Table 1. Land Use Regulation Chart

Subzones	A 65 dB DNL	B 65—60 dB DNL	C 60—55 dB DNL
Dwelling, intended for residential occupancy (excluding hotels, motels, and similar short-term transient occupancies)	Prohibited	Restricted (1)	Permitted (2)
Places of religious assembly, auditoriums, concert halls, libraries and similar assembly uses (primarily indoor uses)	Prohibited	Restricted (1)	Permitted (2)
Hospital	Prohibited	Prohibited	Permitted (2)
Correctional institution	Prohibited	Restricted (1)	Permitted (2)
Nursing homes, assisted living facilities, social service homes and halfway houses	Prohibited	Restricted (1)	Permitted (2)
Public and private school, daycare centers, and other educational facilities (excluding aviation-related schools)	Prohibited	Restricted (1)	Permitted (2)
Outdoor Sports Arenas, amphitheaters and similar uses	Prohibited	Permitted (2)	Permitted (2)

(primarily outdoor uses)			
(1) Development shall be allowed only on isolated lots within neighborhoods or developments that were constructed prior to December 3, 2009 (i.e., "infill development lots.") Any such development that is allowed shall provide a minimum of 25 dB of exterior-to-interior noise level reduction and the property owner shall provide the City and the Gainesville Regional Airport with a permanent avigation easement in accordance with (g) below.			
(2) All development shall provide a minimum of 25 dB of exterior-to-interior noise level reduction and the property owner shall provide the City and the Gainesville Regional Airport with a permanent avigation easement in accordance with (g) below.			

- e. Other uses not specified. Uses that are not specified in Table 1 may be allowed in the Airport Noise Zone if permitted by the underlying zoning and other applicable Land Development regulations, provided all development shall provide a minimum of 25 dB of exterior-to-interior noise level reduction and the property owner shall provide the City and the Gainesville Regional Airport with a permanent avigation easement in accordance with (g) below.
- f. Variances Any property owner desiring to erect a structure or otherwise use his/her/its property in violation of these regulations may apply to the board of adjustment for a variance from the airport noise zone regulation in question. All such appeals to the Board of Adjustment shall be filed, reviewed, and heard in a manner consistent with section 333.07, Florida Statutes.
- g. Avigation Easements. Property owners required or choosing to provide an avigation easement shall grant said easement to the City of Gainesville and to the Gainesville-Alachua County Regional Airport Authority, and to their respective successors and/or assigns. The easement shall be in the form provided by the city attorney and airport authority and shall be executed by the property owner and recorded by the property owner in the Public Records of Alachua County, upon the first to occur of the following:
 - prior to release of a development site plan,
 - prior to recording of a lot split, minor subdivision or final plat, or
 - prior to issuance of a building permit, as applicable.

The property owner shall provide a copy of the recorded easement to the city and to the airport authority.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

III. - Special Requirements.

Notwithstanding any of the provisions of this section, no use of land, air or water shall be made in such a manner to interfere with the operation of any airborne aircraft or aircraft operation at the Gainesville Regional Airport. The following special requirements shall apply to proposed developments.

- A. Aircraft Bird Strike Hazard. No land use shall be permitted to store, handle, or process organic or any other materials that foster or harbor the growth of insects, rodents, amphibians, or other similar organisms, in such a way as to significantly increase the potential for aircraft bird strike hazard to aircraft operations at the Gainesville Regional Airport:

within 10,000 feet of the nearest point of any runway used or planned to be used by turbine powered aircraft;

within 5,000 feet of the nearest point of any runway used or planned to be used only by conventional piston engine powered aircraft;

within the lateral limits of the airport imaginary surfaces defined in 14 CFR Part 77.25; or

in locations where the passage of a significant volume of bird traffic originating from or destined to bird feeding, watering, or roosting areas is induced across any Primary Surface or Approach Surface, as defined in 14 CFR Part 77.25, of the airport.

- B. In-Flight Visual or Electronic Interference. No land use shall produce smoke, steam, glare, or other visual impairment within three statute miles of any runway of the Gainesville Regional Airport. Furthermore, no land use shall:

produce electronic interference with navigation signals or radio communications of any airborne aircraft or aircraft operations at the airport;

utilize high energy beam devices that interfere with aircraft operations at the airport, and for which such energy transmission is not fully contained within a structure, or absorbing or masking vessel; or

utilize lights or illumination arranged or operated in such manner that either misleads or obscures the vision of pilots during take-off and landing stages of aircraft operations at the airport.

Proposed developments which produce light or illumination, smoke, glare or other visual hazards, or produce electronic interference with airport/airplane navigation signals are subject to the standards specified in the FAA Procedures Manual 7400-2C, consistent with Chapter 333.03(3), Fla. Stat., as may be applied and enforced by the state and/or federal governments.

- C. Restrictions on the Educational Facilities of Public and Private Schools.

1. Educational Facilities Restricted. The construction of any educational facility of a public or private school, with the exception of aviation school facilities, is prohibited within an area that extends five miles out from either end of any runway, along the extended runway centerline, and which has a width measuring one-half the length of the longest runway of the Gainesville Regional Airport. The Restrictions on the Educational Facilities of Public and Private Schools map is attached as Attachment 4 and is adopted and made a part of these regulations as if set forth fully herein. When future Restrictions on the Educational Facilities of Public and Private Schools maps are prepared, the City shall consider revisions to the boundary of the Restrictions on the Educational Facilities of Public and Private Schools and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.
2. Existing Educational Facilities. These restrictions shall not be construed to require the removal, alteration, sound conditioning, or other change, or to interfere with the continued use or adjacent expansion of any non-conforming educational structure or site, or be construed to prohibit the construction of any new structure for which a site has been determined as provided in Section 1013.36, Florida Statutes.
3. Exceptions. Exceptions approving construction of an educational facility within the delineated area(s) shall only be granted when the Board of Adjustment makes specific

findings detailing how public policy reasons for allowing the construction outweigh health and safety concerns prohibiting such a location.

4. Criteria for Granting Exceptions. The Board of Adjustment shall consider, at a minimum, the following criteria in determining whether or not to grant exceptions approving construction of educational facilities within the delineated area(s):

Physical attributes of the proposed site, including the nature of the terrain and topography, and the density of planned/existing land uses;

Situation of the proposed site relative to other geographic features, either natural or man-made, and other planned/existing land uses and activities;

Public and private interests and investments;

Safety of persons on the ground and in the air;

Any other applicable airport zoning restrictions;

Availability of alternate sites;

Any unique attributes of the proposed site;

Planned approach type of the runway: either precision instrument, nonprecision instrument, or visual;

Type(s) of aircraft using the runway, including the number and type of engine(s) used by, and gross weight of, aircraft; and

Inbound approach or outbound departure bearing relative to the extended runway centerline.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

IV. - Determination of Boundaries.

In determining the location of airport zone of influence boundaries, the following rules shall apply:

Where boundaries are shown to follow streets or alleys, the centerline of such streets or alleys shall be the airport zone boundary;

Where boundaries are shown to enter or cross platted lots, property lines of the lots shall be the airport zone boundary;

Notwithstanding the above, where boundaries are shown on any platted lot, provisions of the more restrictive airport zone that crosses the platted lot shall apply to the entire platted lot;

Where boundaries are shown to enter or cross unsubdivided property of less than five acres in area, property lines of the unsubdivided parcel shall be the airport zone boundary;

Notwithstanding the above, where boundaries are shown on unsubdivided property of less than five acres in area, provisions of the more restrictive airport zone that crosses the unsubdivided parcel shall apply to the entire unsubdivided parcel; and

Where boundaries are shown on unsubdivided property of five or more acres in area, the location shall be determined by the Airport Noise Zone boundary shown in Attachment 3, or the Airport Height Notification Zone or Airport Runway Clear Zone boundary located by application of the definition of said zone boundaries set forth in these regulations.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

V. - Nonconforming Uses.

No use of land, structure or development may be permitted in any airport zone of influence unless it conforms to the specific limitations set forth in these regulations. The requirements of these regulations shall not be construed to necessitate the removal, lowering, alteration, or other change of any nonconforming use. Any nonconforming use that is an object of natural growth shall not be allowed to exceed the height of said object as it was on May 10, 1999, unless permitted by the city manager or designee. Nothing in these regulations should be construed to require sound conditioning or other alteration of any nonconforming use.

The provisions of Section 333.07, Florida Statutes, and Section 30-346 of the land development regulations (to the extent not in conflict or inconsistent with section 333.07, Florida Statutes) also apply to non-conformities.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

VI. - Future Uses.

No change shall be made in the use of land, and no structure shall be altered or otherwise established in any airport zone of influence created by these regulations except in conformance with the requirements of this section. Land use and zoning changes that would allow a prohibited use within an airport zone of influence shall be prohibited.

Properties with an incompatible land use and zoning map designation may be changed to a compatible land use and zoning by ordinance, Planned Use District (PUD) land use and Planned Development (PD) zoning may be used to designate new uses of properties within airport noise zones.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

VII. - Appeals.

Any person aggrieved, or taxpayer affected, by any decision of the City Manager, or designee, made in the administration of these airport hazard zoning regulations; or any governing body of a political subdivision, or the Department of Transportation, or any joint airport zoning board, which is of the opinion that a decision of the City Manager, or designee, is an improper application of airport hazard zoning regulations of concern to such governing body or board, may appeal to the board of adjustment, which is hereby authorized to hear and decide appeals from the decisions of the City Manager, or designee. All such appeals to the board of adjustment shall be filed, reviewed and heard in a manner consistent with sections 333.08 and 333.10, Florida Statutes.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

VIII. - Judicial Review.

Any person aggrieved by any decision of the Board of Adjustment regarding these regulations may appeal to the Circuit Court as provided by Section 333.11, Florida Statutes.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

IX. - Conflicting Regulations.

Where there exists a conflict between any of the requirements or limitations prescribed in these regulations and any other requirements, regulations or zoning applicable to the same area, whether the conflict be with respect to the height of structures or objects of natural growth, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail. The variance to or waive of any such more stringent limitation or requirement shall not constitute automatic variance or waiver of the less stringent limitations or requirements of these regulations.

(Ord. No. 090384, § 1(Exh. A), 12-3-09)

X. - Severability.

If any of the provisions of these regulations or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of these regulations that can be given effect without the invalid provisions or applications, and to this end the provisions of these regulations are declared to be severable.

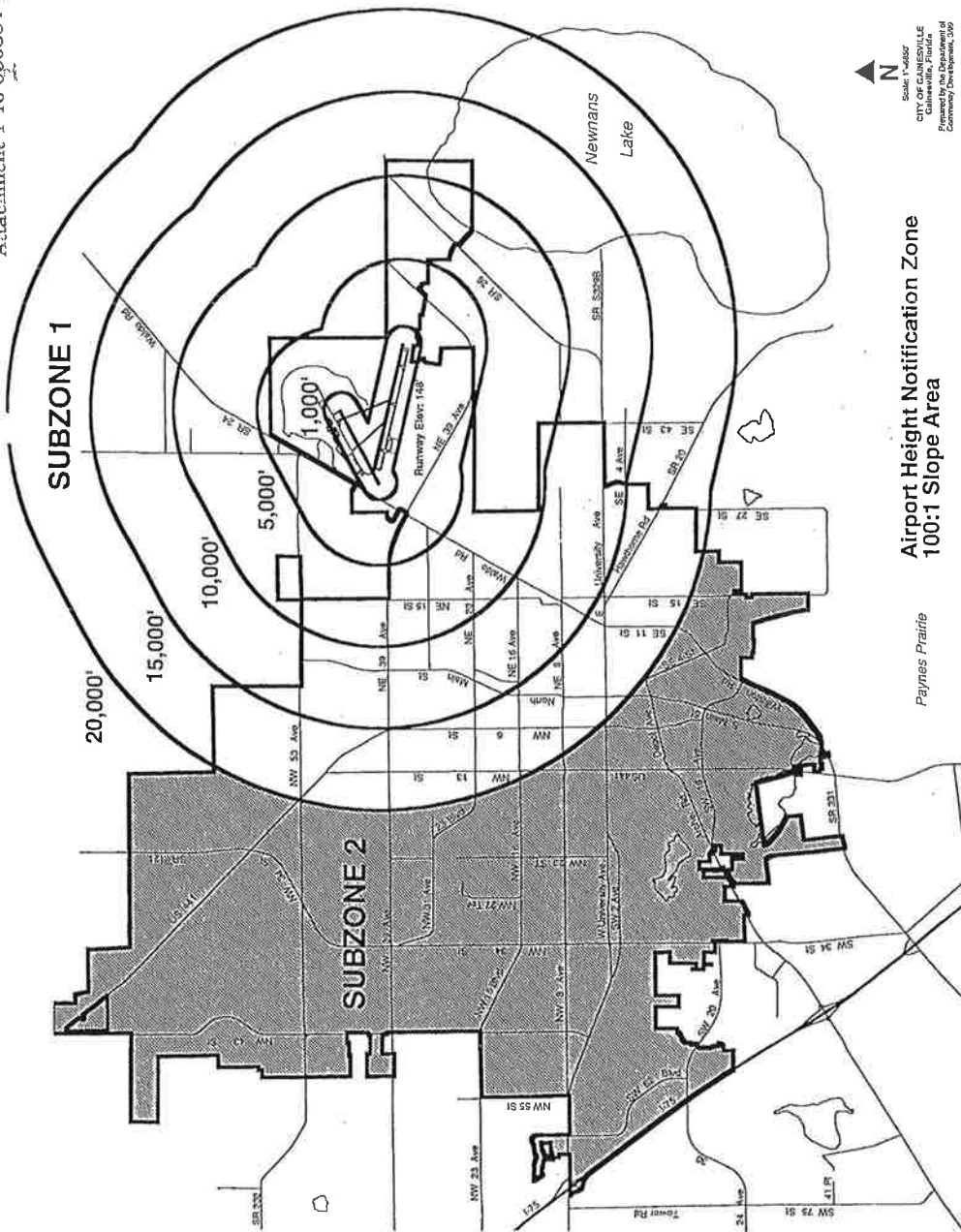
(Ord. No. 090384, § 1(Exh. A), 12-3-09)

XI. - Penalties.

In addition to other remedies for violation of these regulations provided in the Land Development Code, the City may institute in any court of competent jurisdiction an action to prevent, restrain, correct, or abate any violation of chapter 333, Fla. Stat., these regulations, or any order or ruling made in connection with their administration or enforcement. The court shall adjudge to the City such relief, by way of injunction (which may be mandatory) or otherwise, as may be proper under all the facts and circumstances of the case in order to fully effectuate the purposes of ch. 333, Fla. Stat. and of these regulations, and the orders and rulings made pursuant thereto.

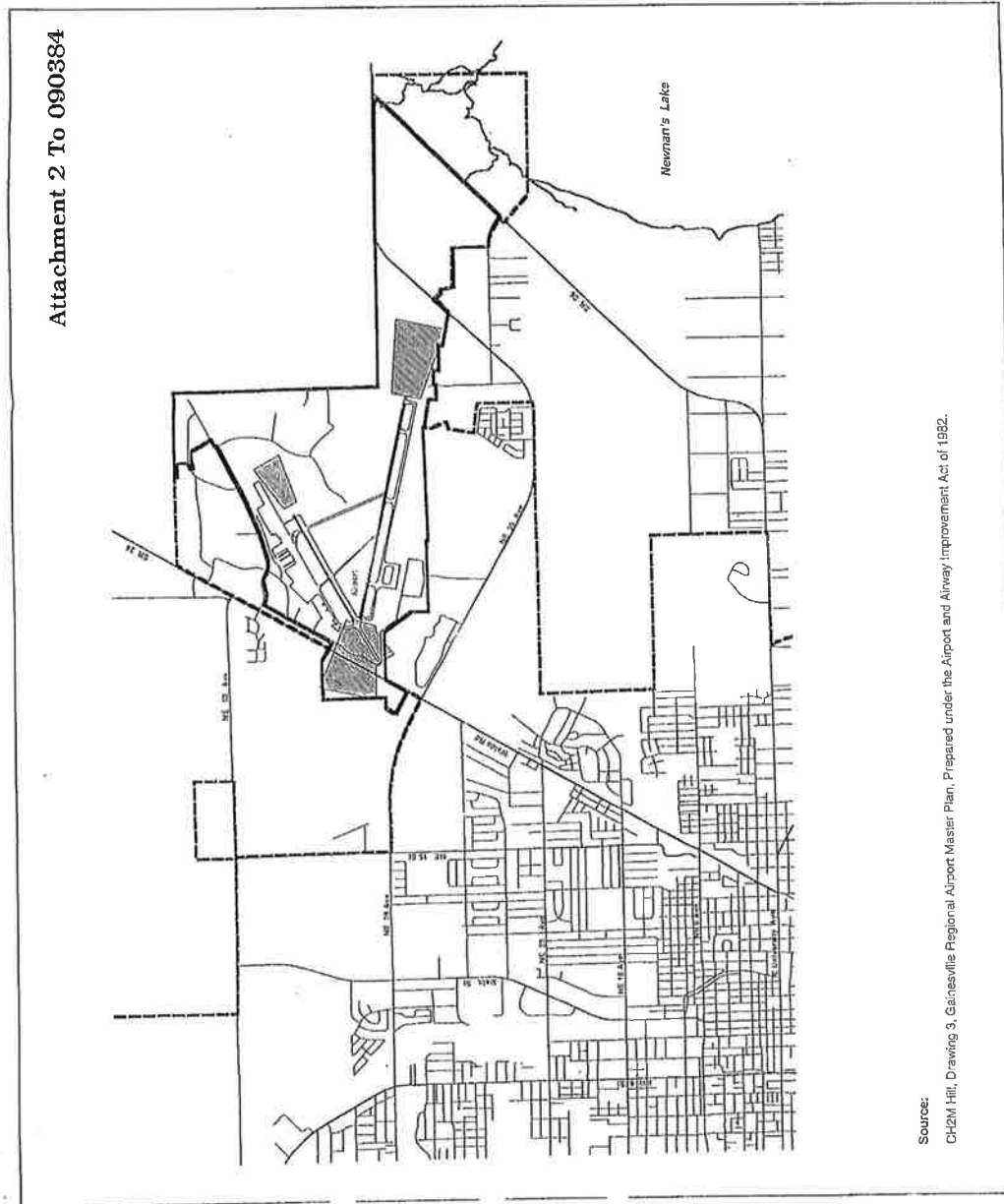
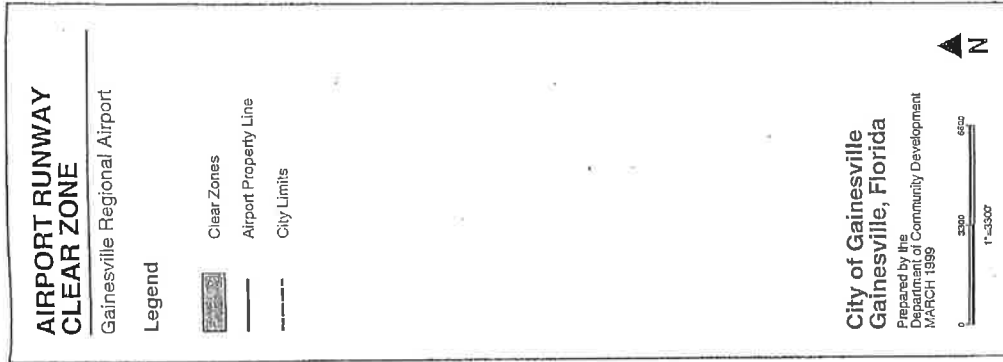
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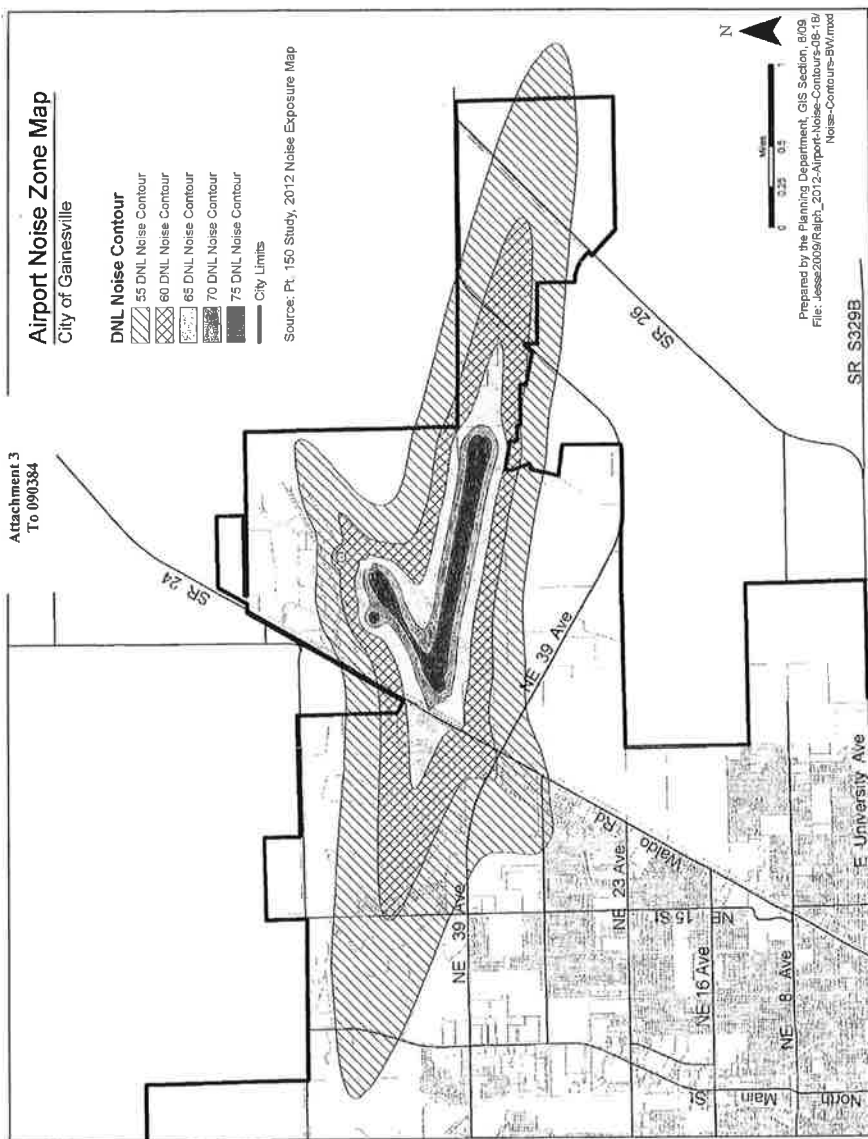
Attachment 1 To Q90384



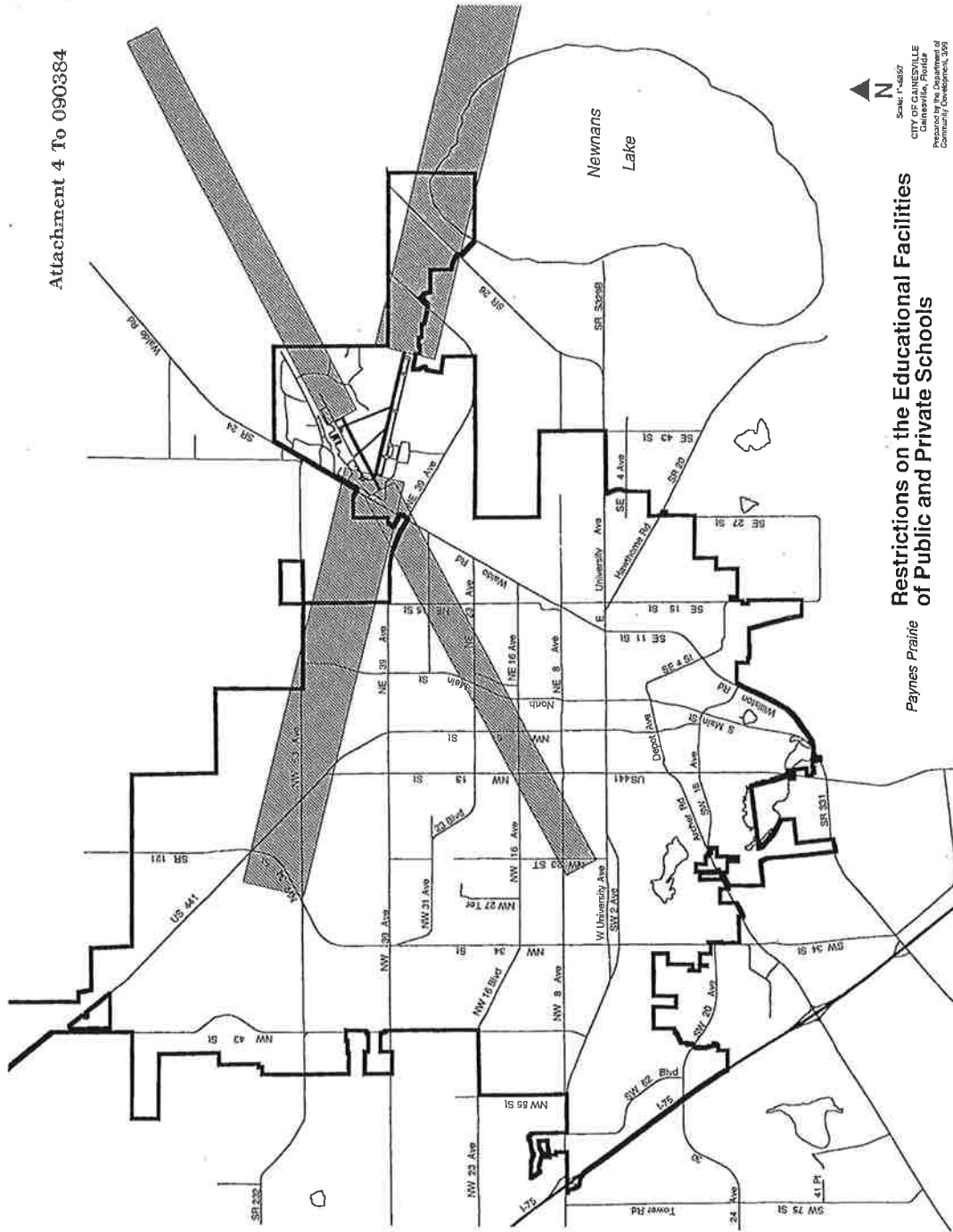
Airport Height Notification Zone
100:1 Slope Area

Paynes Prairie





Attachment 4 To 090384



Paymes Prairie
Restrictions on the Educational Facilities
of Public and Private Schools

Scale: 1"=450'
CITY OF GAINESVILLE
Public Works Department
Prepared by the Department of
Community Development, 3/09

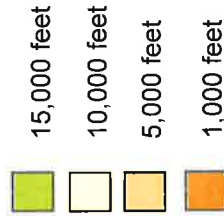
City of Gainesville Zoning Districts

- RSF-1 3.5 units/acre Single-Family Residential
 RSF-2 4.6 units/acre Single-Family Residential
 RSF-4 8 units/acre Single-Family Residential
 RMF-5 12 units/acre Single-Family/Multiple-Family Residential
 RMF-7 8-21 units/acre Multiple-Family Residential
 BUS General Business
 MU-1 8-30 units/acre Mixed Use Low Intensity
 BI Business Industrial
 I-1 Limited Industrial
 CON Conservation
 PS Public Services and Operations
 AF Airport Facility
 PD Planned Development
 ED Educational Services
 OF General Office

Alachua County Zoning Districts

- A Agriculture
 RM Manufactured/Mobile Home Park
 ML Light Industrial
 MP Industrial Services and Manufacturing

City of Gainesville Airport Height Notification Zones 100:1 slope area



Area
under petition
consideration



Division line between two zoning districts

City Limits



No Scale

EXHIBIT
150112D

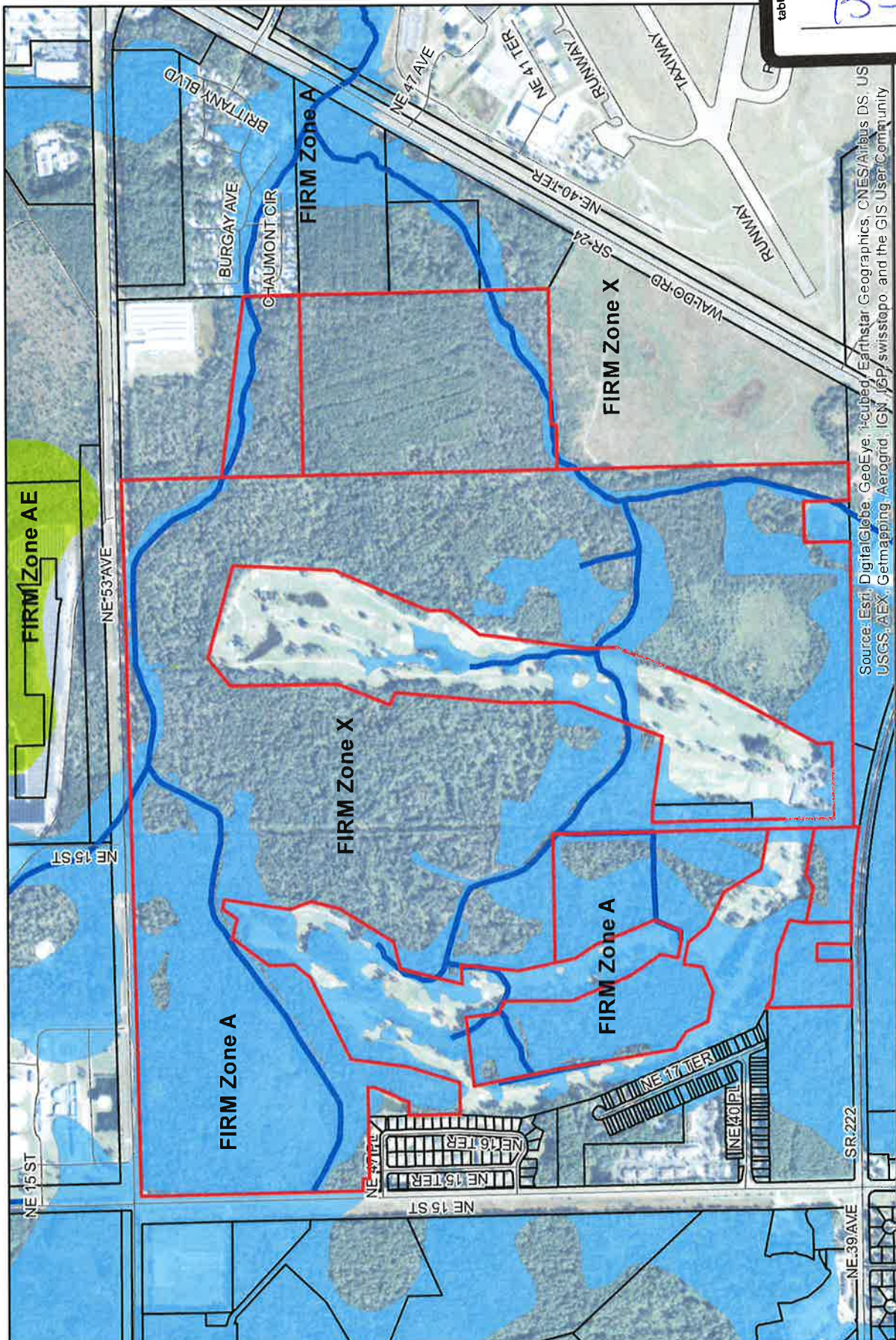
B-12

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AIRPORT HEIGHT NOTIFICATION ZONES AND PROPOSED ZONING

Name	Petition Request	Petition Number
eda engineers-surveyors-planners, inc., agent for East Gainesville Development Partners, LLC	Rezone from RSF-1, RSF-4 and I-1 to RMF-5, RMF-8, OF and BI	PB-15-43 ZON

This map is for informational purposes only. Do not rely on this map for accuracy of dimensions, size, or location. The City of Gainesville does not assume responsibility to update this information or for any error or omission on this map.



- Flood Zone**
- A - 100 Year
 - AE - 100 Year w/elevation
 - X - Outside 100 Year Flood Risk



Hatchet Creek: PB-15-44 LUC & PB-15-43 ZON FEMA Special Flood Hazard Area (SFHA)

1 inch = 1,000 feet
Contour Data: NAVD 1988 Data
Map Date: June 7, 2015

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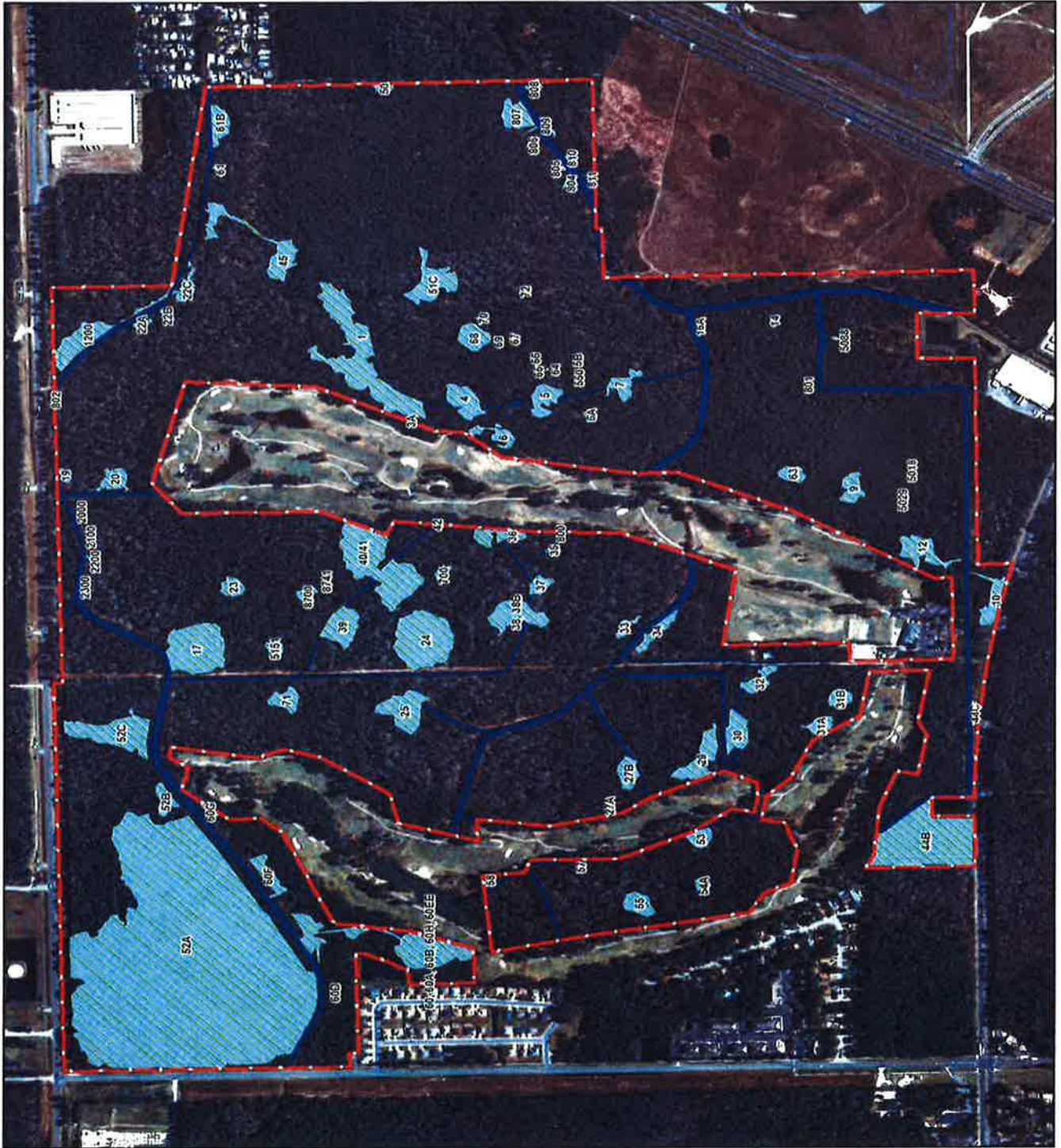
EXHIBIT

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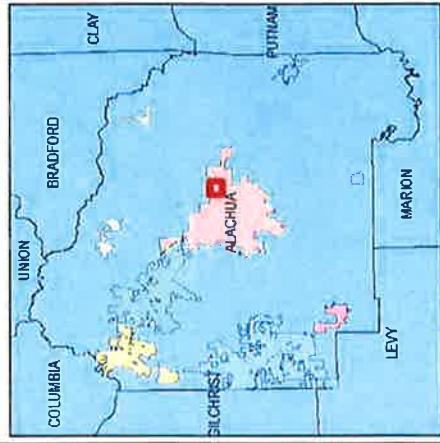
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, SVP, Swisstopo, and the GIS User Community

Hatchet Creek Development: Wetlands and Surface Waters



Legend

- Project Boundary (498.2 ac)
- Upland (393.95 ac)
- Surface Waters (20.76 ac)
- Wetlands (83.49 ac)



tabbles

EXHIBIT
150112D

B-14

0 610 1,220

Feet

Sunday, March 29, 2015 6:52:32 PM

C:\GISData\Ironwood\MAPS 2015\SW_Wetland

Prepared by: J Carter

