

## 2.0 URBAN ACTIVITY CENTERS POLICIES

### 2.1. GENERAL

#### OBJECTIVE 2.1

Provide for the concentration of mixtures of higher intensity and density land uses through designation of Activity Centers on the Future Land Use Map, with standards to ensure pedestrian-friendly compact centers connected to a multi-modal transportation system and integrated with surrounding uses in the urban area.

Policy 2.1.1 Different levels of Activity Centers are identified and designated on the Future Land Use Map based on the primary and secondary functions, market size and area, and intensity.

1. Activity Centers shall be identified as high, medium or low intensity:
  - a. High activity centers have cumulative development at the level of a regional shopping center, or have an equivalent concentration of a mix of office, institutional, or industrial activities.
  - b. Medium activity centers have cumulative development at the level of a community shopping center or have an equivalent concentration of a mix of commercial, offices, institutional, or industrial activities.
  - c. Low activity centers have cumulative development at the level of a neighborhood shopping center, or have an equivalent concentration of a mix of commercial, offices, institutional, or light industrial activities.
2. Activity centers shall be further characterized by the concentration of primary and secondary land uses:
  - a. Retail oriented activity centers shall have commercial activities as the primary use.
  - b. Employment oriented activity centers shall have institutional, industrial, or office as the primary use.
  - c. Secondary uses for activity centers may include residential, retail, service, institutional, or office.
  - d. 'Mixed Use' activity centers shall have a balanced mixture of residential, commercial, institutional, and office uses.

Policy 2.1.2 Existing Activity Centers are designated on the Future Land Use map with specific locations and boundaries and have specific Activity Center plan policies in the Comprehensive Plan. Transit Oriented Developments and Traditional Neighborhood Developments meeting the requirements of Sections 1.6 and 1.7 of the Future Land Use Element are allowed within Activity Centers, notwithstanding any conflicting specific Activity Center Plan policies effective prior to January 9, 2009 in Section 2.5 of the Future Land Use Element. Any Transit Oriented Development or Traditional Neighborhood Development shall be consistent with natural resource protection policies adopted as part of specific Activity Center Plans in Section 2.5 of the Future Land Use Element or in other elements of the Comprehensive Plan.

Policy 2.1.3 A Comprehensive Plan Amendment shall be required for new, expansion, or redevelopment of activity centers to establish level, type, and uses on the Future Land Use map and to establish specific activity center Plan policies in the Comprehensive Plan. Such Comprehensive Plan Amendments shall be considered based on:

- a. The findings of a market study or employment study, such that:
  1. The market study shall document the need for location and type of new Activity Centers or for expansion of existing Activity Centers, through analysis of factors including population projections within the relevant market or service areas, identified in Section 3.0 Commercial Policies, based on estimated build out of the future land uses.
  2. The employment study shall document the need for location and type of new Activity Centers or for expansion of existing Activity Centers, through analysis of factors including employment rates, economic development needs, income levels, and jobs-housing balance within the relevant service area based on estimated build out of the future land uses.
- b. Urban form requirements including, wherever possible, confining sites to intersections of multi-modal corridors, and sizing sites to allow development of associated activities while minimizing encroachment on existing and future neighborhoods.
- c. Primary and secondary uses shall be determined based upon the needs of the community, character of the surrounding area, and market considerations identified in a market study.

Policy 2.1.4 The design standards of Policies 2.1.5. - 2.1.13. shall apply to any new Activity Center and/or expansion of any existing Activity Center, and to the update of Activity Center Plans provided in Policy 2.1.14.

These standards shall also apply to any development or redevelopment within existing Activity Centers, except for development authorized by an approved Final Development Plan or approved Development of Regional Impact Development Order issued prior to May 2, 2005.

Policy 2.1.5 Compact Centers. Activity Centers shall be compact, multi-purpose, mixed use centers which integrate commercial development with residential, civic, and open space. Commercial facilities shall be phased with the residential component of the development.

Policy 2.1.6 Mixed Uses: A balanced mixture of uses shall be provided to reduce overall trip lengths, to support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscapes.

- a. Mixed uses shall be encouraged within individual buildings (e.g. residential above retail or office space).
- b. All Activity Centers shall provide civic uses, such as green spaces or community centers.

- c. Mixed uses shall be integrated within an overall design framework to create a pedestrian friendly, human scale environment, through objective, measurable criteria including size, scale, proportion, and materials detailed in the land development regulations. Flexibility in design shall allow for choice and variety in architectural style.

Policy 2.1.7 A detailed master plan shall be prepared for each Activity Center. The master plan shall include an overall site plan that incorporates the design standards in Policies 2.1.8. Site and Building Design, 2.1.10. Parking, 2.1.11. Automobile Access, 2.1.12. Community Green Space, and 2.1.13. Surface Stormwater Management Facilities.

Policy 2.1.8 Site and Building Design: Site and building design and scale shall be integrated within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public space and to provide human scale with the Activity Center. At a minimum Activity Center sites and buildings shall achieve the following:

- a. Centers and edges are well-defined. Public or civic space or civic use shall be an organizing element around which other development in the Activity Center is located.
- b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
- c. The design shall include a pedestrian circulation system to connect the non-residential uses with residential uses and areas. Primary pedestrian routes and bikeways shall coincide with the street system or other public space such as parks or squares, and shall avoid routes through parking lots or at the rear of developments.
- d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to a pedestrian street character. Building design, placement, and entrance shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
- e. Automobile and non-automobile modes of transportation shall be equitably served by the street system. Development shall provide pedestrian and bicycle-friendly access, and shall provide transit facilities to the development and the surrounding community.
- f. Vistas created by street terminations within the Activity Center shall incorporate significant buildings or places to the maximum extent possible.
- g. Large scale nonresidential establishments shall incorporate development design techniques to integrate the establishment into the surrounding community. Such design techniques shall include:
  - 1. creation of a series of smaller, well defined customer entrances to break up long facades and provide pedestrian scale and variety, that may be achieved through the use of liner buildings.
  - 2. limited number and size of signs.

3. landscaping and use of pocket parks and courtyards adequate to soften large building masses.

h. An “A/B” street grid system may be utilized where “A” streets shall meet all pedestrian oriented Activity Center standards in a continuous uninterrupted pedestrian friendly network, while “B” streets can be assigned to non-pedestrian oriented uses.

i. Crime Prevention Through Environmental Design guidelines shall be incorporated to the maximum extent possible.

Policy 2.1.9 Signs: Signs shall be designed to minimize negative visual impacts through guidelines addressing characteristics such as:

a. uniformity, materials, placement,

b. limits on scale, lighting, height, width, movement, and sign area to facade area ratios.

Policy 2.1.10 Parking: Parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character, through the following techniques:

a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.

b. Parking lots shall generally not be located between buildings and adjacent pedestrian areas such as storefront streets and public squares.

c. Parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.

d. Parking lots shall be designed with safe pedestrian connections to business entrances and public space to create a park-once environment.

e. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be provided in the land development regulations.

Policy 2.1.11 Automobile Access: Automobile facilities shall be designed to provide safe access to the development.

a. Internal traffic circulation systems shall be designed with:

1. traffic calming techniques to maintain safe multi-modal transportation.

2. an interconnected street grid system.

3. maximum use of common access drives.
  4. convenient access to transit facilities.
- b. Points of ingress to and egress from the Activity Center to arterial and collector roads carrying through traffic shall be minimized. A connector street system shall provide multiple linkages from the Activity Center to local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features.
  - c. Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.
  - d. Street design shall produce small blocks.
  - e. All new commercial development shall provide vehicular, bicycle, and pedestrian connections to adjacent commercial development and to adjacent residential development, except where such connections are precluded by physical layout of existing development or environmental features.
  - f. All new residential development shall provide vehicular, bicycle, and pedestrian connections to adjacent residential development and to adjacent commercial development, except where such connections are precluded by physical layout of existing development or environmental features.

Policy 2.1.12 Community Green Space. Landscapes and buffers shall be provided on at least 20% of the Activity Center site, including public open space. Paved areas shall require 50% shading as specified in the land development regulations, based on factors such as scale of development and performance standards.

Policy 2.1.13 Surface stormwater management facilities shall be sufficient to serve the functional purpose, and shall be designed as an integral part of the Activity Center, as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.

Policy 2.1.14 The County shall evaluate and update Activity Center Plans provided for in Section 2. 5.6. to bring them into compliance with the mixed use, pedestrian-friendly standards under Policies 2.1.5. - 2.1.13. This evaluation and update shall include a public participation process incorporating neighborhood meetings, charrettes, notice to property owners, and other components.

## **2.2 HIGH ACTIVITY CENTER POLICIES AND STANDARDS**

- Policy 2.2.1 High Activity Centers are characterized by a concentration of commercial, office, institutional or industrial activities at the level of a regional shopping center or equivalent concentrations of a mix of uses.
- Policy 2.2.2 There may be two types of High Activity Centers designated on the Future Land Use Map, depending upon the combination of primary and secondary uses planned for the Activity Center.
- a. High Activity Centers/Retail will have commercial activities as their primary use and secondary activities consisting of office, institutional and multifamily residential use.
  - b. High Activity Centers/Employment will have office, institutional, industrial uses, individually or in combination, as their primary uses and secondary activities consisting of multifamily residential and limited retail and service uses that are supportive of the primary uses. Such supporting uses shall be phased to coincide with the primary uses they are supporting.
- Policy 2.2.3 As part of the Urban Activity Center concept, higher intensities and densities will be encouraged in those high activity centers that are additionally designated as a "Regional Activity Center", defined as a compact, high intensity, high-density, multi-use area appropriate for intensive growth (Section 380.06(2)(e), F.S., and Rule 28-24.014(10)(c)2., F.A.C.). The applicable multi-use guidelines and standards may be increased by 100% provided that one land use of the multi-use development is residential, and the residential development amounts to not less than 35% of Alachua County's residential threshold (Section 380.06(2)(e), F.S., and Rule 28-24.014(10)(a)2., F.A.C.). If any portion of the proposed development is located outside the delineated Regional Activity Center, then the increased DRI guidelines and standards shall not apply.
- Policy 2.2.3.1 Pursuant to Section 380.06(2)(e), F.S., and Rule 28-24.014(10)(a)1., F.A.C., the Archer Road/34th Street Regional Activity Center is hereby established to increase the development of regional impact guidelines and standards by 50% for residential, hotel, motel, office, or retail developments within the designated area. These increased thresholds shall apply only to those developments approved after the effective date of the implementing ordinance (Alachua County Ord. 94-9).

## **2.3. MEDIUM ACTIVITY CENTER POLICIES AND STANDARDS**

- Policy 2.3.1 Medium Activity Centers are characterized by the concentrations of commercial, office, institutional or industrial uses at the level of a community shopping center or equivalent concentrations of a mix of uses.
- Policy 2.3.2 There may be two types of Medium Activity Centers designated on the Future Land Use Map depending upon the combination of primary and secondary uses planned for the Activity Center.
- a. Medium Activity Centers/Retail will have commercial activities as their primary use

and secondary activities consisting of office, institutional and residential uses.

- b. Medium Activity Centers/Employment will have office, institutional or limited light industrial uses as their primary uses and secondary activities consisting of residential, and limited retail and service uses that are supportive of the primary uses. Such supporting uses shall be phased to coincide with the primary uses they are supporting.

## **2.4. LOW ACTIVITY CENTER POLICIES AND STANDARDS**

Policy 2.4.1 Low Activity Centers are characterized by neighborhood-oriented commercial uses or a mix of limited office, institutional or limited retail and service or light industrial activities.

Policy 2.4.2 There may be two types of Low Activity Centers designated on the Future Land Use Map depending upon the combination of primary and secondary uses shared for the Activity Center.

- a. Low Activity Centers/Retail will have neighborhood-oriented commercial activities as their primary use and secondary activities consisting of office, institutional and residential uses.
- b. Low Activity Centers/Employment will have office, institutional or industrial uses as their primary uses and secondary activities consisting of residential, and limited retail and service uses that are supportive of the primary uses. Such supporting uses shall be phased to coincide with the primary uses they are supporting.

## **2.5. ACTIVITY CENTER PLANS**

### **OBJECTIVE 2.5**

Development occurring within designated Activity Centers shall be consistent with the applicable policies and standards contained in this section and with Policies 2.1.4 - 2.1.13.

Policy 2.5.1 Activity Center Plan - Springhills

- 1. Land Use
  - a. Commercial mixed uses should be limited to the areas designated on the Activity Center Plan Map and shopping center should be developed in accordance with the standards of Sections 3.5, 3.6. and 3.7. of the Future Land Use Element. Tourist and entertainment areas shown on the Plan map should be restricted to retail commercial activities associated with a transient clientele. Limited retail and service commercial

uses should be permitted in warehouse and distribution areas and in office areas where such retail uses are clearly accessory to and related to the principal uses or where the retail uses are provided to serve the businesses and employees within the development. Such retail uses shall be located internal to the development with no exposure outside the development being served. Floor area ratios (FAR) for office, warehouse/distribution and commercial uses shall not exceed 1.0 except as otherwise established herein.

- (1) The Springhills Activity Center shall be designated a High Activity Center/Retail which shall have commercial activities as its primary use and office, residential, warehouse/distribution and institutional as secondary uses providing they are compatible with primary uses. The scale of these activities may be at a regional level of 300,000 - 1,000,000 sq. ft. gross leasable area or more.
- (2) No regional mall shopping center, defined as a regional center with 300,000 - 1,000,000 square feet or more of retail usually enclosed (but not always) with an inward orientation of the stores connected by a common walkway with parking surrounding the outside perimeters, shall be permitted within this Activity Center. Rather, equivalent concentrations of a mix of commercial, office, residential, warehouse/distribution, and institutional activities shall be permitted. Source: International Council of Shopping Centers.

b. Parcel number 06041-003-000 shall permit a medical campus including “HM” type uses. Development within the area (SantaFe Village) designated ‘Mixed Use’ in the northeast quadrant of the Activity Center (Tax Parcel Numbers 06041-002-002, 06041-002-003, 06041-002-005) shall be a Transit Oriented Development providing a compact, mixed-use (both horizontally and vertically), pedestrian and bicycle friendly community designed with the densities and intensities needed to support transit service, reduce per capita greenhouse gas emissions enabling individuals to live, work, play and shop without the need to rely on a motor vehicle as the only means of mobility. Development shall be allowed through Development Plan approval. Development Plan approval shall adhere to the following standards:

1. General Requirements: The SantaFe Village Transit Oriented Development shall include:
  - a. A village center and transit supportive area with the necessary densities to support transit services; and
  - b. Compact, horizontal and vertical mixed-use development to allow for the internal capture of pedestrian, bicycle and vehicular trips; and
  - c. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development,

- d. A gridded street network that emanates from the village center that allows for multiple route choices, reduces the distance between uses to encourage walking and biking, and connects with adjacent developments,
  - e. Funding for express transit service as provided in the Capital Improvements Element.
  - f. On-street parking and screening of off-street surface parking.
2. Village Center and Transit Supportive Area: The SantaFe Village Transit Oriented Development shall include:
- a. One or more village centers with:
    - (1) a transit station(s) that is safe, comfortable and convenient for its intended users, in close proximity to retail uses and of sufficient size to accommodate persons expected to live, work and shop within the development; and
    - (2) a compact, definable vertical and horizontal mixed use, pedestrian and bicycle friendly area served by transit; and
    - (3) multiple destinations and reasons for pedestrians and bicyclist to frequent the area; and
    - (4) community gathering spaces, such as plazas, squares and open spaces designed to attract pedestrians and bicyclists and serve as the focal point of the development, appropriately sized to maintain urban character, pedestrian scale and proportional with the typical block length within the village center; and
    - (5) one or more central point(s) located in a plaza, square, open space or denoted by an architecturally significant feature from which policies related to the measurements of the village center(s) and the transit supportive area(s) are derived; and
    - (6) an area or areas generally limited to 1/8 mile radius in size utilizing a block or radial pattern, measured from the central point; and
    - (7) a primary orientation that is internal to the development; and
    - (8) a minimum residential density of (10) units per acres; and
    - (9) a maximum density of (24) units per acres; and
    - (10) a minimum of fifty (50) percent of the non-residential uses authorized for the entire Santa Fe Village Transit Oriented Development.

- b. A transit supportive area, located outside the village center or village centers and within ¼ mile of the central point from which policies related to the measurements of village centers and transit supportive areas are derived, that:
  - (1) has a minimum of seven (7) units per acres; and
  - (2) has a maximum density of (24) units per acres; and
- c. A minimum of 10,000 square feet of non-residential use, plus a minimum of 100 square feet and maximum of 400 square feet of non-residential uses for each residential unit within the combined areas of the village center(s) and transit supportive area(s). To encourage infill and redevelopment, the square footage of existing non-residential within the site may either be utilized to meet the minimum non-residential requirement or added to the maximum allowed non-residential square footage.
- d. A minimum of 20% of the non-residential use within the combined areas of the village center(s) and transit supportive area(s) shall be commercial retail.
- e. A minimum of 20% of the non-residential use within the combined areas of the village center(s) and transit supportive area(s) shall be within vertically mixed structures.
- f. To provide for a mixture of non-residential uses at a pedestrian friendly scale, no more than 70% of any block frontage shall be occupied by a single non-residential occupancy.
- g. Non-residential uses shall be phased with the residential component of the development during the Development Plan review process requiring that not less than 50% of each such allowed uses, excluding civic uses, are constructed within each phase before subsequent phases may be approved.
  - h. Single occupant retail uses 50,000 square feet or greater shall provide:
    - (1) Separate liner buildings oriented towards a street on at least three (3) sides of the use with the rear of the building either fronting parking or lined by buildings, or
    - (2) Contain a vertical mixture of uses with at least one (1) story above the ground floor, or
    - (3) Multiple floors with a maximum of 50,000 square feet per floor, or
    - (4) Provide parking on top of the building.

3. The Santa Fe Village Transit Oriented Development may include:

- a. A mixture of residential, commercial retail, office, financial, institutional, lodging, medical, research and development, clean/green technology, religious and civic uses anywhere within the site.
  - b. A range of housing options to provide opportunities for a variety of residents of various ages and income levels to reside within the same community. Single-family detached, single-family attached, multi-family, assisted and independent living facilities are all allowable residential uses. The number of rooms for lodging or hotel uses may be counted as residential units for the purposes of calculating non-residential square footage allowances. Assisted and independent living facilities may be counted either toward residential or non-residential square footage allowances.
  - c. Mixed uses, both horizontal and vertical, shall be allowed and are encouraged within all buildings at any location within the site.
  - d. The square footage of civic uses such as places of worship, libraries, schools and live-work studios may be excluded from the calculation of the maximum non-residential requirement provided that these uses are functionally integrated into the development, are located within the transit supportive area, and allow for shared parking during hours of non use.
4. The SantaFe Village Transit Oriented Development shall adhere to the following site design requirements:
- a. Site and building design and scale shall be oriented towards creating a pedestrian, bicycle and transit friendly environment. Architectural and site design techniques shall be used to promote walkable and bikeable communities.
  - b. The site layout and orientation of buildings shall create a development that is designed around the pedestrian and bicyclist and creates an environment that promotes walking and bicycling as a primary means of mobility. The following are the primary components of creating a pedestrian and bicycle friendly environment:
    - (1) An interconnected network of pedestrian and bicycle facilities,
    - (2) Shade and protection from the elements,
    - (3) Limited distances between attractors and generators,
    - (4) Vertical and horizontal mixture of uses, and
    - (5) Visual interest through site and building design and orientation.
  - c. Building design and placement shall be at a pedestrian scale with primary entrances located at the front of the building oriented towards a public

space such as a street, park, plaza or square. Shade shall be provided for pedestrians through means such as covered walkways, terraces, balconies, awnings and street trees. Limited exceptions may be allowed for residential and lodging uses that have a portion of units fronting a parking area located interior to a block.

- d. Buildings shall be oriented to visually define the street edge. Landscaping and street trees shall be utilized to define the street edge along open spaces.
  - e. Non-residential uses shall have minimal setbacks from a street right-of-way, so long as adequate space is provided for pedestrian facilities, amenities and street trees. Setbacks may be wider if a courtyard, plaza, public space or seating is provided between the building and the sidewalk. Outdoor seating is encouraged and allowed for non-residential uses.
  - f. All residential and non-residential uses shall require architectural design review once standards and procedures for such review are established in the Land Development Regulations (LDR's) providing for:
    - (1) Flexibility in design, allowing for choice and variety in architectural style, building facades with variation in materials, roof lines, window patterns and reliefs.
    - (2) Objective, measurable criteria including size, scale, proportion, and materials.
    - (3) A prohibition of large expanses of solid wall fronting a street.
    - (4) Minimum percentages of transparent glass on the façade of buildings.
    - (5) The preferred location of above ground utilities, except for life safety, to the rear and side of buildings with above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves screened from the street and sidewalks through architectural features and/or landscaping.
    - (6) Placement of all recycling and trash collection for non-residential, multi-family and single family attached uses, screened and placed at the rear of buildings or within parking facilities.
  - g. Underground utilities are encouraged to be compressed to minimize ROW width, allow adequate space for street trees and provide for the visual definition of the street.
5. Transportation: The SantaFe Village Transit Oriented Development shall adhere to the following transportation design requirements:

- a. The transportation network shall be designed as a continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood to reduce the distances of travel between uses and promote the internal capture of trips, reduce impact on external roadways, and promote transit use.
- b. The street network shall be designed to create smaller block lengths.
- c. Perimeter block lengths shall not exceed 1,300 linear feet within the village center, 1,600 linear feet within the transit supportive area outside of the village center, and 2,000 linear feet outside the transit supportive area.
- d. Perimeter blocks lengths with parking provided in the interior of the block shall not exceed 2,000 linear feet in the village center, 2,300 linear feet within the transit supportive area outside of the village center, and 2,700 linear feet outside the transit supportive area.
- e. Perimeter block lengths may be extended an additional 700 linear feet so long as parking is provided interior to the block, and a safe, convenient, landscaped, mid-block pedestrian and bicycle path consistent with block lengths in subparagraph d. above is provided.
- f. Perimeter block lengths may be extended up to 3,000 linear feet where a multi-level parking structure or single occupant retail use greater than 25,000 square feet are located, so long as parking is provided interior to the block, and a safe, convenient, landscaped pedestrian and bicycle path consistent with block lengths in subparagraph d. above is provided.
- g. The length of environmental, physical, topographic and property boundary constraints are allowed to be used to meet perimeter block length requirements.
- h. Interconnectivity for vehicles, pedestrians and bicyclists shall be provided between uses. Access may be limited for independent / assisted living facilities in order to provide for the safety and security of residents.
- i. Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards shall promote walking and biking, ensure pedestrian and bicyclists safety, and allow for emergency and transit access. Urban green streets and Low Impact Development (LID) techniques are allowed and encouraged.

- j. Cross-access for vehicles, pedestrians and bicyclists shall be provided to adjacent developed and undeveloped land. Exceptions may be made for environmental, topographical, or physical constraints.
- k. The street network shall include a pedestrian and bicycle circulation system that interconnects all uses, including parks, plaza, squares and open spaces.
- l. The streetscape within the village center shall where appropriate, require street furniture, planters, location maps, signage, trash receptacles and pedestrian level lighting along streets. The streetscape shall be compatible with regards to sidewalk materials, streetlights, cross-walks, signage, benches, and pedestrian amenities.
- m. Pedestrian facilities shall be provided on both sides of all streets within the right-of-way. The width of pedestrian facilities shall increase as densities and intensities increase. The widest pedestrian facilities shall be provided adjacent to non-residential and mixed-use buildings. Streets providing access to single-family detached units shall have the option of providing a multi-use path parallel to the streets in-lieu of sidewalks consistent with provisions in the Transportation Mobility Element.
- n. One-way streets are allowed with reduced right-of-way widths.
- o. Street trees shall be provided along all streets.
- p. The Applicant shall be responsible for the dedication of right-of-way and the design, engineering and construction of a roadway corridor and a multi-use bicycle and pedestrian path that connects the existing county right-of-way on the eastern property boundary to the western property boundary in an alignment to be determined during the Development Plan review process.
- q. The Applicant shall be responsible for the dedication of right-of-way and the design, engineering and construction of dedicated transit lanes that connects the existing county right-of-way on the eastern property boundary to the western property boundary in an alignment to be determined during the Development Plan review process. The dedicated transit lanes shall be within or contiguous to the village center(s). A multi-lane roadway in-lieu of dedicated transit lanes may be provided within the transit supportive and village center area if required by the Board of County Commissioners or the developer can demonstrate that future transit headways of 10 minutes can be maintained and feature either block lengths that average 300 feet or less or include fixed guideway rail lines. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State roadways.
- r. The Applicant shall provide a park and ride facility within close proximity to, or adjacent to, the transit station. Park and ride facilities

shall be designed for shared evening and weekend use by the development. Park and rides shall be designed in accordance with block, street tree and pedestrian facility requirements of this Element and are encouraged to be screened by liner buildings. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State roadways.

- s. The following off-site transportation improvements and services are required:
  - (1) The applicant shall be responsible for the design and construction of a roadway and dedicated transit lanes that connect the existing northern terminus of NW 83rd Street at NW 39th Avenue to an appropriate connection point on the eastern property boundary of the SantaFe Village site. The applicant shall also be responsible for off-site intersection turn lanes at NW 83<sup>rd</sup> Street and NW 39<sup>th</sup> Avenue if determined during the Development Plan review process to be warranted for operational and safety reasons. This requirement shall not be interpreted to require improvements needed to maintain the applicable adopted roadway level of service standard.
  - (2) The applicant shall also be responsible for off-site intersection turn lanes at NW 91<sup>st</sup> Street and NW 39<sup>th</sup> Avenue if determined during the Development Plan review process to be warranted for operational and safety reasons. This requirement shall not be interpreted to require improvements needed to maintain the applicable adopted roadway level of service standard.
  - (3) The applicant, as required by Alachua County, shall design, engineer and construct a local two (2) lane roadway with bike lanes and a multi-use path within County owned right-of-way that connects Millhopper Road with an internal roadway(s) along the northern portion of the SantaFe Village site. The roadway shall be designed in an environmentally friendly manner with and traffic calming and low impact development features. A round-a-bout or turn lanes and signalization shall be provided at the intersection with Millhopper Road provided the applicable warrants or justification can be met. The Applicant shall demonstrate via the internal street network that the roadway will provide for connectivity and not through vehicular movements.
  - (4) The applicant shall design, engineer and construct a multi-use path along the eastern property boundary within or adjacent to county-owned right-of-way from NW 39<sup>th</sup> Avenue to Millhopper Road. The multi-use path shall connect to the existing multi-use path on NW 83rd Street south of NW 39<sup>th</sup> Avenue.
  - (5) The applicant must comply with the requirements for Projects that Promote Public Transportation contained in Transportation Mobility

Element Policies 1.2.10 – 1.2.13. In furtherance of this requirement the site must be served with public transit with 15-minute peak hour headways and 25-minute headways or frequencies during the non-peak hours with said service connecting from Santa Fe Village, through Santa Fe College and the Oaks Mall. The transit service with the headways identified above shall extend to the University of Florida as contributions from other developments, Santa Fe College and additional funding sources become available.

- (6) Dedicated transit lanes connecting NW 39<sup>th</sup> Avenue to NW 23<sup>rd</sup> Avenue shall be constructed by the developer of Santa Fe Village, using existing county owned right-of-way, or areas within the Santa Fe College campus if allowed by the College and acceptable to the County, and said dedicated transit lanes shall connect with dedicated or shared transit lanes that are required to be constructed within Santa Fe Village.
- (7) Funding for capital and operating costs for the required transit route shall be assured, in part, through establishment of a Community Development District (CDD) or other appropriate funding mechanism on the parcels covered by this Policy. The CDD, or other appropriate funding mechanism, shall be established in conjunction with approval of the first Development Plan. A developer's agreement shall be entered between the County and developer of the site prior to approval of a Development Plan, addressing details of the development phasing schedule and the level of the funding commitments of the CDD, or other appropriate funding mechanism, to the required transit. The funding for transit operations shall be assured for fifteen years. The annual contribution shall be indexed for inflation.

6. Stormwater Management: The Santa Fe Village Transit Oriented Development shall adhere to the following transportation design requirements:

Surface stormwater management facilities shall be designed to provide physical and visual amenity value to the Activity Center. Such facilities should be designed, where practicable and appropriate to the urban context, to provide useable open space designed to resemble natural areas. Low impact development methods shall be used where feasible and appropriate recognizing that not all LID techniques are appropriate for highly urbanized areas. The Applicant shall demonstrate at Development Plan review that a responsible entity (e.g., community development district, developer and/or owner's association) will permanently provide for proper maintenance of the LID functional landscape. Hydrologic functions of storage, infiltration, and ground water recharge, plus discharge volume and frequency shall be maintained by integrated and distributed micro-scale stormwater retention and detention areas, by the reduction of impervious surfaces, and by the lengthening of flow paths and runoff time. LID strategies include, but are not limited to, the

preservation/protection of environmentally sensitive site features such as uplands, wetlands, wetland buffers and flood plains. Such practices may include, but are not limited to:

- (1) Development that adheres to the principles of “New Urbanism” or “Traditional Neighborhood Development”.
- (2) Clustering of development.
- (3) Bioretention areas or ‘rain gardens.’
- (4) Vegetated swales
- (5) Permeable pavements
- (6) Redirecting rooftop runoff to functional landscape areas, rain barrels, cisterns, vaults and treatment train facilities.
- (7) Narrowing street widths to the minimum width required to support traffic, on-street parking where appropriate, and emergency vehicle access.
- (8) Elimination of curb and gutter where appropriate.
- (9) Minimization of impervious surfaces through use of shared driveways and parking lots, or consolidation of parking in multi-level structures.
- (10) Reduction in impervious driveways through reduced building setbacks.
- (11) Reduction in street paving by providing reduced street frontages for lots.
- (12) Permanent educational programs to ensure that future owners and residents of the site have an opportunity to fully understand the purpose, function, and maintenance of each LID component.
- (13) Limitations on the amount of turf allowed within the site and standards for implementation of best management practices for such turf, including minimum fertilizer applications.
- (14) Reuse of stormwater.
- (15) Use of “Florida Friendly” plant species and preferably native species for landscaping.
- (16) Use of low-volume irrigation technologies and soil moisture sensors if potable water supply is used for irrigation.

7. Parking: The SantaFe Village Transit Oriented Development shall adhere to the following parking design requirements:
  - a. To promote a walkable, urban scale environment, off-street parking shall be significantly limited and designed in such a manner as to not be visible from the street. Parking areas shall be designed to minimize intrusiveness through the following techniques:
    - (1) Innovative solutions to reduce parking requirements, decoupling parking from residential uses, provision of shared parking to serve multiple uses and alternative paving materials are allowed. Reduced landscaped requirements may be allowed for off-street parking provided interior to blocks.
    - (2) On-street parking is allowed throughout the development. On-street parking is required on the majority of streets within the transit supportive area. Angled on-street parking shall be accessed via a drive aisle separated from through traffic by a landscaped median on roadways with a projected AADT greater than 5,000 trips.
    - (3) Off-street parking, except for ingress and egress, shall be located to the rear of buildings and shall be screened from streets and sidewalks, via liner buildings. Densely landscaped, pedestrian friendly squares and plazas may be allowed between liner buildings. A dense landscaped buffer with a multi-use pedestrian and bicycle facility may be utilized along one side of the off-street parking. Off-street parking adjacent to open space or an environmental, topographical, physical or property boundary constraint may be lined by either buildings or a dense landscaped buffer with a multi-use pedestrian and bicycle facility.
    - (4) Off-street parking shall clearly delineate routes for pedestrians and bicycles through parking areas to accommodate safe and convenient pedestrian and bicycle circulation between uses and create a park-once environment.
    - (5) Vehicular use areas, other than off-street parking, shall be located along the side and rear of a building. Limited exceptions may be allowed for loading areas within drive aisles provided as part of on-street parking separated from through traffic by a median.
    - (6) Single-family and townhome garages shall be located at the rear or side of the building. Exceptions shall be allowed to address environmental, topographical, physical or property boundary constraints.
    - (7) A single transitional off-street parking area may be allowed. The perimeter block length shall not exceed the perimeter block length requirements of subparagraphs 5.d through f. above. Sidewalks and

street trees shall be provided along the entire perimeter block length. Plans shall be submitted demonstrating the liner buildings to be provided at a future date along with justification why the additional parking is needed and why it cannot be provided elsewhere.

- (8) Single occupant retail uses along NW 39<sup>th</sup> Avenue that are greater than 25,000 square feet per floor may have parking in front of buildings so long as all surface parking and the side and rear of the building are screened from adjacent streets by liner buildings. The rear of the building for single occupant retail uses between 25,000 and 50,000 square feet per floor may front a street so long as a functional entrance is provided and the architecture of the building provides a pedestrian friendly environment and complies with all design requirements for buildings fronting a street.
  - b. If at Development Plan review the entire SantaFe Village Transit Oriented Development is projected to produce more than 2,000 cumulative peak hour trips, 50% of all required parking within the Village Center(s) shall be provided via parking structures and on-street parking.
  - c. Non-residential uses shall be provided on the exterior of the 1<sup>st</sup> floor of any parking structure fronting a street, except for parking structures surrounded by liner buildings.
- c. Areas designated as warehouse/distribution shall be used for office, warehousing, distribution, and light assembly activities. No outside storage shall be permitted except in fully enclosed areas, including areas which are fenced and screened with appropriate landscaping. Warehouse and distribution uses include activities such as wholesaling, storage, distribution establishments (includes heavy usage of single unit trucks for distribution), light manufacturing, processing, food processing (not a slaughter house), packaging, fabricating, printing, lithographing, publishing, research laboratories, and experimental laboratories.
- d. Buffering of land use activities shall be consistent with the activity center map and with zoning regulations. Additional buffering may be required to separate or screen different uses, or to protect areas needed for future right-of-way needed for potential transportation improvements as determined by the DRC on a site-by-site basis.
- e. That area lying on the south side of N.W. 39th Avenue, between N.W. 98th Street and N.W. 97th Court and within 350' to 500' of 39th Avenue shall be designated for Tourist/Entertainment uses as described in Section 3.10. It is the intent of this policy that businesses oriented to highway travelers, including automobile-oriented uses and gasoline stations, be concentrated in this area to benefit from the exposure to 39th Avenue. The following standards shall govern development within this area:

1. Setbacks of twenty-five (25) feet shall be maintained along N.W. 39th Avenue and along N.W. 98th Street. It is the intent that these setbacks be landscaped and that parking areas not be permitted to intrude into setback areas.
  2. All uses developed in this area shall have a maximum Floor Area Ratio (FAR) of 1.
  3. Notwithstanding the provisions of Section 2.6.1.2., a single entrance may be permitted along 39th Avenue to serve this area. Such entrance may be located no closer to either 97th Court or 98th Street than 330 feet, and shall be subject to review by the DRC. In reviewing any proposed entrance along 39th Avenue, the DRC shall find that the entrance, when reviewed according to good principles of traffic engineering and when considered in light of grades and traffic needs along 39th Avenue, shall not pose a problem for traffic circulation along 39th Avenue. All measurements concerning the spacing between intersections and/or entrances shall refer to the spacing between centerlines.
  3. In addition to any consideration of an entrance to 39th Avenue between 98th Street and 97th Court, consideration may be given to permitting a corresponding cut in any future median along 39th Avenue. Prior to making any determination of the appropriateness of allowing a median cut, a functional plan shall be prepared for 39th Avenue from 83rd Street to 1/4 mile west of 98th Street and shall be reviewed by the Board of County Commissioners. Consideration shall be given to expected traffic volumes and turning movements along 39th Avenue, and to the projected level of development expected within the Activity Center.
- f. That area lying between N.W. 98th Street and N.W. 97th Court, and between 350' to 500' and 1000' south of N.W. 39th Avenue shall be designated for Neighborhood Convenience Commercial uses as described in Section 3.8, or Office uses as described in Section 3.9. It is the intent of this policy that those businesses which are oriented to the resident population be located away from 39th Avenue. Tourist/Entertainment uses, including restaurants and automobile-oriented uses such as gasoline stations and convenience stores selling gasoline, are specifically not permitted within the neighborhood convenience area. The following standards shall govern development within this area:
- (1). Setbacks of twenty-five (25) feet shall be maintained along N.W. 98th Street. It is the intent that these setbacks be landscaped and that parking areas not be permitted to intrude into setback areas.
  - (2). All uses developed in this area shall have a maximum Floor Area Ratio (FAR) of .25 to 1.

- (3). Notwithstanding the provisions of Section 2.5.1.2., not more than three entrances may be located along the east side of 98th Street with the centerline of the most northerly entrance not closer than 330 feet from the centerline of 39th Avenue. Where possible, shared entrances between individual parcels shall be encouraged.
  
- g. The area identified as institutional in the southwest quadrant shall permit institutional or residential land uses according to the policies and standards contained in the Plan.
  
- h. The development standards for the Warehouse/Distribution area in the southwest quadrant shall be as follows:
  - (1). Lots fronting on N.W. 97th Boulevard or NW 97th Court extension shall have a front setback of 25 feet.
  
  - (2). All uses developed in this area shall have a maximum Floor Area Ratio of .35 to 1.
  
- i. The following buffers shall be required:
  - (1). A buffer shall be maintained along the I-75 right-of-way, at depths to be determined on a site-by-site basis by the Board of County Commissioners and shall provide visual and acoustical separation.
  
  - (2). All the non-residential land lying within the Activity Center abutting residential land lying outside the Activity Center shall maintain a buffer of at least 50 feet. As it pertains to the southern 50-foot buffer of the Southwest Quadrant, between the Warehouse and Institutional land uses within the Activity Center and the residential area located outside the Activity Center, the DRC shall evaluate the need for a larger buffer between these areas at such time as the property within the Activity Center is presented for site plan review.
  
  - (3). The Institutional area and the Office area along Northwest 98th Street in the southwest quadrant shall have a buffer of at least 25 feet, except for ingress/egress points.
  
- j. No parking, storage, trash receptacles, or mechanical or utility equipment may be located between any building and I-75, unless approved with appropriate screening on a site-by-site basis during development review. Only one sign identifying the property in question may be located between any building and I-75, or may be attached to any building facing I-75. More than one sign may be attached to a shopping center facing I-75 if approved on a site-by-site basis during development review. In administering these buffer standards or requiring additional buffering, the Development Review Committee and the Board of County Commissioners shall consider the need for visual and acoustical separation for residential use and noise attenuation and shall consider the effectiveness of existing vegetation.
  
- k. Conservation areas shown on the Activity Center Land Use Plan are not to scale.

These areas shall be field-located at the time of development review.

- l. The conservation area separating single-family residential land use from Warehouse/Distribution uses in the northeast quadrant shall be treated as an overlay district. This property may contain environmentally sensitive areas. During site plan review, the applicant shall be required to submit plans, soil borings, and other necessary information to determine if there are any environmentally sensitive areas. If so found, these areas shall remain designated Conservation. If not, development may occur utilizing the normal buffer requirements.
- m. Development of Regional Impact (DRI) approved after the effective date of Ordinance 90-3 shall be consistent with the adopted Alachua County Comprehensive Plan.
- n. The Activity Center concept is intended to incorporate a broad mixture of uses under specific design standards approved by the Board of County Commissioners.
- o. The land area at the intersection of Northwest 39th Avenue and Northwest 91st Street shown as office shall be developed under the following standards:
  1. Setbacks
    - 25 feet from Northwest 39th Avenue
    - 50 feet from the east property line
  2. Maximum Floor Area Ratio of .50.
  3. Landscaping shall occur along all parcel road frontage. A 25' wide medium density buffer of canopy and understory trees shall be required within the 50' wide setback along the eastern property line. Additional buffering may be required to screen non-residential uses from residential uses.
  4. Access to this parcel shall be limited to a single entrance on either Northwest 39th Avenue or Northwest 91st Street. The DRC shall review the location of the proposed access point with respect to adopted access criteria and make recommendations at the time of site plan approval.
- p. The land area located in the northwest quadrant of the project, north of NW 39th Avenue and west of NW 98th Street extension shown as office shall be developed under the following standards:
  1. Setback
    - 50 feet from the conservation area to the east
    - 25 feet from Northwest 39th Avenue
    - 50 feet from the west property line
  2. Maximum Floor Area Ratio of .35, with a maximum building height of two stories.

3. Landscaping shall occur along the parcel road frontage. Every effort shall be made to incorporate the mature vegetation, where possible into the overall design. A 25' wide low density buffer of canopy and understory trees shall be required within the 50' wide setback along the western property line.
4. Access to this parcel shall occur primarily from inside the project via an extension of Northwest 98th Street. In addition, the parcel shall be permitted a right turn access along the Northwest 39th Avenue frontage. The DRC shall review the location of this proposal access point with respect to adopted access criteria and make recommendations at the time of site plan approval.

2. Transportation

- a. The developer of any area within the Activity Center shall be responsible for the construction of the internal streets and transportation system at the time of the development of the contiguous land areas. Where improvements provide access to adjoining parcels of land not under the same ownership, the owners and/or developers of the land shall be cooperatively responsible for internal street and transportation system improvements. The County may consider the establishment of special assessment districts where necessary in order to provide for internal streets/transportation system serving more than one property owner.
- b. Access to 39th Avenue, 98th Street, and 91st Street shall be limited to the points indicated on the Activity Center Plan map. Existing development (i.e.: entrances approved as of December 1, 1984), may continue to have other access to these roads, but shall provide for alternate access in the event the property is redeveloped or the use of the property is expanded beyond that which existed on December 1, 1984. Alternative access shall include access through the internal street system or using frontage roads or service drives or other appropriate internal access. Any new development or redevelopment of parcels currently having direct access shall include provision of service drives. Any development of parcels lying between such parcels and ultimate access points shall provide for service drives or other alternative access. It is the intent of this Activity Center Plan that medians be constructed along 39th Avenue at least between 98th Street and 83rd Street and that the number of points at which median cuts are permitted be strictly limited, with consideration of projected traffic volumes and land uses within the Activity Center.
- c. Direct access may be permitted to 98th Street, but shall be limited to one access point every 400 feet. Where necessary, individual parcels shall share access with adjoining parcels.
- d. The frontage road located in the northeast quadrant should be closed and relocated using an internal road. As an alternative, this frontage road might be extended as a service drive with no access to N.W. 39th Avenue west of the north-south road on the east side of the Huntley Jiffy store. Existing residences and business in the northeast quadrant shall be allowed to utilize this frontage road until other road access is provided by federal and/or state or private development interest road improvements. The east/west roadway running between the frontage road and Northwest 91st Street

and the north/south roadway running between Northwest 92nd Court and this east/west roadway are subject to relocation based upon field survey and development approval.

- e. The state and County shall carefully monitor traffic levels as development occurs. In cases where new development may create safety or capacity problems, additional development shall be prohibited until improvements are made to mitigate the impacts.
- f. Access points to the two shopping centers and the medical center shall be designed to accommodate bus movements. The design of these facilities shall include accommodations for bus loading/ unloading.
- g. New construction on collectors or arterials shall include appropriate facilities for pedestrian and bicycle facilities.
- h. The alignment of the NW 97th Court extension and the access roads to the Institutional area in the southwest quadrant shown on the Activity Center Plan Map are tentative only; actual alignments shall be determined by the Development Review Committee and redrawn on the Activity Center Map.
- i. The transportation system within the site shall be developed in an interconnected manner to the maximum extent feasible. The internal transportation system shall be stubbed out to allow access and interconnections with adjacent properties both within and outside the DRI boundary. The transportation system shall be designed so that multiple roads, bike-paths and sidewalks can continue into any adjacent development in an effort to integrate adjacent properties and limit the impacts to the arterial roadway system. The exact number and location of streets, paths and sidewalks to be stubbed out will be determined during the site plan approval process.

### 3. Community Facilities

- a. All development shall utilize public water and sewer.
- b. Consideration should be given to this area as a possible location for the development of a County satellite service facility as the location of branch offices for the delivery of County services.
- c. The County shall consider acquiring the conservation area in the northwest quadrant for a park or open space in accordance with the Recreation Element.

### 4. Implementation

- a. Use of the PD zoning category for each quadrant with an overall conceptual zoning master plan shall be required for the entire Springhills Development of Regional Impact (DRI) area in order to provide adequate buffer areas, sign and landscaping controls, and to ensure consistency with the intent of the Activity Center Plan. The Master Plan shall address the overall traffic circulation system, pedestrian and bicycle paths and circulation, mass transit accommodations, stormwater management, open

space/recreation areas, conservation areas, and utility provisions, in a manner consistent with the Alachua County Board of County Commissioners adopted Design Standards for the DRI.

5. The requirements of this paragraph supersede paragraphs 1. through 4. above for development within the area designated “Mixed Use” in the northeast, northwest and southeast quadrants of the Activity Center consisting of tax parcels 06038-004-000, 06038-000-000, 06038-003-000, 06038-003-001, 06038-002-000, 06038-001-000, 06038-023-000, 06038-022-000, 06038-022-003, 06233-010-011, 06233-001-000, 06233-001-001, 06233-010-004, 06233-010-010. These parcels shall be developed as Transit Oriented Developments and, where appropriate, Traditional Neighborhood Developments. Development shall be allowed through Development Plan approval. Development of the site shall adhere to the following standards:
  - a. General Requirements: Traditional Neighborhood Developments shall adhere to Future Land Use Objective 1.6 and its subsequent policies. Transit Oriented Developments shall adhere to Future Land Use Objective 1.7 and its subsequent policies. For the purposes of meeting thresholds set out in the TND and TOD requirements, development of the parcels shall be considered as one “development” with separate phases within each quadrant. There may be more than one Village Center and Transit Supportive Area within the Northeast quadrant.
  - b. Transportation:
    - (1) All land uses authorized when combined may not exceed an amount determined to generate 5,800 gross pm peak hour trips based on the Institute of Traffic Engineer’s Trip Generation Manual in effect at the time of Preliminary Development Plan approval.
    - (2) Park and ride facilities within the northeast and northwest quadrants adjacent to or in close proximity to transit stations. Park and ride facilities shall be designed for shared evening and weekend use by the development. Park and rides shall be designed in accordance with block, street tree and pedestrian facility requirements of Objectives 1.6 and 1.7 and the subsequent policies of this Element and are encouraged to be screened by liner buildings. The Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State roadways.
    - (3) Prior to approval of any final development plan, the developer shall enter into an agreement with the County assuring:
      - a. The developer’s responsibility for the design and construction of a roadway with dedicated transit lanes connecting NW 83rd Street at the eastern property boundary of the northeast quadrant (tax parcels 06038-000-000 and 06038-022-000) to an appropriate connection point on the western boundary of the same property; and

- b. The developer shall be responsible for providing dedicated transit lanes with bicycle and pedestrian facilities connecting and continuing from the southern end of NW 83rd Street and NW 23<sup>rd</sup> Avenue to the northern extent of tax parcel 06315-001-000 by way of an overpass across I-75. In the event that the developer is unable to secure authorization from state and federal permitting authorities for said overpass, or rights to use of tax parcels 06315-001-000 and 06318-000-000 for said dedicated lanes, the developer shall be required instead to provide a roadway, dedicated transit lanes with bicycle and pedestrian facilities connecting and continuing from the western end of NW 83<sup>rd</sup> Street by way of an overpass across I-75 to parcel 06038-003.
  - c. The developer's responsibility for upgrading the intersection at NW 91<sup>st</sup> St and 39<sup>th</sup> Avenue and upgrading NW 91<sup>st</sup> St from NW 39<sup>th</sup> Ave to the Santa Fe College Campus.
  - d. The developer's responsibility for partial funding of the capital and operating costs for its share of a Bus Rapid Transit route from the parcels covered by this paragraph 5 to the University of Florida shall be assured, in part through establishment of a Community Development District (CDD) or other appropriate funding mechanism. The CDD, or other appropriate funding mechanism, shall be established in conjunction with approval of the first implementing Planned Development if required, or approval of the first Development Plan. A developer's agreement shall be entered between the County and developer and shall address details of the development phasing schedule and the level of the funding commitments of the CDD, or other appropriate funding mechanism, to the provision of Bus Rapid Transit service from the parcels to the University of Florida. The funding for transit operations shall be assured for fifteen years. The annual contribution shall be indexed for inflation.
  - e. The developer's responsibility for operational and safety improvements to significantly impacted intersections. These improvements shall include the construction of necessary improvements including turn lanes, turn lane storage, installation or removal of traffic control devices, infrastructure for the coordination of traffic control devices and transit, bicycle and pedestrian facilities.
- (4) These parcels are currently under a Development of Regional Impact development order. The Capital Improvements and Transit Service required in Policy 2.5.1.5(b)1-3 may be required to be revised via a revision to the Capital Improvements Element based on either a Development of Regional Impact Development Order or Urban Service Area/Transportation Concurrency Exception Area policies if adopted in the future.

- (5) NW 95<sup>th</sup> Blvd, the frontage road located in the northeast quadrant of I-75 and NW 39<sup>th</sup> Avenue, must be provided with access to the internal roadway system in the northeastern quadrant of the development.
- c. Conservation Land Use: The area designated Conservation Land Use at the north end of tax parcel 06038-023-000 shall be governed by the conservation land use policies of this comprehensive plan. The area designated Conservation Land Use is significant plant and wildlife habitat, but may not include all significant plant and wildlife habitat on this parcel. All regulated natural resources, within the properties governed by these policies, whether or not depicted on the Future Land Use Map, shall be subject to the relevant goals, objectives and policies of the Conservation and Open Space Element and implementing land development regulations in Chapter 406 of the Unified Land Development Code.

### **Policy 2.5.2 Interim Development Guidelines - Millhopper Activity Center**

1. General
  - a. Expansion of the boundaries of this Activity Center may be allowed based on reviewing proposed boundary and land use amendments on a case-by-case basis, enabling the determination of impacts on existing infrastructure and defining needed improvements for inclusion in development plans.
  - b. It is intended that these interim development guidelines will only apply until a formal development plan is adopted for the Activity Center. For Map showing boundaries of this Activity Center, see Appendix.
2. Land Use Policies
  - a. No new retail commercial uses should be permitted in the Activity Center except on parcels within an approved PD or where commercial development would be permitted pursuant to the provisions of Section 7.1.15.
  - b. Areas with commercial zoning should be developed for office and service uses, including type "a" restaurants, but not type "b" restaurants. Higher density residential development is also encouraged within the Activity Center on land which is currently zoned to a commercial category.
  - c. Where property within the Activity Center abuts property outside the Activity Center, special consideration should be given to the design of the development to ensure that it is in harmony with the residential development which would occur on the outside. In addition to buffers, consideration should be given to building facades, landscaping, and the prohibition of parking areas, building mechanical equipment, storage areas, and dumpsters from areas close to the periphery of the Activity Center.

- d. Commercial development, including office development should be limited to a floor area ratio (FAR) of .35 to 1, and building coverage should be limited to 80%.
- e. Parcels #6158-3, 6158-1, 6158-2, 6162, and 6163 are designated for office uses. Development of these parcels shall be in the form of a Planned Development which shall include the requirement of buffering (a high-density combination of any of the following: canopy and understory trees, shrubs, and evergreens/conifers and earth berms) along the northern, and western, and southern boundaries of the activity center, excluding access, to protect adjacent residential uses. The extension of NW 28th Lane shall be designated by the development plans and set aside as a future roadway and shall be located along the northern property line to align with existing NW 28th Lane on the east side of NW 43rd Street. Access to Parcel 6158-3 shall be from NW 43rd Street with additional future access from NW 28th Lane. In lieu of a roadway connection between the office park (parcels 6158-1, 6158-2, 6162, and 6163) and NW 25th place, a public pedestrian connection that will connect to NW 27th Avenue may be provided.

3. Circulation

- a. Entrances onto 43rd Street should be limited as much as possible. All development on a given parcel of land should be served by a single entrance; no individual business should be served by a separate entrance if a common entrance or an entrance off a side street is available. Shared entrances between separate parcels are encouraged.
- b. Entrances should be located in such a manner as to line up with existing intersections, to the maximum extent feasible.

**Policy 2.5.3 Activity Center Plan - Oaks Mall Activity Center**

1. General

- a. It is the intent of this Activity Center Plan to promote the area surrounding the interchange of Interstate 75 and State Road 26 as a high-intensity regional focal point. In so doing, it should be developed as a mixed use center, allowing for the general land use classifications identified on the Activity Center Plan map. Individual quadrants of the center should include a mix of complementary uses, including retail, employment, services, and, where possible, residential uses so as to reduce overall traffic impact and promote pedestrian activity.
- b. These policies shall not be applicable to any parcel or development covered by an approved DRI plan, to the extent that any proposed development activity on such parcel is addressed by that approved plan.

2. Land Use

- a. Future land uses shall be governed by the land use classifications on the Activity Center map. Higher density residential uses are encouraged within

the Activity Center on land designated for commercial use.

- b. Land designated as conservation shall be used for purposes identified in the Conservation Element of the adopted Comprehensive Plan.
- c. All other land use designations on the activity center map are consistent with the general provisions of this Future Land Use Element.
- d. Buffering of land uses shall be consistent with the general provisions of the Buffer Group Matrix Table. Buffering shall be required along Interstate 75 at depths to be determined on a site-by-site basis. Buffers along Interstate 75 shall provide visual and acoustical separation.
- e. Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that parking lots be landscaped with canopy trees in landscaped islands. These islands should be so spaced that, at maturity, twenty percent (20%) of the parking area will be underneath the canopy.
- f. The future activities on tax parcel number 6654 shall be limited to the following uses, subject to all County development codes:
  - (1) Conference center.
  - (2) Professional services.
  - (3) Personal services.
  - (4) Retail sales and services.
  - (5) Hotels and motels.
  - (6) Cocktail lounges and nightclubs within the principal building and as accessory to hotels and motels.
  - (7) Type "A" and "B" restaurants.
  - (8) Financial institutions.
  - (9) Commercial banks.
  - (10) Service stations (excluding major repairs, paint and body works).
  - (11) Nursing homes.
  - (12) Homes for the aged.
  - (13) Multiple-family dwellings.
  - (14) Rooming houses.
  - (15) Single-family attached dwellings.
  - (16) Fraternities and sororities.
  - (17) Dormitories.
  - (18) Commercial recreation, including motion picture theaters, driving ranges, and bowling alleys.

The maximum intensity of land use activities, in total, shall be limited to that quantity for which the estimated trips generated, at the time of permitting, results in no more than the following number of total new trips on Tower Road (new trips on Tower Road are equal to unadjusted trips less internal trips, less pass-by trips, and less non-Tower Road trips):

Daily Trip Generation	=	8810
Total a.m. Peak Hour Trips	=	526
Total p.m. Peak Hour Trips	=	810

Traffic analysis shall be performed in accordance with the currently accepted practices established by the Institute of Transportation Engineers and using the trip generation rates contained in "Trip Generation - An Informational Report, Institute of Transportation Engineers, Fourth Edition, 1985". This source may be supplemented by other ITE-recognized and established trip generation rates for land use activities not included within it. These activities shall be permitted on the site to the extent that standards for stormwater management and traffic circulation can be maintained.

- g. The following buffers shall apply to Parcel 6656-003-01: an undisturbed natural buffer of not less than fifty (50) feet in width shall be established on the western boundary with a permanent solid fence or wall of not less than six (6) feet in height and, during development review, this permanent solid fence or wall will be evaluated for effectiveness relative to appropriateness in location or existence.
- h. Development within the 87.15 acres located on the north side of Newberry Rd. just west of and adjacent to Newberry Crossing and east of Fort Clark Blvd. and incorporating parcels 06331-000-000, 06329-000-000 and 06326-001-002 shall be in accordance with Future Land Use Element Section 1.7 (Transit Oriented Development) and all subsequent Transit Oriented Development policies and the following guidelines:
  - 1. The maximum allowable land uses on the property shall not exceed that which would produce cumulative motor vehicle traffic impacts of 13,700 gross average annual daily trips, or 9,600 net daily motor vehicle trips based on the Institute of Traffic Engineer's Trip Generation Manual in effect at the time of development plan approval. The mix of uses allowed shall conform to Future Land Use Policy 1.7.5-1.7.5.5.
  - 2. Building setbacks that may be established in the Unified Land Development Code and otherwise made applicable to this Transit Oriented Development shall not be applicable to encroachments of porches, bay windows, stoops, and balconies with such setbacks.
  - 3. On-street parking is encouraged throughout the development. On-street spaces may each be counted against required parking as long as the space is within 300 feet of the supported use.
  - 4. Surface stormwater management facilities shall be designed to provide physical and visual amenity value to the Activity Center. Such facilities should be designed, where practicable and appropriate to the urban context, to provide useable open space designed to resemble natural areas. Low impact development methods shall be used where feasible and stormwater management facilities should be interspersed throughout the site to minimize the impacts to the flood prone areas located within the limits of the site. The

applicant and County shall determine the feasibility and advisability of working with FDOT to incorporate the existing FDOT stormwater pond at the corner of Newberry Road and Ft. Clarke Boulevard into a common stormwater master plan.

5. The applicant shall be responsible for the design and construction of a roadway network that connects the existing terminus of NW 76th Blvd. to NW 15th Place. The alignment and design characteristics of the elements of this roadway network shall be determined during the development plan review process and are subject to the approval of Alachua County. The applicant shall also be responsible for intersection turn lanes and a traffic signal at Ft. Clark Blvd and NW 15<sup>th</sup> if determined during the development plan review process to be warranted for operational and safety reasons. This requirement shall not be interpreted to require improvements needed to maintain the applicable adopted roadway level of service standard. The location and configuration of the connection to Newberry Road shall be subject to the approval of Alachua County and the Florida Department of Transportation. Access connections to Newberry Road shall not align with existing access connections on the south side of Newberry Road, except for access points that restrict left turn movements into and out of the development.
6. Parks, squares or plazas shall be provided and shown on the Development Plan and such areas may be considered for inclusion in the calculation for determining compliance with the 20% open space requirement of this Comprehensive Plan.
7. Development of these parcels shall provide:
  - a. Public transit with 15-minute peak hour frequencies and 25-minute frequencies during the non-peak hours; and
  - b. Public transit connecting Santa Fe Community College and the Oaks Mall (required transit route); and
  - c. Public transit that is coordinated with the Gainesville Regional Transit System (RTS) transit hub maintained at the Oaks Mall.
  - d. Transit provided in sections a-c above shall be for a period of 15 years.
8. Funding shall be assured, in part, through establishment of a Community Development District (CDD) or other appropriate funding mechanism on the parcels covered by this Policy. The CDD, or other appropriate funding mechanism, shall be established in conjunction with the approval of the Development Plan.
9. Funding for the phased implementation of the required transit route shall be identified in the Capital Improvements Element of this Comprehensive Plan. A developer's agreement shall be entered between the County and developer of the site prior to approval of the final Development Plan addressing details of the development phasing schedule and the level of the funding commitments of the CDD, or other appropriate funding mechanism, for the required transit. It is anticipated that the route from Santa Fe Community

College and Oaks Mall will be funded from multiple sources and establishment of the required transit route may occur in increments. An initial phase of the required transit route from the parcels covered by this Policy to the Oaks Mall may serve as an interim step toward completion and full funding for the required transit route from Santa Fe Community College to the Oaks Mall. The timing, source and level of funding for each increment of the route shall be established prior to approval of the final Development Plan, developer's agreement, and revised Capital Improvements Element. The annual contribution shall be indexed for inflation. Approval of the first phase of development shall require provision of the dedicated transit lanes required by paragraph 10 below and transit service between the site and Oaks Mall.

10. The Developer shall be responsible to ensure that dedicated transit lanes are constructed that connect to the planned transit corridor between Santa Fe College and the Oaks Mall. The dedicated lanes shall be constructed between Newberry Road and NW 23<sup>rd</sup> Avenue. The design and construction of dedicated transit lanes shall be accordance with RTS and County standards.
11. The applicant shall coordinate with the County and with the Florida Department of Transportation on the construction of intersection turn lanes and traffic signal modifications at the intersections of Newberry Road (SR 26) and Ft. Clark Blvd and Newberry Road (SR 26) and 76<sup>th</sup> Blvd needed to ensure operational efficiency and safety. A monetary contribution, not to exceed \$300,000, shall also be made towards the I-75 Interchange at Newberry Road (SR 26) to construct facilities to accommodate a dedicated transit lane.

3. Transportation and Traffic Circulation

It is the intent of this Activity Center Plan to permit development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can handle additional vehicles. The level of service for any given roadway link or intersection shall not be reduced below the standards established by the County's adopted Comprehensive Plan. As such, a traffic impact analysis may be required by the Board of County Commissioners and/or the Development Review Committee prior to the issuance of a development order to determine the extent of impact that any development may have on the capacity of the roadway system.

- a. No new entrances shall be permitted on Newberry Road (State Road 26), except as may be required to provide access to a parcel which has no other practical means of access. All development on a given parcel of land which requires access to Newberry Road should be served by a single entrance; no individual business should be served by a separate entrance if a common entrance or an entrance off a side street is available or can be provided.

New access points to Newberry Road may be permitted only when a documented traffic circulations problem can be mitigated or eliminated through relocation of ingress and egress points or enhancements to traffic signalization.

- b. Entrances should be located in such a manner as to line up with existing intersections, to the maximum extent feasible.
- c. The improvement of Newberry Road from Tower Road (Southwest 75th Street) to N.W. 60th Street by the Florida Department of Transportation (FDOT) is encouraged, including the proper timing of traffic signals to maximize the capacity of the road to accommodate through traffic, and including intersection improvements at Tower Road, Northwest 62nd Boulevard, and Northwest 69th Terrace.
- d. Newberry Road should be widened by FDOT to six (6) lanes within the boundaries of the Activity Center. Improvements to this road should include physical medians to limit left turns to controlled locations. Future redevelopment of parcels fronting on Newberry Road shall provide for service drives and/or internal circulation which controls ingress and egress.
- e. All necessary transportation improvements, including but not limited to, right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, and mass transit facilities that accrue due to the impact of a development shall be provided by the developer and in place prior to the issuance of the certificates of occupancy. This policy may be satisfied by contractual arrangements that establish the timing of improvements and the relative financial responsibilities of all parties. This policy may also be satisfied by an adopted impact fee system affecting, at a minimum, roadway facilities in this area.
- f. Tower Road shall be improved between and including the intersection with Newberry Road and Southwest 8th Avenue. These improvements should include additional through-traffic lanes, left-turn storage lanes, intersection improvements, bus pull-outs, bicycle lanes, and traffic signalization.
- g. Access points to Tower Road shall be permitted only at locations that maximize site distances and promote safe and orderly traffic flow.

#### 4. Stormwater Management

- a. All new development within the Activity Center shall be permitted only after engineering studies assure that storm water is adequate. The Board of County Commissioners may limit the amount of activity on any site in order to meet county or state stormwater standards.
- b. The use of "turf block" and other storm water attenuation methods or materials is encouraged to meet stormwater management requirements and to promote the maximization of greenspace.

**Policy 2.5.4 Activity Center Plan/Special Area Study - Archer Road and 34th Street**

1. General

- a. It is the intent of this Activity Center Plan/Special Area Study that where the specific policies contained within this section conflict with general policies in the remainder of the Plan, the policies contained herein shall prevail, except that new development within Activity Centers shall be consistent with policies 2.1.5 - 2.1.13.
- b. These guidelines are applicable to all property within the Special Area Study Map. Development within the Special Study Area may occur in phases. Any development determined to be a Development of Regional Impact (DRI) shall be subject to the development orders issued pursuant to Chapter 380, Florida Statutes, and those orders shall supersede this section to the extent of any conflict.
- c. Concurrency requirements for roads, storm water management, solid waste, water and sewer, and mass transit will have to be met as a condition of final development plan approval.

2. Land Use

- a. Future Land Uses shall be consistent with the Archer Road and 34th Street Special Area Study Map, incorporated herein by reference and adopted as part of this section.
- b. "Tourist/entertainment commercial" land uses are appropriate infill uses between the Activity Center boundary and Interstate 75.
- c. That portion of the expanded Activity Center lying west of Butler Plaza Shopping Center, east of Southwest 40th Boulevard, and north of Archer Road may include all uses consistent with the Activity Center designation including retail commercial. The scale and character of retail uses within this area shall be governed by the policies applicable to community shopping centers.
- d. The southeast corner of SW 34<sup>th</sup> Street and Old Archer Road (parcels #6780 and #6781) shall be designed in a manner that meets all conditions contained in FLUE policies 2.1.5 - 2.1.13. Additionally, the following design criteria shall apply:
  - 1. A maximum of 155,000 square feet of commercial buildings (or a floor area ratio of .20) may be constructed.

2. Use permitted for the property shall be commercial, office, or a mix of those uses at the scale of a community shopping center as defined in FLUE policy 3.6., and shall include such uses as retail sales, professional services, business services, and personal services.
3. Development of the site shall be in the form of Planned Development (PD) zoning.
4. A minimum 25'-wide buffer along the east property line shall be maintained. No building or parking shall be permitted within that buffer. Fencing, walls or berms, and appropriate landscaping shall be used along the east property line to screen loading and service areas from the residential development to the east. All other buffering shall meet applicable requirements of the land development code.
5. Landscaping shall meet criteria set forth in policy 2.1.12 of the Future Land Use Element and shall consist of native, and xeriscape vegetation. The developer shall coordinate with the Florida Dept. of Transportation the redesign and landscaping of the shared stormwater management facility located on the western portion of the property along SW 34<sup>th</sup> Street in order to integrate the facility into the landscape design as an amenity.
6. To encourage bicycle and pedestrian access to the site, pedestrian and bicycle facilities shall be provided linking buildings to adjacent roadways. Bicycle parking facilities shall be provided in accordance with land development regulations, at a minimum. The property shall be developed to ensure convenient pedestrian and bicycle access from surrounding properties to the east and south.
7. The development shall include an area for a Regional Transit System shelter and parking area designated for park and ride passengers. The shelter shall be provided and the parking designated at such time as RTS officials determine it is needed.
8. The location and signalization of all driveway access points along SW 34<sup>th</sup> Street shall comply with FDOT requirements.
9. The developer shall pursue a shared driveway access, in coordination with the owner of adjacent property to the east. Documentation of efforts shall be submitted as part of the development review process.

10. Development in flood prone areas shall conform to the criteria outlined in the County's Flood Hazard Area Ordinance. Stormwater management systems shall be designed to ensure no increase in flood stages of the pond located off-site to the south.

3. Transportation and Traffic Circulation

- a. It is the intent of this Activity Center Plan/Special Area Study to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can handle additional vehicles.
- b. Arrangements for all necessary transportation improvements (including, but not limited to, right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities) shall be made prior to the issuance of certificates of occupancy. This policy may be satisfied by:
  1. construction of facilities;
  2. contractual agreements between the County and landowners/developers, which agreements address the specific improvements to be made, the time periods during which improvements shall be completed, and the actual contribution to be made by each party, together with the timing and form of such contributions; or
  3. by a County approved transportation assessment or other generally applicable cost sharing arrangement for transportation improvements.
- c. Financial responsibility for providing such improvements shall be shared by all parties, including the County, generally based on their relative contribution to the overall traffic demand. Nothing in this section shall commit the County to fund improvements for which no provision has been made in the County's adopted budget.
- d. The construction of the loop road as identified on the Special Area Study map is a facility that is provided to support the increase in commercial activity in this area. This road is being provided, as development occurs, in lieu of the Southwest 34th Street and Archer Road intersection improvements. The following improvements shall be deemed to be necessary to support the development of the commercial and industrial areas lying north of Archer Road:

1. The development of any individual parcel in the commercial area in the expanded Activity Center north of Archer Road and in the industrial area adjacent to Southwest 43rd Street south of its intersection with the loop road shall be permitted only when satisfactory arrangements have been made to provide for the following improvements:
  - (a) acquisition of any applicable segment of the right-of-way for the loop road from Archer Road to Southwest 43rd Street and for Southwest 43rd Street from Southwest 40th Boulevard to the loop road;
  - (b) contribution (including any contractual arrangements for later contribution) to the County of the applicable pro-rata share of the estimated total cost of construction of improvements, including engineering, for the loop road from Southwest 43rd Street to Archer Road and of Southwest 43rd Street from the loop road to Southwest 40th Boulevard;
  
2. Development of any individual parcel in the industrial area along Southwest 43rd Street north of its intersection with the loop road shall be permitted only when satisfactory arrangements have been made for the following improvements:
  - (a) acquisition of right-of-way for Southwest 43rd Street from Southwest 24th Avenue to the loop road.
  - (b) contribution (including any contractual arrangements for later contribution) to the County of the applicable pro-rata share of the estimated total cost of construction of improvements, including engineering, for 43rd Street between Southwest 24th Avenue on the north and the loop road on the south.
  - (c) acquisition of right-of-way, 50 feet in width, along the south side of the section line from Southwest 43rd Street on the west to the east line of parcel 6810-5 on the east.
  
- e. In order to enhance the smooth flow of traffic, entrances to individual developments along Archer Road, the loop road, Southwest 40th Boulevard, and Southwest 43rd Street shall be permitted in locations approved by the Board of County Commissioners upon the recommendation of the Development Review Committee.
  
- f. The alignments of future roadways shown on the Special Area Study Map are intended to be general. The actual identification of the specific alignment would come as new development provides portions of roadways (i.e.:

through the regular development review process) or as a programmed capital improvement in the Capital Improvement Program of Alachua County.

- g. It is the intent that the property in the Activity Center and Southwest 43rd Street may be developed in stages provided that the property owners/developers have complied with their respective obligations to provide adequate transportation facilities within the study area.
- h. Where appropriate, the Board of County Commissioners shall consider use of governmental powers to ensure acquisition of necessary right-of-way and to provide for the relocation of private access consistent with the overall land use and transportation policies set forth in this Plan.
- i. The Board of County Commissioners supports the extension of the Southwest 20th Avenue to the east to intersect with Southwest 16th Avenue at Archer Road, and encourages the MTPO to adopt a plan that includes this improvement.
- j. Primary access to parcel #7240-000-000 shall be restricted to SW 39th Boulevard.
- k. Development plans shall include future roadway alignment on the northern boundary of the Triangle Properties located at the eastern edge of the activity center, specifically parcel numbers 6785, 6785-1, and 6785-2.
- l. Access to Triangle Properties shall be from SW Archer Road, until such time as SW 24th Avenue Extension is completed. After completion of SW 24th Avenue Extension, access may also occur on the northern boundary for tax parcels 6785 and 6785-1 of the Triangle Properties within the expanded Activity Center.
- m. Joint access shall be provided to tax parcels 6785 and 6785-1.
- n. Prior to development approval on tax parcel No. 06810-001-002, additional analysis of daily trip generation shall be submitted to the Department of Public Works and to the Office of Planning and Development to ensure the trips attributable to uses within the Activity Center do not exceed the maximum 50,000 average daily trips.

#### 4. Urban Design

- a. Where practicable, retention areas should be designed and used as part of the greenspace/buffering system throughout the study area and should be treated as design elements and enhancements to the overall appearance of the study area.

### **Policy 2.5.5 Activity Center Plan/Northwest 53rd Avenue and U.S. 441**

#### 1. General

- a. This Activity Center Plan designates the southwest corner of the intersection

of Northwest 53rd Avenue and U.S. 441 as a Low Activity Center. This Activity Center should be developed as a mixed-use center, allowing for the general land use classifications identified in the Activity Center Plan map.

- b. As a Low Activity Center, development orders should be issued consistent with the policies and standards of this Activity Center Plan. Redesignation of the level of activity permitted within the Activity Center shall require an amendment to the Comprehensive Plan.
- c. No development shall be permitted after the point at which total approved development reaches 20,000 average daily trips (ADT) unless an amendment to the plan changes the designation of the Activity Center to "medium" or higher.
- d. The future expansion of the boundaries of this Activity Center to include similar existing non-residential uses in close proximity to this intersection, and appropriate transitional uses and/or buffer areas, may be considered prior to, or during, the consideration of the redesignation of this Activity Center to a different classification.
- e. Use of Planned Development (PD) zoning is strongly encouraged for the Activity Center in order to provide adequate buffer areas, sign and landscaping controls, and to ensure consistency with the intent of the Activity Center Plan.
- f. All development shall utilize public water and sewer.

## 2. Land Use

- a. Future land uses shall be governed by the land use classifications on the Activity Center map incorporated herein by reference and adopted as part of this section.
- b. Commercial activities shall be permitted up to and including the Neighborhood Shopping Center level. Any shopping center shall be developed consistent with Section 3.0 of the Future Land Use Element.
- c. Property designated "conservation" shall be used only in accordance with the policies of the Conservation and Open Space Element of the Alachua County Comprehensive Plan.
- d. Property designated as institutional /office may be used for the purpose of establishing a permanent site for a "Farmer's Market". The uses allowed for a Farmer's Market shall be limited to wholesale and retail sale of farm products and hand-made craft products, warehousing and distribution of those products, and the establishment and operation of a restaurant as an accessory use.

- e. All other land uses on the Activity Center map are consistent with the general provision of the Future Land Use Element.
- f. Buffering of land use activities shall be consistent with the Activity Center map. Special consideration shall be given to buffering commercial, office, and other non- residential uses from designated residential areas at the time of development review.

Except for ingress/egress points, all property within the Activity Center abutting residential lands shall maintain a continuous fifty (50) foot buffer (minimum) comprised of berms, natural vegetation, and supplemental plantings. This fifty-foot buffer may be reduced up to twenty-five (25) feet (minimum) within the Activity Center if deed restrictions are recorded which establish an additional, ancillary fifty-foot buffer (minimum) within the residential area; in effect, establishing a seventy-five (75) foot buffer (minimum) between non-residential and residential uses.

### 3. Transportation and Traffic Circulation

- a. It is the intent of this Activity Center Plan to permit development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can handle additional vehicles. The level of service for any given roadway link shall not be reduced below the standards established by the County's adopted Comprehensive Plan. A traffic impact analysis may be required at the time of development review, prior to the issuance of a development order, to determine the extent of impact that any development may have on the capacity of the road system.
- b. All necessary transportation improvements, including, but not limited to, right-of-way acquisition, roadway widening, traffic signalization, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development, shall be provided by the developer and be in place prior to the issuance of the certificate of occupancy. This policy may be satisfied by contractual agreements that establish the timing of improvements and the relative financial responsibilities of all parties.
- c. Ingress/egress to property within the Activity Center shall be provided via the local street located on the west/northwest boundary and southerly area of the Activity Center, and via two additional access points on U.S. 441. These ingress/egress facilities shall be located in conjunction with existing median cuts and roadways, where available, as indicated on the Activity Center map. Adjustments to the specific locations shown on the map may be made during development review in order to provide a safer, more efficient traffic operation.
- d. All internal traffic circulation and external transportation improvements shall be designed and constructed consistent with accepted, recognized safe traffic engineering design standards.

4. Stormwater Management

- a. The amount of development within the Activity Center shall be permitted only to the extent that County and/or state stormwater requirements are met.
- b. The use of special materials and/or engineering/design techniques to reduce storm water runoff are encouraged.

5. Urban Design

- a. There shall be a twenty-five (25) foot building setback from Northwest 53rd Avenue and U.S. 441. This setback area shall be landscaped and parking areas shall not be permitted to intrude into this setback.
- b. There shall be a twenty-five (25) foot building setback from designated conservation areas. Parking areas and driveways shall not be permitted to intrude into this setback.
- c. Landscaping requirements shall be consistent with the requirements of all pertinent County ordinances. Furthermore, parking lots shall be landscaped with canopy trees in landscaped islands. These islands shall be spaced so that, within twenty (20) years, twenty percent (20%) of the parking area will be underneath the canopy. Tree types that reach maturity in twenty years or less are encouraged.
- d. Special consideration should be given during development review to reducing lighting glare from the Activity Center to adjacent designated residential areas. In addition, development review should give consideration to noise and visual impacts of air conditioning units, dumpsters, and truck loading areas, and should require that location of these facilities minimize impact on existing and future residential areas.
- e. Building style and facades, color, materials, and signage should be coordinated to create a unified development appearance for all commercial and office uses within the Activity Center.

**Policy 2.5.6 Tower Road/24th Avenue Low Activity Center Interim Guidelines**

1. This Activity Center Plan designates the southwest, southeast and northeast corner of the intersection of Tower Road and SW 24th Avenue as a Low Activity Center/Employment. The Activity Center is specified for institutional, office, commercial, and residential land uses as per subpolicies a. through f. Total gross leasable floor area for non-residential uses shall not exceed 195,000 square feet of which no more than 155,000 square feet may be located within the northeast and southeast quadrant of the Tower Road and SW 24<sup>th</sup> Avenue intersection. For the protection of the Activity Center as a Low Activity Center / Employment, gross commercial square footage shall not exceed that of office/institutional uses. Non residential uses in the southwest quadrant shall not exceed 40,000 square feet, of which no more than 20,000 square feet shall be commercial (retail) uses.
  - a. Institutional uses may include only public and private educational facilities (compulsory), day care and nursery schools; cultural facilities such as libraries, museums, performing arts theaters; health care facilities (hospitals, specialized medical centers, clinics, nursing homes, retirement centers); public utilities and other infrastructure facilities; places of worship, cemeteries; community service organizations and membership lodges; government buildings and public facilities (fire protection, law enforcement, administrative offices, postal service).
  - b. Office uses may include only administrative and professional activities in the fields of health care, law, engineering, architecture, accounting, real estate, and other business and professional services as defined by Alachua County Zoning Regulations.
  - c. Residential land uses shall be utilized as transitional uses from institutional and office uses within the activity center to existing residential land uses within the Activity Center or existing or proposed residential land uses adjacent to the Activity Center. Subsequent to a PD application submitted for the entire Activity Center, a portion of the site may be developed in residential uses (subject to concurrency provisions contained in the Comprehensive Plan).
  - d. In the southeast quadrant of the SW 75<sup>th</sup> Street and SW 24<sup>th</sup> Avenue intersection, supporting retail commercial uses shall be permitted only in conjunction with permitted office, institutional, or residential development. Retail commercial uses shall not exceed 52,000 square feet of gross leasable floor area. Such uses may include pharmacies and financial institutions (with or without drive-throughs), sale of convenience and sundry items, gift, apparel, and souvenir shops, copying services, and restaurants. No other drive-through use shall be permitted.

Development within the 9.36 acres located in the southeast quadrant of the SW 75th Street and SW 24th Avenue intersection shall be in accordance with the land use designations of Mixed-Use. Vertical and horizontal mixing of uses is encouraged within the areas designated as Mixed Use. Development within the quadrant shall be in the form of a planned development and shall be governed by the Common Design Standards set forth within 2.5.6.1.g, and the following guidelines:

1. Garages may exist along the perimeter of a designated project site as a buffer/liner to adjacent uses.
2. If parking faces SW 24<sup>th</sup> Avenue, then a minimum four (4) foot wall shall be required.

Uses allowed within the area designated Mixed Use shall include: Residential, retail/commercial including wine and cheese shops, eating places, office, civic, schools, day care centers, and places of religious assembly. Retail sales shall not include gas stations or liquor stores. No single story retail/commercial building, where the entire building is in a single use, may exceed eight thousand (8,000) square feet.

- e. Commercial uses shall be allowed on the 4.4-acre parcel located in the northeast quadrant of the SW 75<sup>th</sup> Street and SW 24<sup>th</sup> Avenue intersection. The parcel shall be limited to a maximum 15,000 ft<sup>2</sup> stand-alone retail drug store with prescription-only, drive-through window. The store shall be located in the southwest corner of the parcel with access points to and from the sited located along the western and southern boundaries. The Planned Development zoning district shall be required to ensue that the remaining undeveloped portion of the site will be maintained as open space and that buffering will be maximized to ensure compatibility with surrounding uses.
- f. Development within the 14.897 acres located in the southwest quadrant of the SW 75<sup>th</sup> Street and SW 24<sup>th</sup> Avenue intersection shall be in accordance with the land use designations of Mixed-Use and Medium Density Residential. It is intended that the entire quadrant shall be developed in accordance with fundamental urban design principles commonly referred to as 'new urbanism' providing ingredients presently missing and leaving the neighborhood incomplete. Vertical and horizontal mixing of uses is encouraged within the area designated as

Mixed Use with a prescribed minimum square footage of residential use above non-residential uses. Development within the quadrant shall be in the form of a single mixed-use planned development and shall be governed by the Common Design Standards set forth within 2.5.6.1.g and the following guidelines:

1. Most residential lots shall be served by a rear alley, with garages accessed by the alley;
2. Houses on corner lots should have their front entrance facing the larger street; and
3. Residential development shall be limited to no more than 60 residential units within the southwest quadrant of the activity center. Land use designations for the southwest quadrant shall be Mixed Use and Medium Density Residential as indicated on the Tower Road/24th Avenue Low Activity Center map.

Land use designations for the southwest quadrant shall be Mixed Use and Medium Density Residential as indicated on the Tower Road/24th Avenue Low Activity Center map. A minimum of ten residential units above non-residential uses are required within this land use designation. Uses allowed within the area designated Medium Residential Density shall include: apartments, townhomes and detached single family dwelling types.

- g. Common Design Standards for the Southwest and Southeast quadrants:
1. The basic increment of planning is the transit-supportive, mixed-use patterns of neighborhood, village or town.
  2. The neighborhood is of a certain size defined by an easy walking distance from its edge to its center.
  3. A variety of housing, shops, workplaces and civic buildings may be included within the planned development.
  4. There shall be a variety of dwelling types taking the form of single family detached homes, townhomes, and apartments – a housing stock that is inclusive, serving a range of income and age groups.
  5. Minimum setbacks and building height restrictions shall be established during the PD approval process. Where setbacks may be established, the setbacks shall allow encroachment of semi-public attachments, such as porches, bay windows, stoops, and balconies, mechanical and utility type equipment, stairwells, and awnings.
  6. Build-to lines shall be established along the streets and public square frontages.

7. There shall be open space in the form of parks, squares or plazas where appropriate throughout the activity center.
8. Streets shall form a network that disperses traffic and provides a variety of itineraries. Street widths shall be the minimum necessary to safely accommodate the movement of traffic through the area while ensuring traffic moves at safe speeds that do not impair pedestrian comfort.
9. An interconnected network of thoroughfares shall be provided which shall be relatively narrow and shaded by rows of trees to calm traffic and encourage walking and bicycling by creating a pleasant environment.
10. Building frontages shall spatially delineate the thoroughfares and mask the majority of the parking.
11. Provision shall be made for public uses, streets, and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street and with parking not interfering with pedestrian, transit, automobile and truck travel modes.
12. Parking and loading functions shall be located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood through on-street parking on narrow streets and parking placed behind or on the side of buildings. Parking lots shall be located to the side or behind buildings, so that generally only their access is visible from the street.
13. On-street parking is allowed on all streets. Off-street parking between building fronts and all internal streets is prohibited. Where parking areas may abut public streets and sidewalks on the side or at the rear of buildings, a space defining and screening edge shall be maintained along the frontage line using landscaping, screening walls or fences. All adjacent parking lots shall have internal vehicular connections or connections via an alley or lane.
14. Pedestrian movement throughout the area is to be provided by a combination of sidewalks and passages. Sidewalks are to be provided along internal streets in locations and widths established in the implementing PD zoning. Mid-block pedestrian and bicycle passages may be provided where appropriate.

15. Comfortable, multi-functional space shall be provided for transit riders waiting for buses. Bicycle storage shall be required with particular emphasis accorded the need for park and ride bicycle storage for transit riders.

Uses allowed within the area designated Mixed Use shall include:

Residential, retail/commercial, eating places, office, civic, schools, day care centers, and places of religious assembly. Retail sales shall not include gas stations or liquor stores. No single story retail/commercial building, where the entire building is in a single use, may exceed eight thousand (8,000) square feet.

2. The Planned Development (PD) zoning mechanism shall be used for the Activity Center to ensure that vehicular, pedestrian and bicycle access, adequate buffering and landscaping, and the careful siting and reduction of parking areas are considered in order to maximize the unification and integration of the Activity Center. Provisions shall be made in the development plan for safe vehicular, pedestrian and bicycle circulation between the different uses in the development and from adjacent, existing and planned residential areas. Various design features shall be employed by each land use type within the Activity Center to convey a clear sense of entry, organization, and uniform style. These design features may include, but are not limited to signage, lighting, provision for screening of adjacent land uses from areas such as loading and service areas, clearly defined edges and entrances, and the use of walls, arches, columns, and change of paving type to signify a change in use, function or ownership.
3. It is intended that these interim development guidelines will guide the design of a formal development plan.
4. Architectural design of development within the Activity Center shall reflect massing, proportion, and scale consistent with surrounding residential development outside the boundaries of the Activity Center.
5. All development shall utilize public water and sewer

**Policy 2.5.7 Archer Road/Tower Road Activity Center Plan**

1. General

- a. It is the intent of this Activity Center Plan to promote the area around the intersection of Archer Road (State Road 24) and Tower Road (SW 75th Street) as a Low-Medium Activity Center/Retail intensity focal point. In so doing, it should be developed as a mixed-use center, allowing the general land use classifications identified on the Activity Center Plan map.
- b. As a Low/Medium Activity Center, development orders should be issued consistent with the policies and standards of this Low-Medium Activity Center/Retail plan.
- c. Development of each of the Activity Center's four quadrants shall be in the form of a Mixed-Use Planned Development. Such an application shall be approved showing a detailed land use plan as required by the Future Land Use Element, including stormwater, buffering, an internal/external traffic circulation plan (vehicular and pedestrian), and other appropriate design features.
- d. The boundary lines for the four quadrants shall be determined by the intersection of Archer Road and the "New" Tower Road alignment. Land use boundaries are conceptual in nature and may be adjusted as necessary during the PD zoning and development plan review process; however, the relative acreage shall remain the same.

2. Land Use

- a. Commercial activities shall be permitted up to and including the Community Shopping Center level only where commercial land use is designated on the Activity Center Plan Map.
- b. The following minimum buffers shall be required, as defined in the Buffer Matrix of the Future Land Use Element:
  - (1) All commercial development within the Activity Center abutting residential land shall establish and maintain a medium-density buffer at least 50 feet in width.
  - (2) All office and institutional development within the Activity Center abutting residential land shall establish and maintain a medium-density buffer at least 25 feet in width or a low-density buffer at least 50 feet in width.
  - (3) All proposed residential development within the Activity Center that is adjacent to existing or recommended residential development

outside the Activity Center shall provide for a transitional residential development that is of the same character and intensity as the adjacent residential areas outside the Activity Center.

- (4) Any non-residential development adjacent to Kanapaha Presbyterian Church shall provide a medium-density buffer at least 25 feet in width or a low-density buffer at least 50 feet in width.
- c. Two sinkholes located on the northern portion of the Activity Center site west of the new Tower Road, and any presently undetected sinkholes, are designated conservation areas. Appropriate setbacks, as determined by the Development Review Committee, shall be shown on all site plans. Such setbacks shall include a minimum 35-foot buffer, retaining the existing vegetation.
- d. Uses at this site shall not involve the handling or storage of hazardous materials.

### 3. Transportation and Traffic Circulation

- a. It is the intent of this Activity Center plan to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can accommodate additional development within the area. A traffic circulation plan shall be submitted as part of the Commercial Planned Development application.
- b. Arrangements for all necessary transportation improvements, including but not limited to right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development shall be provided by the developer and in place prior to the issuance of the certificates of occupancy. This policy may be satisfied by:
  - (1) construction of facilities;
  - (2) contractual agreements between the County and landowners/developers, which address the specific improvements to be made, the time periods during which the improvements will be completed, and the actual contribution to be made by each party, together with the timing and form of such contributions (the terms of such development agreements must be negotiated prior to any development approvals); or,
  - (3) by a County-approved transportation assessment or other generally applicable cost-sharing arrangement for transportation improvements.

- c. Financial responsibility for providing such improvements shall be shared by all parties based on their relative contribution to the overall traffic demand.
  - d. The location of roadways shown on the Activity Center Plan Map are conceptual in nature and may be adjusted as part of the PD submission during the development review process as necessary to accommodate safety, traffic circulation, and other design considerations.
4. Phasing
- a. No development shall be permitted prior to the programming, funding, and appropriate construction of the four-laning of Archer Road from I-75 to CR SW 29, the widening and realignment (if necessary) of Tower Road (within the Activity Center), and the completion of the SW 91st Street extension to Archer Road.
  - b. No commercial development shall be permitted until the population within the market area meets the threshold for the amount of square footage shown in Table A.

Table A

Type of Shopping Center	Market Area	Minimum Population	Square Footage
Neighborhood	Market Area as shown on Map A	10,000	80,000
Community	Market Area as shown on Map A	35,000	Single Center 150,000
Large Community	8 Mile Radius	150,000	300,000

NOTE: Allowable square footage of commercial shopping center development will be interpolated in relation to the population thresholds shown in Table A above after the minimum population of 5,000 persons for a neighborhood shopping center has been met.

- (1) The market area shall include the general limits contained on Map A identified by black dashed lines surrounding Archer/Tower Activity Center.
- (2) The primary market area shall not overlap other primary market areas by more than ten (10) percent.
- (3) The standards contained in Policy 2.5.7.4.b. are restrictive guidelines for commercial shopping center development in the Activity Center adopted to ensure premature development will not occur. Other factors which influence the timing of commercial shopping center development, such as market penetration within

primary, secondary and tertiary markets, and the appropriate scale of development based on market capture rates, travel time, population, number of households, median annual income, proportion of income spent on items available in the proposed shopping center and, other demographic characteristics, may be evaluated utilizing professionally accepted methodological and analytical techniques typically used to identify trade area structure, measurement of trade area, and market potential. The professional analysis may be submitted through the Development Review Committee process to replace the general criteria contained in 2.5.7.4.b. , 2.5.7.4.b.(1) and 2.5.7.4.b.(2).

#### 4. Design Features

- a. Where practicable, retention areas shall be designed and used as part of the landscaping/buffering system throughout the Activity Center and should be treated as design elements and enhancements to the overall appearance of the Activity Center. Stormwater management systems that are to be constructed on this site should utilize shallow basins of 2 to 3 feet in depth. Shale conveyance of stormwater shall be maximized by utilizing perimeter and internal greenspace for swales as well as landscape purposes.
- b. Unified signage shall be designed to avoid unsightly intrusions into the residential character of the area. Lighting shall not illuminate adjacent properties.
- c. Fencing, berms, and appropriate landscaping shall be used to screen views of loading and service areas and to reduce noise and light infiltration into adjacent residential areas.
- d. Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that:
  - (1) Parking lots shall be landscaped with xeric, native species canopy trees and shrubs. These islands shall be spaced so that in twenty years, fifty percent (50%) of the parking area will be under the mature canopy.
  - (2) Any property having frontage on Archer Road or the new Tower Road shall provide and maintain a minimum 25-foot wide landscaped setback (excluding access points). The intent of this requirement is to successfully integrate the development by retaining the suburban residential character of the area.
  - (3) Grasses and flowers shall not be used to satisfy the minimum landscaping requirements, but may be used for additional optional site landscaping.

- e. Architectural design should use massing, proportion, and scale to define space, to create harmony with adjacent buildings and open spaces and to provide human scale within the Activity Center.
  - (1) Use a series of smaller, proportional forms to create facades and features that are related to the adjacent smaller buildings if a building will be substantially larger than adjacent buildings.
  - (2) Use building massing, proportion, and scale to define the entrances to the Activity Center and the transition between different land use types.
  - (3) Various design features should be employed by each land use type within each mixed-use PD to convey a clear sense of entry, and organization and uniform style. These design features may include but are not limited to signage, lighting, screening objectionable views and service areas, clearly defined edges and entrances, and the use of walls, arches, columns, and change of paving type to signify a change in use, function, or ownership.
- f. Reduction of parking areas shall be encouraged wherever practicable. Large expanses of pavement shall be discouraged.

**Policy 2.5.8 North Main Street/53rd Avenue Low-Industrial Activity Center**

- 1. General
  - a. The Activity Center Plan provides for principal land use of industrial with possible secondary supporting uses of commercial, office or institutional.
  - b. The internal boundaries shown for different land uses are intended to be conceptual in nature (plus or minus 25 percent) and final boundaries shall be determined at site plan approval. No land use shall be developed within the rights-of-way of the North Main Street extension.
- 2. Land Use
  - a. Industrial land uses may include all uses permitted in Alachua County industrial zoning categories appropriate with the environmental limitations of the area, such as warehousing, transportation and distribution, manufacturing and fabrication.
  - b. Conservation areas shall be set aside of the approximate size, shape and location shown on the Activity Center Map to protect selected cypress wetlands. The actual boundaries of the conservation areas shall be determined by field survey with the Alachua County Department of Environmental Protection at site plan approval.

- c. The long term sanitary waste plan shall include installation of a pumping station and sewers to collect and pump waste to the Gainesville Regional Utilities System. All septic tanks permitted for small commercial or office users approved by the Health Department shall be phased out when a pump station is constructed. No industrial use shall be permitted without the central sanitary sewer system. In addition, all uses shall be served by central water.
- d. The following minimum buffers shall be required, as defined by the Buffer Matrix of the Future Land Use Element:
  - (1) All industrial development abutting institutional land use shall establish and maintain a medium density buffer of at least 30 feet in width.
  - (2) All industrial development abutting office land use shall establish and maintain a medium density buffer of at least 25 feet in width.
  - (3) All industrial development abutting commercial land use shall establish and maintain a medium density buffer of at least 20 feet in width.

### 3. Transportation and Traffic Circulation

- a. It is the intent of this Activity Center to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can accommodate additional development within the area. A traffic circulation plan shall be submitted as a part of any development proposal in the Activity Center.
- b. Arrangements for all necessary transportation improvements, including but not limited to right-of-way acquisition, roadway widening, traffic signaling, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development shall be provided by the developer and in place prior to the issuance of the certificates of occupancy. This policy may be satisfied by:
  - (1) construction of facilities;
  - (2) contractual agreements between the County and landowners/developers, which address the specific improvements to be made, the time periods during which the improvements will be completed, and the actual distribution to be made by each party, together with the timing and form of such contributions (the terms of such development agreements must be negotiated prior to any development approvals); or

- (3) a County-approved transportation assessment or other generally applicable cost-sharing arrangement for transportation improvements.
- c. Financial responsibility for providing such improvements shall be shared by all parties based on their relative contribution to the overall traffic demand.
- d. Access to the planned North Main Street extension and 53rd Avenue shall be limited to as few access points as practical as determined by the Alachua County Department of Public Works during site plan review. A traffic impact analysis shall be conducted prior to any development plan approval, to determine the number and locations of access connections and the extent of roadway improvements needed to support the proposed Activity Center. Particular attention is to be provided to access control for the commercial areas located at the intersection of North Main Street and 53rd Avenue to minimize to the greatest extent possible the impact of access connections at that intersection.
- e. Before a site plan is approved that will increase the total number of trips per day for the Activity Center to more than 4,000, a special traffic study shall be completed. In the meantime, to keep track of the trip generation by individual developments, before reaching 4,000 trips, individual site plan submissions shall include an assessment of trips currently generated by the Activity Center.

#### 4. Phasing

- a. All development is subject to concurrency requirements meeting appropriate level of service for roads and other infrastructure such as central water and sewer.

#### 5. Environment

- a. Removal of existing wetlands (as defined by the St. Johns River Water Management District and the Alachua County Office of Environmental Protection) shall be permitted only if replaced on a one for one basis with wet detention system littoral zones or man made isolated wetlands. At least 20 percent of the replacement wetlands shall be shallow wetlands not connected to deep wetlands in a manner permitting fish to cross from deep to shallow wetlands.
- b. The stormwater management systems for the Activity Center shall be similar to and compatible with the Master Drainage Plan for T. J. Hawes Trustee Watershed No. 1 as approved by the St. Johns River Water Management District on March 8, 1988 (Permit No. 4-001-0030CM). The systems generally shall include wet detention treatment systems, volume control as defined in the Hawes Plan and rate control for a 25 year storm. Compliance with rates established in the Hawes Master Plan shall also be required. The stormwater management systems shall be compatible with the adjacent

properties. No development orders shall be issued unless the master drainage plan affecting the property in question has been approved.

- c. All facilities within the Activity Center shall comply with hazardous materials management and Murphree Well Field Management Ordinances in effect at the time of site plan approval. As such, below-ground storage of hazardous materials shall be prohibited (except for storage of automobile fuels). Above-ground storage of hazardous materials shall be permitted only in those instances where secondary containment and hazardous materials management plans are provided.
- d. Establishment of base flood elevations in conformance with the Federal Emergency Management (FEMA) standards shall be required. In addition, the criteria of the County's Flood Prone Area Ordinance shall be met where applicable.

6. Design Features

- a. Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that:
  - (1) Parking lots shall be landscaped with xeric, native species canopy trees and shrubs. These islands shall be spaced so that in twenty years, fifty percent (50%) of the parking area for office or institutional or commercial development will be under the mature canopy. Industrial development shall provide at least one shade (canopy) tree planted per 10 parking spaces.
  - (2) Any property having frontage on 53rd Avenue or Main Street extension shall provide and maintain a minimum 25-foot wide landscaped setback, excluding access points. The intent of this requirement is to successfully integrate development within the Activity Center.
  - (3) Grasses and flowers shall not be used to satisfy the minimum landscaping requirements, but may be used for optional site landscaping.
  - (4) Use of xeric species for landscaping shall be encouraged.
  - (5) Trees suitable for wet conditions shall be planted within wet detention systems and man-made isolated wetlands.
- b. If industrial uses are permitted in those areas designated for commercial or industrial or office or industrial, those sites shall either be of a character to blend with future surrounding uses or properly landscaped and fenced to provide proper buffering. An architectural committee including a representative of each property owner within the Activity Center, one

professional architect, and a member of the County planning staff shall review and recommend to the DRC the specific elevations and character of the buildings as well as the site design.

- (1) Use of building massing, proportion, and scale to define the entrances to developments within the Activity Center and the transition between different land use types.
- (2) Use of various design features employed by each land use type within each development to convey a clear sense of entry, organization and uniform style. These design features may include but are not limited to signage, lighting, screening objectionable views and service areas, clearly defined edges and entrances, and the use of walls, arches, columns, and change of paving type to signify a change in use, function, or ownership.
- (3) Reduction of parking area shall be encouraged wherever practicable. Large expanses of pavement shall be discouraged.

#### **Policy 2.5.9 Jonesville Low Activity Center/Employment**

##### **1. General**

- a. It is the intent of this Activity Center plan to promote the area around the intersection of Newberry Road (State Road 26) and State Road 241 as a low intensity employment oriented focal point. In so doing, it should be developed as a mixed use center (i.e., commercial, open space, office/business park, institutional, and residential), allowing for the general land use classifications identified on the Activity Center Plan Map.
- b. Development of areas designated for an office/business park or shopping center shall be in the form of a Planned Development. Such an application shall show a detailed plan, including stormwater management, buffering and an internal/external traffic circulation plan, and other appropriate design features. Residential development may be clustered according to the County's zoning regulations. The PD shall be reviewed by the County Staff and the Local Planning Agency to ensure the policies contained within the Jonesville Low Activity Center/Employment are being appropriately implemented.
- c. Land use boundaries are conceptual in nature and may be adjusted as necessary during the zoning and site plan review process; however, relative acreages shall remain the same.
- d. All development shall conform to the Alachua County Hazardous Materials Ordinance.

2. Land Use

- a. Commercial activities shall be permitted, including a shopping center where commercial land use is designated on the Activity Center map, subject to Section 2.5.9.2.d. and phasing requirements.
- b. All proposed development is required to be served by central water and sewer.
- c. A 150,000 square foot gross leasable area shopping center, as designated on the Activity Center map, shall be approved when the conditions of Policy 2.5.9.4. are satisfied and once water and sewer services are available.
- d. Consideration should be given to the location of a public school in the area. The public school shall connect to central water and sanitary sewer service.
- e. The office/business park designation (set in a campus-like setting; see Design Features Section) may include such uses as administrative and professional offices (including medical clinics but excluding hospitals); corporate headquarters, including related supporting services and storage; sales and marketing offices; sales and service offices related to electronic equipment, computers and similar office equipment, including repair incidental to sales and service; data and communication centers including information processing facilities; research and development facilities; hotels and meeting facilities; government and community administrative facilities; light assembly of products from previously manufactured materials (for example jewelry, fabricated metal products, furniture, plastic and wood); industrial engineering and analysis facilities; business services such as office supplies, copy/print centers, medical supplies, pharmacies and travel agencies, but excluding photofinishing laboratories except those that may be incidental to another primary business service; lending institutions; day care centers; technical colleges, business schools and job training centers; free-standing sit down restaurants, without drive through and having seating capacity greater than 150 seats; health clubs/recreation facilities; and their customary accessory uses. These uses shall be consistent with the policies set forth in this Activity Center, as well as any County land development regulations.
  - (1) Uses within an office/business park shall not generate noise, lighting, or any other effect that would be a nuisance to surrounding residential development.
- f. All land uses shown in the Activity Center map shall be served by central water and sewer in order to develop; however, residential density of 1 dwelling unit per acre may be served by well and septic tank if water and sewer is not available.
- g. The commercial area of the Marlborough Farms PD shall be permitted to develop contingent on tying in to a central water and sewer.
- h. The commercial designation on the southwest corner of Newberry Road and SR 241 shall include such uses as restaurant, gift shops, specialty shops, etc.

- i. The following minimum external buffers shall be required, as defined by the Buffer Matrix of the Future Land Use Element:
  - (1) All commercial development within the Activity Center abutting office, office/business park, or institutional shall establish and maintain a low-density buffer of at least 30 feet of width.
  - (2) All office/business park development abutting office development shall establish and maintain a low density buffer of at least 25 feet in width.
  - (3) All office/business park, office, or institutional designations abutting residential development shall establish and maintain a medium density buffer of at least 50 feet in width unless otherwise specified in a Planned Development.
  - (4) All residential uses of 4-8 dwelling units per acre abutting residential development of 1-4 dwelling units per acre shall establish and maintain a low density buffer of at least 30 feet in width.

3. Transportation and Traffic Circulation

- a. It is the intent of this Activity Center to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can accommodate additional development within the area. A traffic circulation plan shall be submitted as a part of any development proposal in the Activity Center.
- b. Arrangements for all necessary transportation improvements, including but not limited to right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development shall be provided by the developer and in place prior to the issuance of the certificates of occupancy; i.e., the developer shall provide improvements needed by his development. This policy may be satisfied by:
  - (1) construction of facilities; or
  - (2) contractual agreements between the County and landowners/developers, which address the specific improvements to be made, the time periods during which the improvements will be completed, and the actual contribution to be made by each party, together with the timing and form of such contributions (the terms of such development agreements must be negotiated prior to any development approvals); or
  - (3) a County-approved transportation assessment or other generally applicable cost-sharing arrangement for transportation improvements.

- c. Financial responsibility for providing such improvements shall be shared by all parties based on their relative contribution to the overall traffic demand, i.e., impact fees, development agreements, etc.
- d. Access from Newberry Road shall be limited to the minimum number needed as determined by the Florida Department of Transportation and the Alachua County Department of Public Works. Shared access and frontage roads shall be encouraged.

4. Phasing

- a. All development is subject to concurrency requirements meeting appropriate level of service for roads and other infrastructure such as central water and sewer.
- b. No commercial development shall be permitted until the population within the market area meets the threshold for the amount of square footage shown in Table A.

Table A

Type of Shopping Center	Market Area	Minimum Population	Square Footage
Neighborhood	Market Area as shown on Map A	10,000	80,000
Community	Market Area as shown on Map A	35,000	Single Center 150,000

NOTE: Allowable square footage of commercial shopping center development will be interpolated in relation to the population thresholds shown in Table A above after the minimum population of 10,000 persons for a neighborhood shopping center has been met.

- (1) The market area shall include the general limits contained on Map A identified by black dashed lines surrounding the Jonesville Activity Center.
- (2) The primary market area shall not overlap other primary market areas by more than ten (10) percent.
- (3) The standards contained in Policy 2.5.9.4.b. are restrictive guidelines for commercial shopping center development in the Activity Center adopted to ensure premature development will not occur. Other factors which influence the timing of commercial shopping center development, such as market penetration within

primary, secondary and tertiary markets, and the appropriate scale of development based on market capture rates, travel time, population, number of households, median annual income, proportion of income spent on items available in the proposed shopping center and, other demographic characteristics, may be evaluated utilizing professionally accepted methodological and analytical techniques typically used to identify trade area structure, measurement of trade area, and market potential. The professional analysis may be submitted through the Development Review Committee process to replace the general criteria contained in 2.5.9.4.b., 2.5.9.4.b.(1) and 2.5.9.4.b.(2) .

## 5. Design Features

- a. Where practicable, retention areas shall be designed and used as part of the landscaping/buffering system throughout the Activity Center and should be treated as design elements and enhancements to the overall appearance of the Activity Center. Stormwater management systems that are to be constructed on this site should utilize shallow basins. Swale conveyance of stormwater shall be maximized by utilizing perimeter and internal greenspace for swales as well as landscape purposes.
- b. Unified signage shall be designed to avoid unsightly intrusions into the residential character of the area. Lighting shall not illuminate adjacent properties.
- c. Fencing, berms, and appropriate landscaping shall be used to screen views of loading and service areas and to reduce noise and light infiltration into adjacent residential areas.
- d. Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that:
  - (1) Parking lots shall be landscaped with xeric, native species canopy trees and shrubs. These islands shall be spaced so that in twenty years, thirty-five percent (35%) of the parking area will be under the mature canopy.
  - (2) Any property having frontage on Newberry Road or Country Road 19-C shall provide and maintain a minimum 25-foot wide landscaped setback, excluding access points. The intent of this requirement is to successfully integrate the development by retaining the suburban residential character of the area.
  - (3) Grasses and flowers shall not be used to satisfy the minimum landscaping requirements, but may be used for additional optional site landscaping.

- (4) Use of xeric species for landscaping shall be encouraged.
- e. Architectural design should use massing, proportion and scale to define space, to create harmony with adjacent buildings and open spaces and to provide human scale within the Activity Center by:
  - (1) Use a series of smaller, proportional forms to create facades and features that are related to the adjacent smaller buildings if a building will be substantially larger than adjacent buildings.
  - (2) Use building massing, proportion, and scale to define the entrances to the Activity Center and the transition between different land use types.
  - (3) Use of various design features should be employed by each land use type within each development to convey a clear sense of entry, and organization and uniform style. These design features may include but are not limited to signage, lighting, screening objectionable views and service areas, clearly defined edges and entrances, and the use of walls, arches, columns, and change of paving type to signify a change in use function or ownership.
- f. Reduction of parking areas shall be encouraged wherever practicable, however such reductions shall not be beyond the minimum needed to support parking needs. Large expanses of pavement shall be discouraged.

Policy 2.5.10 **Eastside Activity Center Master Plan**

1. General

The area north of SR 20 (Hawthorne Road) generally located at the intersection of SE 43rd Street and SR 20 and extending to the north approximately ½ mile, east ½ mile, and west ¼ mile is the Mixed Use, Medium Intensity, Eastside Activity Center. The Eastside Activity Center Master Plan allows a mix of residential, office, neighborhood-oriented retail, support service commercial, institutional, and public civic uses. The Eastside Activity Center Master Plan shall guide the design of development plans within the Activity Center boundaries.

2. Definitions

- a. “Business Incubator” is a facility that assists in the development of new business by providing support services such as commercial space, financial assistance, management training, and shared services. Incubators may house multiple tenants.
- b. “Floor Area Ratio” (F.A.R.) means the ratio of a building’s gross floor area to the area of the lot or parcel on which the building is located.
- c. “Gross Floor Area” is the sum of the gross horizontal areas of several floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings.
- d. “Micro Enterprise” is a small business requiring fewer than five full time employees
- e. “Mixed Use Building” means a building with one floor containing allowed non-residential uses and at least one floor containing allowed residential uses.

3. Land Use

The following Future Land Use categories shall apply within the Eastside Activity Center, as shown on the Future Land Use Map.

a. Mixed Use

The intent of the Mixed Use category is that these areas develop with a mix of residential and non-residential uses. The Mixed Use category supports mixed-use development with active ground-floor uses and available access to public transit, providing a compatible mix of shopping, housing, employment, and community civic uses which will serve as a focal point for the Eastside Activity Center.

1. Allowable Uses

- i. The Mixed Use area is intended to contain a balanced mixture of compatible retail, office, residential, institutional, and professional services.
- ii. Retail uses may include those uses typically found within a Neighborhood Shopping Center as provided in the Commercial policies of the Future Land Use Element.

- iii. Office uses may include general business and professional offices, business and professional services, and offices for technology-based firms.
  - iv. Residential uses may include a mixture of housing types and lots sizes including: standard or small lot single-family attached or detached dwellings, and multiple-family dwellings.
  - v. Institutional uses may include public and private educational facilities; business incubators; job training centers; cultural facilities such as museums or performing arts centers; public civic uses (as provided in Policy 2.5.10.8); libraries; and health care facilities such as hospitals, medical centers, clinics, nursing homes, and retirement centers.
2. Residential Density
- i. Residential density shall be within the range of 8 to 14 units per acre.
  - ii. Residential uses are permitted in addition to the allowable non-residential development.
3. Non-Residential Development Intensity.
- i. Non-residential development shall have a maximum Floor Area Ratio of 0.20.
  - ii. For development in mixed use buildings, the maximum non-residential Floor Area Ratio may be up to 0.25.
4. Non-Residential Mix of Uses.
- i. Retail uses shall not exceed 60% of the total allowable non-residential floor area within a development plan, as defined in Policy 2.5.10.3.a.3.
5. Development Standards
- i. Individual development plan applications within the Mixed Use category must contain both residential and non-residential uses, with the exception of Parcel Number 16177-041-000, which may be redeveloped as a single use. Mixed-use development may occur in a vertical form, (e.g. housing above nonresidential), or in a horizontal form (e.g. housing adjacent to nonresidential).
  - ii. Building height shall be limited to a maximum of 60 feet.
  - iii. Transitional design elements must be utilized to provide a step-down in density, intensity, and building height and bulk in areas abutting

existing residential uses. Required open space should be located to provide a transition between new development and existing residential uses.

- iv. Retail uses shall be concentrated near Hawthorne Road.
- v. Enhanced buffering may be required between Mixed Use areas and existing residential uses at the development plan review stage.

b. Mixed Use Residential

Mixed Use Residential includes three sub-categories based on allowable densities, as identified on the Future Land Use Map: 8 to 14 units per acre, 4 to 8 units per acre, and 1 to 4 units per acre. The Mixed Use Residential categories are intended for residential uses of all types, with an optional mix of retail, professional and personal services, and office uses within mixed use buildings.

1. Allowable Uses

- i. Residential uses, including standard or small lot single-family attached or detached dwellings and multiple-family dwellings.
- ii. Office uses, designed at a scale to be compatible with and serve the immediate neighborhood, are permitted on the ground floor within mixed use buildings in all Mixed Use Residential categories.
- iii. Retail uses and professional and personal services are permitted on the ground floor within mixed use buildings in the Mixed Use Residential (8 to 14 units per acre) category.
- iv. Public Civic Uses (as provided in Policy 2.5.10.8) shall be allowable in all Mixed Use Residential categories.

2. Residential Density

The following residential densities shall apply within the Mixed Use Residential designations, as shown on the Future Land Use Map:

- 8 to 14 units per acre
- 4 to 8 units per acre
- 1 to 4 units per acre

3. Non Residential Development Intensity

- i. Non-residential uses, including office, retail, and professional or personal services are allowable only within mixed use buildings. Stand-alone non-residential uses are not permitted in the Mixed Use Residential categories.
- ii. Non residential uses within mixed use buildings are limited to a maximum of 30 percent of the usable floor area of the building.

4. Development Standards

- i. Transitional design elements must be utilized to provide a step-down in density, intensity, and building height and bulk in areas abutting existing residential uses.

- ii. Transitions between new development and existing residential uses should include provision of open space.
- iii. Individual retail uses within mixed use buildings shall not exceed 3,000 square feet of floor area per store front.
- iv. Building heights shall be limited as follows:
  - Mixed Use Residential (8 to 14): 55 feet
  - Mixed Use Residential (4 to 8): 45 feet
  - Mixed Use Residential (1 to 4): 35 feet

c. Mixed Use - Neighborhood Convenience Center

The Mixed Use - Neighborhood Convenience Center area is intended for small-scale retail, office, and professional or personal services. Such uses may include small-scale shopping, dining, office and services oriented toward the immediate neighborhood.

1. Allowable Uses

Allowable uses include restaurants/cafes, coffee shops, book stores, dry cleaning, personal care, specialty retail shops, art galleries, professional and business offices, professional services, day care centers, public civic uses (as provided in Policy 2.5.10.8), and limited residential uses. Drive-thru facilities are not permitted in this area.

2. Non-Residential Development Intensity

- i. Non-residential development shall be limited to a maximum Floor Area Ratio of 0.15.
- ii. For development in mixed use buildings, the maximum non-residential Floor Area Ratio may be up to 0.20.

3. Residential Density

- i. Residential dwellings are allowable at a maximum density of 8 dwelling units per acre. In order for this density to occur, there must be a minimum of 1,000 square feet of non-residential uses for each residential dwelling unit within a development plan.
- ii. At least 50% of the residential dwelling units shall be located above non-residential uses within mixed use buildings.

4. Development Standards

- i. The Mixed Use-Neighborhood Convenience Center area shall be designed to accommodate pedestrian and bicycle connectivity from all surrounding residential areas and from Eastside High School.
- ii. Building height shall be limited to a maximum of 45 feet.

d. Mixed Use Employment

The Mixed Use Employment areas are intended to accommodate non-retail, employment-generating land uses, with an option for retail, professional services, or residential uses which are accessory to and serve the immediate employment areas.

1. Allowable Uses

Allowable uses include professional offices; business and professional services; offices for technology-based firms and micro enterprises; research and development activities; catering operations; public and private educational facilities; business incubators; job training centers; public civic uses including libraries or recreational facilities; health care facilities including medical centers, clinics, nursing homes, and assisted living facilities; residential uses within mixed use buildings; and retail uses designed to serve the businesses, employees, and residents of the immediate area.

2. Non-Residential Development Intensity

- i. Non-residential development intensity is limited to a maximum Floor Area Ratio of 0.40.
- ii. Allowable retail uses must be located within mixed use buildings which also contain non-retail commercial uses. No more than 5% of the total floor area of any building may be used for retail commercial purposes.

3. Residential Density

- i. Residential dwellings are allowable at a maximum density of 2 dwelling units per acre. In order for this density to occur, there must be a minimum of 2,000 square feet of non-residential uses for each residential dwelling unit within a development plan.
- ii. Residential dwelling units shall be located above non-residential uses within mixed use buildings.

4. Development Standards

- i. Building height shall be limited to a maximum of 35 feet.
- ii. Transitional design elements, such as step-down in density, intensity, building height and bulk, and other protection measures in accordance with the Conservation and Open Space Element, will be utilized to protect Conservation areas and significant habitat within or adjacent to the Activity Center.
- iii. Required open space should be located within development to serve as a buffer to adjacent wetlands, high quality uplands and Strategic Ecosystem areas within or adjacent to the Activity Center.

e. Institutional

1. The areas designated Institutional recognize existing institutional uses within the Eastside Activity Center, including Eastside High School and the

Alachua County Fire Station. This designation may also be applied to future Institutional uses within the Activity Center.

2. Pursuant to Sections 1013.33(15), Florida Statutes, Eastside High School is consistent with the Alachua County Comprehensive Plan.

Expansion of the existing Eastside High School site shall be coordinated with Alachua County pursuant to Section 1013.33(15) to ensure that the expansion occurs in a manner that is integrated with the overall Activity Center Master Plan and is adequate with respect to environmental concerns, health, safety and welfare, and effects on adjacent property as provided in Section 1013.33(13), Florida Statutes.

4. Transportation and Traffic Circulation

- a. The Master Plan Community Facilities Map identifies the locations of generalized future transportation corridors within the Eastside Activity Center. These corridors are identified as general locations for the internal traffic circulation system to serve development within the Activity Center. The corridor and multimodal facility locations shown on the map are generalized only, with the specific locations of future roadway alignments and multimodal facilities to be determined at the development plan review stage, taking into account land use and environmental conditions. New roads that are needed as part of the internal circulation system to serve development in the Activity Center shall be the responsibility of the developers of property within the Activity Center.

1. Transportation corridors identified on the Community Facilities Map shall contain design elements including, on-street parking, sidewalks, bicycle lanes, pedestrian-scale lighting, bulb-outs with landscaping, gutters, shade trees, and shelters at bus stops.

- b. Arrangements for all necessary transportation improvements (including, but not limited to, roadway construction, right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities) shall be made as conditions of development plan approval.

- c. Ingress/egress to property within the Activity Center shall be provided via SE 43rd Street or other local roads that may be constructed to provide access to the activity center to the maximum extent possible. Primary access via SR 20 (Hawthorne Road) shall be minimized in order to maintain and preserve traffic mobility on the roadway, which is part of the Florida Intrastate Highway System and Strategic Intermodal System.

- d. All internal traffic circulation and external transportation improvements shall be designed and constructed consistent with accepted, recognized safe traffic engineering design standards.

- e. All transportation improvements in the Activity Center shall be evaluated to ensure that safe transportation of children to the public schools is accomplished.

- f. New roadway facilities within the Activity Center shall be designed to connect to existing roads and rights-of-way in the surrounding area to the greatest extent

possible, except where such connectivity is precluded by constraints resulting from the location of existing development or environmental features.

- g. Development plan applications must include an assessment of the need for transportation improvements to SE 43<sup>rd</sup> Street resulting from the proposed development. These improvements may include, but are not limited to: intersection improvements to SE 43<sup>rd</sup> Street at Hawthorne Road and East University Avenue; turn lanes and bicycle and pedestrian facility improvements on SE 43<sup>rd</sup> Street; and pedestrian safety improvements, including traffic calming measures on SE 43<sup>rd</sup> Street at its intersection with Hawthorne Road and in the area of Eastside High School. Conditions may be included on development plans to address necessary improvements to level of service and operational or safety conditions.
- h. Development plan applications on properties within the Eastside Activity Center shall be coordinated with Gainesville Regional Transit System (RTS) to evaluate the potential need for intermodal transit facilities associated with the City's Bus Rapid Transit Study. If, at the time of development, the Bus Rapid Transit Study or other documentation from RTS indicates that there are needs for intermodal transit facilities in the Activity Center as part of an overall Bus Rapid Transit System, then development plans shall incorporate areas for such facilities, which shall be accessible by pedestrians from all areas of the development. Any land areas acquired, or otherwise transferred, for transit facilities may be included in the acreage used for determining allowable gross residential density or non-residential floor area within a development.
- i. If the total number of daily vehicle trips (AADT) on Hawthorne Road (SR 20), E University Avenue, or SE 43<sup>rd</sup> Street reaches 85% of the adopted Level of Service, the County shall conduct an assessment of traffic conditions, including the following:
  - 1. Evaluation of the existing amount and types of development within the Activity Center as compared to what is allowed under the adopted Eastside Activity Center Master Plan, and assess the current transportation conditions including roadway function, roadway level of service, roadway safety, and modal split.
  - 2. If, at the time of evaluation, roadway capacity or facilities are not sufficient to accommodate the remaining amount of development allowed under the Eastside Activity Center Master Plan, then the necessary roadway facility improvements to address potential level of service and operational and safety deficiencies shall be identified and considered for inclusion in the County's Capital Improvements Program as described in 2.5.10.9.b.

## 5. Natural Resource Protection

- a. The use of special materials and/or engineering/ design techniques to reduce the volume and improve the treatment of storm water runoff are encouraged, including the use of Low Impact Development techniques. These techniques include, but are not limited to the following:
  - 1. Clustering of development on non-environmentally-sensitive portions of a development parcel;
  - 2. Use of bioretention areas or 'rain gardens';

3. Use of permeable pavements;
  4. Redirecting rooftop runoff to functional landscape areas, rain barrels or cisterns;
  5. Minimization of impervious surfaces through use of shared driveways and parking lots;
  6. Minimization of rooftop area by building vertically instead of horizontally, in order to reduce the total footprint area of buildings;
  7. Reduction in impervious driveways through minimized building setbacks;
  8. Use of “Florida Friendly” plant species and preferably native species for landscaping; and
  9. Enhanced stormwater treatment areas, similar to the requirements as provided in Chapter 407.56 ULDC.
- b. Undeveloped areas within individual developments that are set aside for the protection of the Eastside Greenway Strategic Ecosystem, in accordance with Policy 4.10.5 of the Conservation and Open Space Element, shall be geographically and functionally connected to form a continuous corridor through the Eastside Activity Center. The primary function of the corridor shall be to preserve the ecological integrity of the Eastside Greenway Strategic Ecosystem, including providing a wildlife corridor. The corridor may also serve as a location for recreational trails.
1. The corridor width and location shown on the Community Facilities Map is generalized. The actual width and location may vary depending on the location and quality of the natural resources on a particular property, as determined through ground-truthing.
  2. The preferred width of the corridor shall be an average of 300 feet. It may be less than 300 feet in some areas, provided that the ecological integrity of the Eastside Greenway Strategic Ecosystem is protected.
  3. Land areas set aside for the corridor may be included in the acreage used for determining allowable gross residential density or non-residential floor area within a development. The allowable density or non-residential floor area may be clustered in non-conservation portions of the development.
6. Urban Design
- a. Site and building design shall be consistent with the general standards for Urban Activity Centers provided in Policies 2.1.5 through 2.1.13 of the Future Land Use Element.
  - b. Both vertical and horizontal mixing of uses is encouraged.
  - c. Development in the Activity Center shall be in the form of streets and blocks.

- d. There are no required minimum building setbacks, but such setbacks may be established through the development plan review process or through establishment of a zoning overlay for the Eastside Activity Center. Building setbacks, if any are established, shall be determined in accordance with the hierarchy of street sections in order to create a strong sense of spatial definition. Where setbacks may be established, the setbacks shall allow encroachment of semi-public attachments, such as porches, bay windows, stoops, and balconies.
- e. Provision shall be made for public use areas, streets, and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street, and with parking not interfering with pedestrian, transit, automobile and truck travel modes.
- f. The Activity Center shall contain a continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system which is designed to calm automobile traffic speeds, provide a variety of itineraries, encourage walking and bicycling throughout the activity center, provide connectivity, and functionally and physically integrate the various uses within and surrounding the Activity Center.
- g. Where appropriate, development or redevelopment shall be accessible to and accommodate public transit routes that serve the Eastside Activity Center, and shall provide comfortable, multi-functional space for transit riders waiting for buses, including covered transit stops or bus shelters, which are appropriately scaled in size and number to the proposed development. Bicycle storage shall be required with particular emphasis on the need for park and ride bicycle storage for transit riders.
- h. Parking and loading functions shall be located and designed to respect, and reinforce, the pedestrian orientation of the Activity Center through the provision of on-street parking on narrow streets and placement of parking and loading areas behind or on the side of buildings. Building frontages should spatially delineate public streets and mask the majority of the parking.
- i. Reduction of required off-street parking areas shall be considered in order to enhance the pedestrian character of the Activity Center. Large expanses of off-street parking fronting SE 43<sup>rd</sup> Street are discouraged. Parking structures are permitted within all development.
- j. On-street parking is encouraged throughout the Activity Center. On-street spaces may each be counted toward required parking as long as the space is within 300 feet of the supported use. Each on-street parking space shall count toward only one required space except that they may be counted toward more than one required space when shared parking is approved.
- k. Primary entrances to buildings shall open to the street. A series of smaller, well defined customer entrances shall be used to break up long building facades.
- l. Sidewalks, signage, street trees, landscaping, street furniture, entryway features, and lighting shall enhance the pedestrian character of the Activity Center.
- m. Special consideration should be given during development review to reducing lighting glare from the Activity Center to adjacent designated residential and natural areas. In addition, development review should give consideration to noise and visual impacts of air conditioning units, dumpsters, and truck loading areas,

and should require that location of these facilities minimize impact on existing and future residential areas.

7. Civic Open Space

- a. The ‘Civic Open Space’ area shown on the Community Facilities Map may be considered as a location for periodic temporary civic events such as farmer’s markets, art and craft shows, and fund raising events. Use of the property for temporary civic events must be coordinated with the School Board and Eastside High School.
- b. Temporary events in the identified ‘Civic Open Space’ area shall not be subject to the limitations on the allowable number of special use permits per year as provided in the Unified Land Development Code.

8. Public Civic Uses

- a. Public Civic Uses, as used in this Activity Center Plan, shall include community-oriented functions including educational, cultural, social, active recreation, community centers, and libraries. Public Civic Uses shall be allowable in all Future Land Use categories within the Eastside Activity Center, provided that the public civic uses are open to the general public.
- b. Any land area used for Public Civic Uses within a development may be included in the acreage used for determining the allowable gross residential density or non-residential floor area within a development.
- c. As an incentive to include public civic uses into the Eastside Activity Center, developments which provide public civic uses shall be allowed a total of 1 additional dwelling unit per 500 square feet of indoor public civic use provided in a development plan. In order to be eligible for this dwelling unit bonus, the public civic uses must be open to the general public.
- d. For outdoor public civic uses, 1 additional dwelling unit shall be allowed per 5,000 square feet of outdoor public civic use provided in a development plan. In order to be eligible for this dwelling unit bonus, the public civic uses must be open to the general public.

9. Intergovernmental and Community Partnerships

- a. Development of the Activity Center shall employ mechanisms and resources to unite County and City agencies and local residents to promote economic development in and around the Activity Center and to ensure development occurs in a manner harmonious with institutional, office, residential and commercial uses, Lake Forrest Elementary and Eastside High School.
- b. Public investments in the form of capital improvements to infrastructure and the location of governmental administration, public safety and various public and non-profit community support activities, should be considered for inclusion in the Capital Improvements Elements of the relevant entities. Proposed capital improvements shall be coordinated with the School Board of Alachua County to ensure infrastructure improvements in the Activity Center are accomplished while maintaining the safety of children attending public schools in the vicinity.

1. Road enhancements and extensions of roads in and around the Activity Center should be considered for inclusion in the Capital Improvements Program.
  2. The location of community support services and job related activities such as recreation, social service, and vocational training centers, etc., in this activity center should be pursued through various means including identification of appropriate funding for inclusion in the Capital Improvements Program, and coordination with other relevant public and nonprofit entities such as Santa Fe Community College and the University of Florida to encourage investments by those organizations in this Center.
  3. The County shall coordinate with Gainesville Regional Utilities concerning extensions and enhancements to existing potable water and sanitary sewer facilities near and within the Activity Center in order to serve development which is consistent with the Eastside Activity Center Master Plan. Such coordination may include identification of potential funding sources for utility extensions, and programming of funds in Gainesville Regional Utilities' and/or the County's Capital Improvements Programs.
- c. Focus activities to strengthen private investment in the Activity Center, including:
1. Encourage the linkage of job training to job creation within the Activity Center.
  2. Encourage the creation of a business incubator within the Activity Center.
  3. Encourage the coordination of community policing and neighborhood servicing efforts.

## 10. Implementation

Within one year of the effective date of the Eastside Activity Center Master Plan, the County shall propose updates to the Land Development Code to provide for specific development standards and a zoning overlay to implement the Master Plan.

In the interim time period prior to adoption of the necessary Land Development Code and zoning amendments, Planned Development (PD) zoning may be used to implement the Eastside Activity Center Master Plan.

