

Permitted Uses in MU-1 analysis

Mixed Use Low Intensity Zoning District (MU-1)

Purpose. The mixed-use low intensity district is established for the purpose of allowing coordinated developments designed to offer a mixture of residential, convenience-type retail, professional and consumer service uses primarily for residents of mixed-use and adjacent residential neighborhoods, and places of religious assembly. The district is intended to reduce the length and number of vehicular trips by providing for basic needs within close proximity to residential areas, by encouraging pedestrian access, and by the combining of trips. This district is established to allow uses compatible with each other and with surrounding residential areas to be developed near each other. The MU-1 district may be located in areas where analysis of residential characteristics demonstrates that such facilities are required. This district is intended to encourage the development of planned and unified neighborhood shopping centers in a relationship harmonious with adjoining residential activities. It is also intended to accommodate traditional neighborhoods that include nonresidential uses and neighborhood centers.

(b)Objectives. The provisions of this district are intended to:

(1)Permit compatible commercial, office, service and residential developments that benefit from being located near each other.

(2)Provide an adequate mix of residential uses including multifamily, townhouse, zero lot line, and detached single-family at urban densities.

(3)Provide opportunities for the development of compound residential uses.

(4)Minimize traffic congestion by:

a.Requiring that shopping center and/or mixed-use developments be located on appropriate major collector and arterial roadways, as defined in the comprehensive plan;

b.Minimizing the number and regulating the location of driveway connections; and

c.Encouraging pedestrian and nonautomotive access.

(5)Ensure, through development plan approval, that nonresidential and mixed-use developments are designed to promote the most efficient use of the land, and that they coordinate the internal activities of the site as well as establish a harmonious relationship between such developments and their environment.

(6)Require buffering or screening around nonresidential and/or mixed-use development in accordance with the land development code when the development abuts any property zoned for residential use or shown as residential on the future land use map.

- (7)Accommodate neighborhood-level services and retail uses along existing business corridors.
- (8)Coordinate the location and size of mixed-use developments commensurate with the character and density of the areas to be served.
- (9)Allow the market some flexibility in determining locations of new nonresidential development, and the ability to expand such areas in relation to the population densities achieved.
- (10)Encourage nonresidential and/or mixed-use developments to locate on land that is physically capable of supporting the particular type of development.

Supporting Land Use Mixed Use Low Intensity (MUL)

Mixed-Use Low-Intensity (MUL): 8-30 units per acre This land use category allows a mixture of residential and non-residential uses such as standard lot single- family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, group homes, multi-family housing (if compatible in scale and character with other dwellings in the proposed neighborhood), offices scaled to serve the surrounding neighborhood, retail scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and other community civic uses. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code. Residential development shall be limited to 8 to 30 units per acres. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and nonresidential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by Special Use Permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and other community civic uses. Buildings in this category shall face the street and have modest front setbacks. This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

Uses in MU-1

1. **Single-family dwelling** - Permitted by right (P)
2. **Attached dwelling** - Permitted by right (P)
3. **Multi-family dwelling** - Permitted by right (P)
4. **Accessory dwelling unit** - Accessory use (A)
5. **Adult day care home** - Permitted by right (P)
6. **Community residential home (up to 6 residents)** - Permitted by right (P)
7. **Community residential home (more than 14 residents)** - Not allowed | **Permitted by right (P) | SUPPORTED**
8. **Community residential home (7 to 14 residents)** - Permitted by right (P)
9. **Family child care home** - Permitted by right (P)
10. **Single room occupancy residence** - Permitted by right (P)
11. **Alcoholic beverage establishment** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
12. **Assisted living facility** - Permitted by right (P)
13. **Armor systems manufacturing and assembly** - Permitted by right (P)
14. **Bed and breakfast establishment** - Permitted by right (P)
15. **Business services** - Permitted by right (P)
16. **Carwash** - Special use permit (S)
17. **Civic, social, or fraternal organization** - Permitted by right (P)
18. **Day care center** - Permitted by right (P)
19. **Drive-through facility** - Permitted by right (P)
20. **Emergency shelter** - Permitted by right (P)
21. **Equipment sales, rental, and leasing, heavy** - Not allowed
22. **Equipment rental and leasing, light** – Not allowed | **Permitted by right (P) | SUPPORTED**
23. **Food distribution center for the needy** - Not allowed
24. **Food truck, not located within a food truck park** - Permitted by right (P)
25. **Food truck park (less than 6 pads)** - Permitted by right (P)
26. **Food truck park (6 or more pads)** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
27. **Gasoline or alternative fuel station** - Special use permit (S)
28. **Go-cart raceway and rentals (indoor and outdoor)** - Not allowed | **Remove “indoor” from language.**
29. **Go-cart raceway and rentals (indoor)** - **Permitted by right (P) | SUPPORTED**
30. **Health services** - Permitted by right (P)
31. **Hotel or motel** - Special use permit (S) | **Permitted by right (P) | NOT SUPPORTED**
32. **Ice manufacturing/vending machines** - Not allowed | **Accessory (A) | SUPPORTED**
33. **Industrial** - Not allowed
34. **Job training and vocational rehabilitation services** – Not allowed | **Permitted by right (P) | SUPPORTED**
35. **Junkyard or salvage yard** - Not allowed
36. **Laboratory, medical or dental** - Permitted by right (P)

37. **Large-scale retail** - Not allowed
38. **Library** – Not allowed | **Permitted by right (P) | SUPPORTED**
39. **Light assembly, fabrication, and processing** - Permitted by right (P)
40. **Liquor stores** - Permitted by right (P)
41. **Medical marijuana dispensing facility** - Permitted by right (P)
42. **Microbrewery, microwinery, or microdistillery** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
43. **Mini-warehouses, self-storage facility** - Not allowed | **Permitted by right (P) | NOT SUPPORTED – Special Use recommended**
44. **Museum or art gallery** - Permitted by right (P)
45. **Office** - Permitted by right (P)
46. **Office (medical, dental, or other health-related service)** - Permitted by right (P)
47. **Outdoor storage (principal use)** - Not allowed
48. **Parking, surface (principal use)** - Not allowed
49. **Passenger transit or rail station** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
50. **Personal services** - Permitted by right (P)
51. **Place of religious assembly** - Permitted by right (P)
52. **Public administration building** - Permitted by right (P)
53. **Public maintenance or storage facility** - Not allowed
54. **Public park** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
55. **Recreation, indoor** - Permitted by right (P)
56. **Recreation, outdoor** - Not allowed | **Permitted by right (P) | SUPPORTED**
57. **Recreational vehicle park** - Not allowed
58. **Recycling center** - Not allowed
59. **Rehabilitation center** - Special use permit (S)
60. **Research development or testing facility** - Not allowed
61. **Residence for destitute people** - Special use permit (S)
62. **Restaurant** - Permitted by right (P)
63. **Retail nursery, lawn, or garden supply store** - Permitted by right (P)
64. **Retail sales (not elsewhere classified)** - Permitted by right (P)
65. **School (elementary, middle, or high - public or private)** - Permitted by right (P)
66. **School, professional** - Permitted by right (P)
67. **School, vocational or trade** - Not allowed | **Permitted by right (P) | SUPPORTED**
68. **Scooter or electric golf cart sales** - Permitted by right (P)
69. **Sexually-oriented cabaret** - Not allowed
70. **Sexually-oriented motion picture theater** - Not allowed
71. **Sexually-oriented retail store** - Not allowed
72. **Simulated gambling establishment** - Not allowed
73. **Skilled nursing facility** - Permitted by right (P)
74. **Social service facility** - Special use permit (S)
75. **Solar generation station** - Not allowed
76. **Subsistence garden** - Permitted by right (P)
77. **Urban market farm, less than 5 acres** - Permitted by right (P)
78. **Urban market farm, 5 acres or greater** - Special use permit (S)

- 79. **Truck or bus terminal or maintenance facility** - Not allowed
- 80. **Vehicle repair** - Not allowed | **Special Use Permit (S) | NOT SUPPORTED**
- 81. **Vehicle rental** - Not allowed | **Permitted by right (P) | NOT SUPPORTED – Special use permit recommended**
- 82. **Vehicle sales (no outdoor display)** - Not allowed | **Permitted by right (P) | NOT SUPPORTED**
- 83. **Vehicle sales (with outdoor display)** - Not allowed
- 84. **Vehicle services** - Special use permit (S) | **Permitted by right (P) | NOT SUPPORTED**
- 85. **Veterinary services** - Permitted by right (P)
- 86. **Warehouse or distribution facility (less than 100,000 sf)** - Not allowed
- 87. **Warehouse or distribution facility (100,000 sf or greater)** - Not allowed
- 88. **Waste management facility** - Not allowed
- 89. **Wholesale trade** - Not allowed
- 90. **Wireless communication facility or antenna** – See 30-5.33

Appropriateness of Community Residential Home (more than 14 residents) in MU-1 Zoning District Considering Additional Standards

Community Residential Home: A community residential home is a dwelling unit licensed to serve residents with disabilities, which provides a living environment similar to a traditional family setting. These homes typically offer care, supervision, and support services to their residents.

Florida Statutes - Chapter 419: Community Residential Homes

Key provisions include:

Definition and Regulation:

- Community residential homes are defined and regulated based on the number of residents.
- Homes with six or fewer residents are generally treated like single-family homes.
- Homes with more than six residents may require additional review and adherence to specific siting criteria.

Siting Criteria:

- Homes should not be located within 1,000 feet of another community residential home. Local governments may review the siting of homes with more than six residents to ensure they are not overly concentrated in one area.

Notification and Review:

- Operators must notify the local government of the intent to establish a community residential home.
- The local government has the authority to review and approve the location based on criteria such as zoning compatibility and community needs.

Analysis for Community Residential Home (More than 14 Residents) in MU-1

Future Land Use Category: Mixed-Use Low-Intensity (MUL)

- **Density:** 8-30 units per acre

Zoning District: Mixed-Use Low-Intensity (MU-1)

- **Purpose:**
 - Allow coordinated developments with a mixture of residential, convenience-type retail, professional and consumer service uses.
 - Reduce vehicular trips by providing basic needs within close proximity to residential areas.
 - Encourage pedestrian access and the combining of trips.
 - Ensure uses are compatible with each other and surrounding residential areas.

Compatibility Analysis for Community Residential Home (More than 14 Residents)

Residential Density and Character:

MUL allows for residential densities of 8-30 units per acre, which can accommodate a Community Residential Home with more than 14 residents. This aligns with the residential density expectations of the MU-1 zoning district.

Mix of Uses:

Both the MUL land use and MU-1 zoning categories emphasize a mixture of residential and non-residential uses. A Community Residential Home fits within this mixed-use framework, contributing to the diversity of residential options in the district.

Scale and Compatibility:

If permitted, the Community Residential Home should be designed to blend with the neighborhood's scale and character. It should not appear overly institutional and should harmonize with the surrounding residential and non-residential buildings.

Pedestrian-Friendly Environment:

The MUL and MU-1 both prioritize a pedestrian-friendly environment. The design of the Community Residential Home should be able to encourage pedestrian activity, integrating with the street-facing, modest setback requirements of the MU-1 zoning.

Infrastructure and Services:

Given the mixed-use nature of the MU-1 Zoning District, existing infrastructure should be able to support a larger Community Residential Home use. Local infrastructure impact will be reviewed via the Development Review process employed by the City.

Special Use Permit (if needed):

There's also the option to allow the Community Residential Home use via Special Use permit. This would allow further scrutiny to ensure compatibility and address specific conditions.

Statutory Compliance:

The Community Residential Home use will be required to comply with Florida Statutes Chapter 419 regarding siting, notification, and review processes. This includes adhering to distance requirements from other community residential homes and engaging in the mediation process if necessary.

Goals, Objectives, and Policies Review***Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern***

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.1:** Planning should form complete, integrated communities with essential facilities.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.3:** Neighborhoods should contain diverse housing types.

The proposed Community Residential Home (more than 14 residents) fits within the goal of creating integrated communities by providing diverse housing options. It supports the objective of having essential facilities and mixed uses within walking distance, promoting a compact and pedestrian-friendly environment.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

The Community Residential Home contributes to compact, vibrant urbanism by integrating residential use within a mixed-use district, aligning with the goal of reducing urban sprawl and fostering redevelopment.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

The MUL category allows for a mixture of residential and non-residential uses, supporting the efficient and sustainable urban form. The Community Residential Home, being a residential use within this mixed-use category, aligns with policies encouraging mixed-use development and urban infill.

Conclusion

The proposed Community Residential Home (more than 14 residents) in the MU-1 zoning district is supported by the Future Land Use Element of the Comprehensive Plan through its alignment with goals, objectives, and policies aimed at improving quality of life, promoting sustainable development, protecting the environment, and fostering the city's unique character. The analysis meets the relevant parts of the Future Land Use element, ensuring compatibility and consistency with the comprehensive plan.

Appropriateness of Alcoholic Beverage Establishment in MU-1 Zoning District Considering Additional Standards

Alcoholic Beverage Establishment:

Definition and Land Development Code Considerations for Alcoholic Beverage Establishments

- **Alcoholic Beverage Establishment:** A use located in any structure or building that involves the retail sale of alcoholic beverages for consumption on the premises. This does not include de minimus sales or accessory uses if the principal use is civic, social, or fraternal organizations, amusement and recreation services, motion picture theaters, hotels and motels (operated by management), restaurants, or grocery stores with prepared foods for onsite consumption (excluding convenience stores).

- *Land Development Code (Sec. 30-5.3):*
- **Distance Requirements:**
 - **300 feet** from an established place of religious assembly (except in U9 or DT districts).
 - **400 feet** from any public or private school offering K-12 education (except in U9 or DT districts).
 - **100 feet** from the district boundary line of a residential zoning district.
- **Special Use Permit:**
 - If required, the city plan board considers noise, traffic generation, and hours of activity, and may impose conditions to mitigate impacts on surrounding properties, especially residential areas.

Analysis of Appropriateness in MU-1:

Compatibility with District Purpose:

Mixed-Use Environment: Alcoholic beverage establishments, such as bars and pubs, can enhance the variety of convenience-type retail and consumer services. They offer social and recreational venues that can attract both residents and visitors, supporting a vibrant mixed-use district.

Reduction of Vehicular Trips: By providing local venues for socializing and dining, these establishments can reduce the need for longer trips to other parts of the city. Residents can walk to nearby establishments, supporting the district's goal of reducing vehicular trips.

Encouragement of Pedestrian Access: Alcoholic beverage establishments often attract pedestrian traffic, especially in the evenings and on weekends. This can increase foot traffic and support other nearby businesses.

Impact on Infrastructure:

Traffic and Parking: These establishments can generate significant traffic, particularly during peak hours. The City has eliminated minimum parking requirements. Any parking considerations is determined by an individual business and is dependent on the individual need of a business. Additionally, public transportation options can help mitigate traffic congestion.

Noise and Disturbance: There can be noise and disturbances associated with these establishments, especially late at night. This has the potential to negatively impact adjoining businesses. Special considerations should be taken to minimize potential negative externalities. This could be accomplished via special use permit. If permitted by right, code and policies should be considered to help mitigate potential negative externalities.

Considering Density, Intensity, and Lot Standards:

Nonresidential Building Coverage: The nonresidential building coverage is capped at 60%, allowing significant space for commercial activities without overwhelming the residential components.

Lot Standards and Setbacks: The absence of minimum lot area and width requirements in MU-1 suggests flexibility in site planning. Setbacks are minimal, allowing for closer integration of uses. The maximum building height of five stories by right (eight with a bonus) supports the mixed-use, urban character of the district and is not expected to present a hindrance to alcoholic beverage establishments.

Compatibility Analysis for Alcoholic Beverage Establishment

Comprehensive Plan Goals, Objectives, and Policies

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.1:** Planning should form complete, integrated communities with essential facilities.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

An Alcoholic Beverage Establishment (ABE) can contribute to a vibrant, mixed-use community by providing social and recreational venues. Its inclusion must ensure it complements neighborhood's residential character and is within walking distance to other daily needs. The ABE should also consider its placement to avoid negative impacts on nearby religious assemblies, schools, and residential areas, adhering to the distance requirements specified in the Land Development Code. Externalities such as noise, traffic, and visuals should be mitigated via special use requirements or code language.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

The ABE use can enhance urban vibrancy and economic development by attracting patrons and contributing to the local economy. Mitigating noise, traffic, and hours of activity is essential to avoid negative impacts on the surrounding residential areas, promoting a compact urban form and reducing urban sprawl.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.

- **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
- **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
- **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

An ABE use in the MU-1 district can enhance the mixed-use character of the area if carefully integrated to ensure compatibility with residential and other non-residential uses. This supports efficient, sustainable urban form and contributes to the neighborhood's unique character.

Conclusion:

Alcoholic beverage establishments can be appropriate within the MU-1 zoning district supporting the goals of promoting a vibrant, mixed-use environment and reducing vehicular trips. Their inclusion can enhance the range of services available to residents and support local economic activity. However, careful consideration must be given to managing traffic, parking, and potential noise disturbances. Compliance with zoning regulations and obtaining necessary licenses and permits are essential to ensure the establishment operates harmoniously within the district. Measures to mitigate potential negative impacts should be implemented to maintain the residential and community-oriented character of the MU-1 district. The additional standards provided in the table further support this analysis by ensuring that nonresidential uses are appropriately scaled and integrated within the district's urban fabric.

Appropriateness of Equipment Rental and Leasing, Light in MU-1 Zoning District Considering Additional Standards

Definition:

Establishments primarily engaged in renting or leasing light equipment and machinery. This typically includes items such as tools, small machinery, party supplies, and other similar equipment that does not require substantial storage space or generate significant noise or traffic.

These establishments often cater to both consumers and small businesses needing temporary access to equipment for various purposes, from home improvement projects to small events.

Analysis of Appropriateness in MU-1:

Compatibility with District Purpose:

- **Mixed-Use Environment:** Equipment rental and leasing services can contribute to the variety of convenience-type retail and consumer services that the MU-1 district aims to provide. They offer practical services that support the needs of residents and small businesses within the district.

- **Reduction of Vehicular Trips:** By providing access to necessary equipment within close proximity to residential areas, these establishments can reduce the need for longer vehicular trips to more distant rental locations, aligning with the MU-1 goal of reducing vehicular trips.
- **Encouragement of Pedestrian Access:** Depending on the type of equipment rented, these establishments may attract local residents who can walk to the site, particularly for smaller items that can be carried home without the need for a vehicle.

Impact on Infrastructure:

- **Traffic and Parking:** Light equipment rental and leasing establishments can generate moderate traffic, particularly during peak rental and return periods. The district must ensure adequate parking and manage traffic flow to prevent congestion.
- **Noise and Disturbance:** These establishments typically generate less noise and disturbance compared to heavy equipment rental businesses. However, there might still be some noise associated with the loading and unloading of equipment. Mitigation measures, such as designated loading zones and noise control practices, can help minimize these impacts.

Comprehensive Plan Goals, Objectives, and Policies

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.1:** Planning should form complete, integrated communities with essential facilities.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

An Equipment Rental and Leasing, Light establishment can provide valuable services to residents and small businesses within the community. Its inclusion should ensure it complements the neighborhood's residential character and is within walking distance to other daily needs, aligning with the objective of creating integrated communities.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

The Equipment Rental and Leasing, Light use can enhance urban vibrancy and economic development by providing convenient access to needed tools and equipment for residents and small businesses. This supports the goal of promoting compact urbanism and reducing urban sprawl.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

An Equipment Rental and Leasing, Light establishment in the MU-1 district can enhance the mixed-use character of the area if carefully integrated to ensure compatibility with residential and other non-residential uses. This supports efficient, sustainable urban form and contributes to the neighborhood's unique character.

Conclusion:

The proposed Equipment Rental and Leasing, Light use in the MU-1 zoning district aligns with the goals and regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. By ensuring compatibility with the residential character, integrating pedestrian-friendly design principles, and addressing community and environmental impacts, this use can be integrated into the MU-1 zoning district. Its inclusion can enhance the range of services available to residents and support local economic activity. However, careful consideration must be given to managing traffic, parking, and potential noise disturbances. Measures to mitigate potential negative impacts should be implemented to maintain the residential and community-oriented character of the MU-1 district.

Analysis for Amending Food Truck Park (6 or more pads) from Special Use Permit to Permitted by Right in MU-1 Zoning District

Current Zoning and Use Requirements:

Food Truck Park (6 or more pads): Currently requires a **Special Use Permit (S)** in the MU-1 zoning district.

Proposed Amendment:

Change the requirement from a Special Use Permit (S) to Permitted by Right (P).

*Consistency with MU-1 Zoning District Purpose:***Mixed-Use Environment:**

Allowing food truck parks by right aligns with the MU-1 district's goal of promoting a vibrant, mixed-use environment. Food truck parks contribute to the diversity of uses and can enhance the convenience and attractiveness of the district.

Pedestrian Access and Reduced Vehicular Trips:

Food truck parks encourage pedestrian access and help reduce vehicular trips by providing dining options within walking distance of residential areas. This is in line with the MU-1 district's intent to support pedestrian-friendly development and reduce car dependency.

Community Interaction:

Food truck parks foster community interaction and provide social gathering spaces, which can enhance the neighborhood's sense of community and social cohesion.

*Infrastructure and Regulatory Considerations:***Traffic and Parking:**

Allowing food truck parks by right could lead to increased traffic and parking demand.

*Economic and Community Impact:***Supporting Local Economy:**

Food truck parks can stimulate local economic activity by supporting small businesses and attracting visitors. This aligns with the district's goal of fostering a thriving local economy.

Diversity of Offerings:

Providing a variety of food options can make the area more attractive to residents and visitors, enhancing the district's overall appeal.

*Comprehensive Plan Goals, Objectives, and Policies***Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern**

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

A Food Truck Park with 6 or more pads can contribute to creating a vibrant, mixed-use community by providing diverse food options and a social gathering space. Its inclusion as a permitted use by right aligns with the objective of creating integrated communities with essential facilities within walking distance.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

Food Truck Park can enhance urban vibrancy and economic development by attracting patrons and providing diverse dining options. This supports the goal of promoting compact urbanism and reducing urban sprawl. Its presence can also contribute to the redevelopment of areas by increasing foot traffic and economic activity.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Allowing a Food Truck Park as a permitted use by right in the MU-1 district can enhance the mixed-use character of the area by providing a unique dining and social experience. This supports efficient, sustainable urban form and contributes to the neighborhood's unique character. The presence of a Food Truck Park can discourage strip commercial development by creating a central, community-focused amenity.

Conclusion:

Allowing a Food Truck Park (6 or more pads) as a permitted use by right in the MU-1 zoning district aligns with the goals and regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. By ensuring compatibility with the residential character, integrating pedestrian-friendly design principles, and addressing community and environmental impacts, this use can be successfully integrated into the MU-1 zoning district. The comprehensive plan's support for mixed-use developments and the unique character provided by a Food Truck Park further reinforce the suitability of this addition to the district.

Analysis for Allowing Go-cart Raceway and Rentals (Indoor) in MU-1 Zoning District

Definition:

Go-cart Raceway and Rentals (Indoor): A facility designed for the operation of small, motorized vehicles (go-carts) within an enclosed structure, providing recreational racing activities. This facility includes tracks, safety barriers, and rental services for the vehicles, and may also offer amenities such as snack bars, seating areas, and viewing platforms.

Consideration of Consistency with MU-1 Zoning District Purpose:

Mixed-Use Environment:

The MU-1 district is designed to support a mixture of residential, retail, professional, and consumer service uses. An indoor go-cart raceway could contribute to the diversity of recreational and entertainment options within the district. This aligns with the goal of creating a vibrant, mixed-use environment.

Pedestrian Access and Reduced Vehicular Trips:

An indoor go-cart raceway could potentially increase vehicular trips if it attracts visitors from outside the immediate neighborhood. However, if integrated with pedestrian-friendly infrastructure, it can still support the district's intent to reduce vehicular dependency.

Encouraging pedestrian access through well-designed pathways and ensuring the raceway is accessible by public transit can help mitigate increased traffic.

Community Interaction and Recreation:

Recreational facilities like an indoor go-cart raceway can foster community interaction and provide social and recreational opportunities for residents. This aligns with the MU-1 district's goal of enhancing community engagement and providing recreational amenities.

Infrastructure and Regulatory Considerations:

Traffic and Parking:

The raceway could increase traffic and demand for parking, especially during peak hours. Proper planning is required to manage these impacts.

Implementing strict traffic and parking management plans can address these concerns, ensuring the raceway does not negatively impact the district's traffic flow and parking availability.

Noise and Environmental Impact:

Noise from an indoor go-cart raceway could be a concern, especially if located near residential areas.

Ensuring the raceway has adequate soundproofing and is located in a suitable area within the district can mitigate noise issues.

Economic and Community Impact:**Supporting Local Economy:**

An indoor go-cart raceway can stimulate local economic activity by attracting visitors and supporting local businesses. This aligns with the district's goal of fostering a thriving local economy.

Diversity of Offerings:

Providing diverse recreational options can enhance the district's overall appeal, making it more attractive to residents and visitors alike.

Compatibility Analysis for Go-cart Raceway and Rentals (Indoor)***Comprehensive Plan Goals, Objectives, and Policies*****Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern**

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

An indoor Go-cart Raceway and Rentals can contribute to creating a vibrant, mixed-use community by providing a recreational venue. Its inclusion should ensure it complements the neighborhood's residential character and is within walking distance to other daily needs, aligning with the objective of creating integrated communities.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

The indoor Go-cart Raceway and Rentals use can enhance urban vibrancy and economic development by attracting patrons and providing a unique recreational option. This supports the goal of promoting compact urbanism and reducing urban sprawl. Its presence can also contribute to the redevelopment of areas by increasing foot traffic and economic activity.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

An indoor Go-cart Raceway and Rentals establishment in the MU-1 district can enhance the mixed-use character of the area by providing a unique recreational experience. This supports efficient, sustainable urban form and contributes to the neighborhood's unique character. The presence of a Go-cart Raceway can discourage strip commercial development by creating a central, community-focused amenity.

Allowing a Go-cart Raceway and Rentals (Indoor) as a permitted use by right in the MU-1 zoning district aligns with the goals and regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. By ensuring compatibility with the residential character, integrating pedestrian-friendly design principles, and addressing community and environmental impacts, this use can be successfully integrated into the MU-1 zoning district. The comprehensive plan's support for mixed-use developments and the unique character provided by an indoor Go-cart Raceway further reinforce the suitability of this addition to the district.

Analysis for Allowing Hotel or Motel in MU-1 Zoning District

Hotel or Motel: A building or group of buildings containing individual guest rooms or suites, each with a private bath, which are rented to transient guests for overnight lodging. Hotels and motels may provide additional services such as restaurants, meeting rooms, recreational facilities, and other amenities designed to accommodate travelers and tourists. The primary distinction between a hotel and a motel is that a hotel typically has interior room access through a lobby, whereas a motel usually has exterior room access directly from the parking area.

Additional Details:

- **Hotel:** A commercial establishment offering lodging to travelers and sometimes including restaurants, meeting rooms, and recreational facilities. Hotels generally have multiple floors with rooms accessed from interior corridors.
- **Motel:** A roadside hotel designed primarily for motorists, typically having rooms arranged in a low building with parking directly outside. Motels often have fewer amenities than hotels and rooms are usually accessible from the exterior.

Zoning Requirements and Considerations:

- **Building Height and Scale:**
 - The MU-1 district has height limitations (typically 5 stories, with a potential increase to 8 stories by Special Use Permit). Hotels and motels can conform to these height restrictions and maintain compatibility with the district's character.
- **Traffic and Parking:**
 - Hotels and motels can generate significant traffic and parking demands. Adequate parking facilities and traffic management plans should be in place to mitigate potential negative impacts on surrounding residential areas.
- **Community Impact:**
 - The presence of hotels and motels can affect the local community, particularly in terms of noise, light pollution, and social dynamics.

Adverse Impacts:

A hotel in a mixed-use community can present several negative impacts that may disrupt the delicate balance between residential, commercial, and recreational spaces. One significant concern is the increase in traffic and congestion, as hotels attract a steady flow of guests, service vehicles, and deliveries, which can strain local infrastructure and lead to parking shortages. Noise pollution is another issue, with potential disturbances from guest arrivals and departures at all hours, as well as from hotel facilities such as bars, restaurants, and event spaces. Additionally, the transient nature of hotel guests may reduce the sense of community and stability that permanent residents and local businesses rely on. The scale and design of hotels may also be at odds with the existing architectural character and pedestrian-friendly environment of the mixed-use area. These impacts highlight the need for thoughtful planning and regulation to ensure that hotels integrate seamlessly into mixed-use communities without compromising the quality of life for residents and the functionality of local businesses.

Regulating a hotel via a special use permit (SUP) rather than allowing it as a permitted would facilitate ensuring that there's harmony and balance within a community. The SUP process enables detailed scrutiny of each proposed hotel's potential impacts, including traffic congestion, noise, parking demands, and architectural compatibility with the surrounding area. By requiring an SUP, planners can impose specific conditions to mitigate adverse effects, such as limiting operating hours for certain facilities, implementing noise control measures, and ensuring adequate parking provisions. This process also allows for community input, giving residents and local businesses a voice in the decision-making process and ensuring their concerns are addressed. Furthermore, the SUP process ensures that hotels are appropriately scaled and designed to fit the unique context of the area, preserving the character and quality of life in both residential and mixed-use communities. This tailored approach provides flexibility while safeguarding community interests, making it an essential tool for responsible urban planning.

Conclusion

Allowing a Hotel or Motel as a permitted use by right in the MU-1 zoning district can presents several adverse impacts with the district's purpose of fostering a mixed-use, pedestrian-friendly environment. However, via a special use permit, careful consideration of building height, traffic and parking

management, and community integration is possible and would allow for the implementation of mitigation factors.

Compatibility Analysis for Ice Manufacturing/Vending Machines

Definition:

Ice Manufacturing/Vending Machines: A facility or automated machine where ice is produced and stored for wholesale or retail distribution. This includes small-scale operations where ice is manufactured on-site and dispensed directly to consumers via vending machines.

Comprehensive Plan Goals, Objectives, and Policies

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

An Ice Manufacturing/Vending Machines facility can provide a useful service to the community by supplying ice for various needs. Its inclusion as a permitted use should ensure it complements the neighborhood's character and provides essential services within walking distance.

Adverse Impacts:

Noise Pollution: The operation of ice manufacturing equipment can generate noise, which might affect nearby residential areas. Proper soundproofing and placement away from sensitive areas can mitigate this impact.

Aesthetic Concerns: Vending machines and manufacturing equipment can affect the visual appeal of the area. Ensuring attractive, well-maintained installations can help integrate them into the neighborhood.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

The Ice Manufacturing/Vending Machines use can support urban vibrancy by providing a convenient service for residents and businesses. Its presence can contribute to the redevelopment of areas by adding a functional, low-impact commercial use.

Adverse Impacts:

Traffic and Parking: Increased traffic and parking demand from customers and delivery vehicles could impact the surrounding area.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Allowing Ice Manufacturing/Vending Machines as a permitted use in the MU-1 district can enhance the mixed-use character by providing a practical service for residents and businesses. This supports efficient, sustainable urban form and contributes to the neighborhood's unique character.

Adverse Impacts:

Compatibility with Residential Character: Ensuring the facility does not disrupt the residential character of the neighborhood is essential. Appropriate design and placement can help achieve this.

Conclusion:

Allowing Ice Manufacturing/Vending Machines as a permitted use by right in the MU-1 zoning district aligns with the goals and regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. By ensuring compatibility with the residential character, integrating pedestrian-friendly design principles, and addressing community and environmental impacts, this use can be successfully integrated into the MU-1 zoning district. However, careful management of potential adverse impacts such as noise, traffic, aesthetic concerns, energy consumption, water usage, and maintaining the residential character is essential to maintain harmony and the intended character of the district.

Compatibility Analysis for Job Training and Vocational Rehabilitation Services.

Job Training and Vocational Rehabilitation Services: Facilities or programs designed to provide individuals with the skills and training necessary to obtain and retain employment. These services typically include:

- **Job Training:** Instruction and practice in various job skills, which may include technical skills, soft skills (such as communication and teamwork), and job readiness training. The goal is to prepare individuals for specific careers or to enhance their employability in the job market.
- **Vocational Rehabilitation:** Services that help individuals with disabilities or other barriers to employment achieve and maintain gainful employment. This can include counseling, job placement assistance, skills training, physical and mental rehabilitation, and support services such as assistive technology and workplace accommodations.

These services are often provided by government agencies, non-profit organizations, educational institutions, and private companies. They aim to enhance the economic independence and quality of life of participants by equipping them with the necessary skills and support to enter or re-enter the workforce.

Compatibility Analysis for Job Training and Vocational Rehabilitation Services in MU-1

Comprehensive Plan Goals, Objectives, and Policies

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Job Training and Vocational Rehabilitation Services can benefit a community by offering essential services that improve employability and support economic independence. These services align with the objective of creating integrated communities by providing facilities within walking distance that cater to the needs of residents.

Compatibility Considerations:

- **Community Integration:** These services can be well-integrated into the community, providing a positive impact by enhancing residents' skills and employability.
- **Location and Accessibility:** The facilities should be easily accessible to residents, supporting the goal of reducing vehicular trips and promoting pedestrian access.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

The presence of Job Training and Vocational Rehabilitation Services can contribute to urban vibrancy and economic development by preparing individuals for the workforce and enhancing their economic prospects. This supports the goal of promoting compact urbanism and reducing urban sprawl.

Compatibility Considerations:

- **Economic Development:** These services can stimulate local economic growth by increasing the employability of residents.
- **Urban Design:** The facilities should be designed to blend with the urban fabric, contributing to a vibrant and cohesive community environment.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Allowing Job Training and Vocational Rehabilitation Services as a permitted use in the MU-1 district can enhance the mixed-use character by providing essential services that support workforce development.

Compatibility Considerations:

- **Mixed-Use Environment:** These services can fit well within a mixed-use environment, providing valuable resources to residents and enhancing the community's economic and social fabric.

Compatibility with MU-1 Description:

Mixed-Use Integration:

- **Alignment with District Purpose:**
 - Job Training and Vocational Rehabilitation Services provide professional and consumer services that are essential to community development and economic well-being, fitting well into the mixed-use nature of the MU-1 district.
 - These services can support local residents by offering skill development and employment support, which is consistent with the goal of providing convenience-type services close to residential areas.
- **Reduction of Vehicular Trips:**
 - By offering these services within the neighborhood, the need for residents to travel long distances to access job training and vocational services is minimized, aligning with the district's goal to reduce vehicular trips.

- **Pedestrian Access and Combining of Trips:**
 - These facilities can encourage pedestrian access as residents can walk to these services. Additionally, they may combine trips with other nearby uses such as retail, offices, and residential, promoting a pedestrian-friendly environment.
- **Compatibility with Surrounding Uses:**
 - Properly designed job training and vocational rehabilitation facilities can be compatible with surrounding residential and non-residential uses, especially if they are integrated into mixed-use buildings or developments that blend with the neighborhood character.

Compliance with MU-1 Standards:

Setbacks:

- **Front Yard Setback:**
 - The MU-1 district typically requires a minimal front yard setback to encourage buildings that engage the street and enhance pedestrian activity. Job Training and Vocational Rehabilitation Services can comply with these standards by designing entrances and facades that are pedestrian-oriented.
- **Side and Rear Yard Setbacks:**
 - Side and rear yard setbacks in MU-1 are often determined by the relationship to adjacent uses. These facilities can be designed to respect these setbacks, ensuring adequate buffering and transitions between different uses.

Density:

- **Residential Density:**
 - The density requirements for residential uses in MU-1 (8-30 units per acre) do not directly apply to non-residential uses. However, the presence of Job Training and Vocational Rehabilitation Services can complement residential density by providing necessary services without overwhelming the neighborhood.

Glazing Requirements:

- **Transparency and Glazing:**
 - The MU-1 district often includes requirements for ground-floor transparency to enhance the pedestrian experience. Job Training and Vocational Rehabilitation Services can meet these requirements by incorporating windows and transparent elements in their design, ensuring visibility and engagement with the street.

Building Height:

- **Height Limits:**

- The MU-1 district typically limits building height to 5 stories, with the possibility of increasing to 8 stories with a Special Use Permit. Job Training and Vocational Rehabilitation Services can be accommodated within these height limits, especially if integrated into mixed-use buildings that conform to these standards.

Conclusion:

Job Training and Vocational Rehabilitation Services can fit well within the MU-1 zoning district if designed to meet the specific standards and intent of the district. Key considerations include:

- **Ensuring compatibility** with surrounding residential and non-residential uses through thoughtful design and integration.
- **Meeting setback and height requirements** to maintain harmony with the neighborhood character.
- **Incorporating glazing and transparency elements** to enhance the pedestrian experience.
- **Providing adequate parking** while promoting pedestrian and bicycle access.

By addressing these factors, Job Training and Vocational Rehabilitation Services can be successfully integrated into the MU-1 zoning district, supporting the mixed-use environment and contributing to the community's economic and social well-being.

Analysis of Library Use in MU-1 Zoning District

Definition:

Library: A public or private institution where books, periodicals, manuscripts, films, recordings, and other materials are maintained for reading, reference, or lending. Libraries typically offer community services such as educational programs, internet access, and cultural events.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

A library provides essential community services and aligns with the goal of forming complete, integrated communities. It serves as a cultural and educational hub, enhancing the quality of life for residents and supporting the development pattern envisioned in the Comprehensive Plan.

Compatibility Considerations:

- **Community Integration:** Libraries are community-serving facilities that provide educational and cultural resources. Their presence in the MU-1 district would support the integration of essential services within the neighborhood.
- **Accessibility:** Libraries located within walking distance of residential areas support the objective of creating neighborhoods sized for easy access to daily needs.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

Analysis: Libraries contribute to urban vibrancy and support compact urbanism by providing a central place for learning and cultural activities. They can stimulate local economic development by attracting visitors and enhancing the overall appeal of the area.

Compatibility Considerations:

- **Urban Design:** Libraries can be designed to blend with the urban fabric, contributing to a vibrant and cohesive community environment.
- **Economic Development:** By providing educational and cultural resources, libraries can indirectly support local businesses and economic growth.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Libraries fit within the mixed-use framework by providing a cultural and educational anchor for the community. They support efficient, sustainable urban form and contribute to the unique character of the neighborhood.

Compatibility Considerations:

- **Mixed-Use Environment:** Libraries complement residential, retail, and other non-residential uses in a mixed-use setting.
- **Community Focus:** Libraries can serve as community focal points, enhancing the social fabric and fostering a sense of place.

Land Development Code Standards for MU-1:

Building and Design Standards:

- **Building Height:** Typically limited to 5 stories, with a potential increase to 8 stories by Special Use Permit. Libraries can fit within these height limits.
- **Setbacks:** Front yard setbacks should encourage pedestrian engagement. Libraries should be designed with minimal front yard setbacks to enhance street presence.
- **Glazing Requirements:** Transparency and glazing requirements promote pedestrian-friendly design. Libraries should incorporate ground-floor windows and transparent elements to engage passersby.
- **Parking and Access:** Adequate off-street parking must be provided, but libraries should also promote pedestrian and bicycle access.

Conclusion:

Libraries are compatible with the MU-1 zoning district. They align with the goals of the Comprehensive Plan by providing essential community services, supporting urban vibrancy, promoting sustainability, and contributing to the unique character of the neighborhood. By adhering to the specific standards of the MU-1 district, such as building height, setbacks, glazing requirements, and environmental considerations, libraries can be successfully integrated into the mixed-use environment, enhancing the quality of life for residents and supporting the district's overall development objectives.

Analysis of Changing Microbrewery, Microwinery, or Microdistillery from Special Use to Permitted by Right in MU-1 Zoning District

Definitions:

Microbrewery: A facility that produces a limited amount of beer, typically less than 15,000 barrels annually, often including a tasting room or taproom for on-site consumption.

Microwinery: A small-scale winery producing a limited amount of wine, often featuring a tasting room and retail space for direct sales to consumers.

Microdistillery: A small-scale distillery producing limited quantities of spirits, often including a tasting room for on-site consumption and retail sales.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Microbreweries, microwineries, and microdistilleries can enhance the quality of life by providing locally produced beverages and social spaces, contributing to the community's cultural and recreational offerings.

Compatibility Considerations:

- **Community Integration:** These establishments can serve as community hubs, attracting residents and visitors and fostering social interaction.
- **Accessibility:** Locating these facilities within walking distance supports the goal of providing essential services close to residential areas.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

These facilities can contribute to urban vibrancy and economic development by attracting patrons and creating local jobs. Their presence can support compact urbanism by adding to the mixed-use character of the area.

Compatibility Considerations:

- **Economic Development:** Microbreweries, microwineries, and microdistilleries can stimulate local economic activity by drawing visitors and supporting ancillary businesses.
- **Urban Design:** These establishments can be designed to blend with the urban fabric, enhancing the neighborhood's aesthetic and functional appeal.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

These establishments can enhance the mixed-use character of the area by providing unique, locally-focused amenities. This supports efficient, sustainable urban form and contributes to the neighborhood's unique character.

Compatibility Considerations:

- **Mixed-Use Environment:** Microbreweries, microwineries, and microdistilleries fit well within a mixed-use environment, providing unique local amenities and supporting the social and economic fabric of the community.
- **Community Focus:** These establishments can serve as focal points for community activity, enhancing the social fabric and fostering a sense of place.

Compliance with MU-1 Standards:

Building and Design Standards:

- **Building Height:** Typically limited to 5 stories, with a potential increase to 8 stories by Special Use Permit. These facilities can fit within these height limits.
- **Setbacks:** Front yard setbacks should encourage pedestrian engagement. These establishments should be designed with minimal front yard setbacks to enhance street presence.
- **Glazing Requirements:** Transparency and glazing requirements promote pedestrian-friendly design. These facilities should incorporate ground-floor windows and transparent elements to engage passersby.

Traffic and Parking:

- **Off-Street Parking:** Adequate off-street parking must be provided to meet the needs of patrons and staff without contributing to street congestion. Proper traffic management is essential.
- **Pedestrian and Bicycle Access:** Promoting pedestrian and bicycle access aligns with the MU-1 district goals. Facilities should include bike racks, safe pedestrian pathways, and connections to public transportation where available.

Conclusion:

Changing the requirement for Microbreweries, Microwineries, and Microdistilleries from a special use permit to a permitted use by right in the MU-1 zoning district is consistent with the goals and

regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. These facilities can:

- Enhance the mixed-use environment by providing unique local amenities and social spaces.
- Support urban vibrancy and economic development by attracting visitors and creating jobs.
- Promote sustainability through the adoption of environmentally friendly practices.
- Contribute positively to the community by serving as focal points for social interaction and cultural activities.

By addressing potential impacts through careful design, proper location, and adherence to MU-1 standards, Microbreweries, Microwineries, and Microdistilleries can be successfully integrated into the MU-1 zoning district, supporting the district's overall development objectives and enhancing the quality of life for residents.

Analysis of Changing Mini-Warehouses, Self-Storage Facility from Special Use to Permitted by Right in MU-1 Zoning District

Definition:

Mini-Warehouses, Self-Storage Facility: A mini-warehouse, also known as a self-storage facility, is a commercial property that provides individual storage units or lockers for rent to individuals and businesses. These units are used to store personal belongings, household items, business inventory, documents, and other goods. Mini-warehouses typically offer various unit sizes, with secure access, to accommodate different storage needs. The facilities are usually single-story buildings with multiple storage units accessible from the exterior, and they often provide features such as climate control, security systems, and 24-hour access to renters. Mini-warehouses are characterized by their focus on providing storage solutions rather than engaging in retail, residential, or office activities.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

MU-1 Zoning District Overview: The mixed-use low intensity district (MU-1) is established for the purpose of allowing coordinated developments designed to offer a mixture of residential, convenience-type retail, professional and consumer service uses primarily for residents of mixed-use and adjacent residential neighborhoods, and places of religious assembly. The district is intended to reduce the length and number of vehicular trips by providing for basic needs within close proximity to residential areas, by encouraging pedestrian access, and by the combining of trips. This district is established to allow uses compatible with each other and with surrounding residential areas to be developed near each other. The MU-1 district may be located in areas where analysis of residential characteristics demonstrates that such facilities are required. This district is intended to encourage the development of planned and

unified neighborhood shopping centers in a relationship harmonious with adjoining residential activities. It is also intended to accommodate traditional neighborhoods that include nonresidential uses and neighborhood centers.

Analysis of Mini-Warehouse Facilities in MU-1:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Mini-warehouse facilities do not meet the goals and objectives of improving quality of life and achieving a superior, sustainable development pattern. These facilities primarily serve as storage units and do not provide the commercial, civic, cultural, or recreational uses that are essential for vibrant, integrated neighborhoods.

Objective 1.1 emphasizes the adoption of urban design principles that reflect successful traditional principles. Mini-warehouses, however, typically consist of large, utilitarian structures that are not aligned with traditional neighborhood designs, which prioritize aesthetic appeal, community interaction, and multifunctional spaces.

Policy 1.1.2 focuses on creating neighborhoods sized for easy walking distance to daily needs. Mini-warehouses do not contribute to this objective as they do not offer the daily goods and services required by residents within a neighborhood. Instead, they cater to intermittent storage needs, which do not enhance the walkability or day-to-day functionality of a neighborhood.

Policy 1.1.4 calls for the city to have a center focus combining commercial, civic, cultural, and recreational uses. Mini-warehouses fail to support this policy as they do not provide spaces for commercial transactions, civic engagement, cultural activities, or recreational opportunities. Their presence does not encourage the formation of vibrant community hubs or centers that are essential for fostering a sense of place and community identity.

Policy 1.1.6 aims to encourage centrally located community-serving facilities. While mini-warehouses do serve a segment of the community's needs, they do not function as community-serving facilities in the traditional sense. They do not offer amenities or services that enhance community interaction or provide public benefits, such as libraries, community centers, or parks.

Overall, mini-warehouse facilities do not align with the intended goals and policies for the MU-1 zoning district. Their focus on storage rather than multifunctional community engagement undermines efforts to create walkable, vibrant, and sustainable neighborhoods. Therefore, permitting mini-warehouses in the MU-1 district would be inconsistent with the objective of improving quality of life and adhering to superior urban design principles.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

Mini-warehouse facilities do not align with the goals and objectives aimed at promoting quality of life and enhancing transportation choices through compact, vibrant urbanism.

Objective 2.1 focuses on encouraging redevelopment that promotes a compact and vibrant urban form while discouraging urban sprawl. Mini-warehouse facilities, which are primarily large, single-use structures dedicated to storage, do not contribute to a compact urban form. Their expansive footprint and low-intensity use do not support the vibrant, mixed-use environments that are necessary to foster active, walkable communities. Instead, they often lead to inefficient land use and can contribute to urban sprawl by occupying space that could be used for more dynamic and integrated developments.

Policy 2.1.1 emphasizes the need to develop recommendations for redevelopment areas that focus on economic development, urban design, and land use changes. Mini-warehouse facilities do not significantly contribute to economic development in the same way that mixed-use developments or commercial enterprises do. They provide limited employment opportunities and do not attract a significant amount of foot traffic or customer interaction, which are critical for stimulating local economies. Furthermore, their utilitarian design does not enhance the urban aesthetic or contribute positively to urban design goals.

Policy 2.1.2 aims to accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida. Mini-warehouse facilities do not support this policy as they do not provide housing, retail, or service opportunities that would benefit students or the university community. Mixed-use developments that include residential units, shops, restaurants, and other amenities are far more beneficial in accommodating student needs and creating a vibrant, supportive environment near the university. Mini-warehouses, with their focus on storage, do not contribute to these goals and could detract from the intended mixed-use character of the area.

Overall, mini-warehouse facilities do not meet the objectives and policies under Goal 2 for the MU-1 zoning district. Their development does not promote compact, vibrant urbanism or support mixed-use environments that enhance the quality of life and transportation choices. Therefore, permitting mini-warehouses in the MU-1 district would be inconsistent with the goals of promoting efficient land use, economic development, and vibrant urban design.

Conclusion:

Based on the analysis of mini-warehouse facilities within the context of the MU-1 zoning district and the goals and objectives outlined in the Comprehensive Plan, it is clear that such facilities do not align with the intended purpose and development goals of the district. Mini-warehouse facilities:

Do not promote a compact, vibrant urban form: They typically require large, single-use structures that do not support the mixed-use, pedestrian-friendly environments necessary for vibrant urbanism.

Do not contribute significantly to economic development: These facilities offer limited employment opportunities and do not attract foot traffic or customer interaction, which are essential for stimulating local economies.

Do not enhance urban design or aesthetics: Their utilitarian design and expansive footprint are not conducive to the goals of enhancing urban aesthetics and creating dynamic, integrated communities.

Do not support the needs of the university community: Mini-warehouses do not provide housing, retail, or service opportunities beneficial to students or the surrounding university environment.

Recommendation:

Given the above considerations, it is recommended that mini-warehouse facilities not be allowed as a permitted use by right in the MU-1 zoning district. Instead, such uses should be regulated through more stringent measures or located in districts better suited to their operational and spatial requirements. By excluding mini-warehouses from the MU-1 district, the City of Gainesville can better ensure that development within this zone aligns with the goals of promoting quality of life, sustainable development patterns, and vibrant, mixed-use urban environments.

Analysis of Changing Passenger Transit or Rail Station from Special Use to Permitted by Right in MU-1 Zoning District

Definition:

Passenger Transit or Rail Station: A facility where passengers can board and disembark from public transit vehicles, such as buses, trains, or light rail. These stations typically include platforms, waiting areas, ticketing services, and possibly retail or food services.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Passenger transit or rail stations are crucial for integrated communities, providing essential public transportation services that enhance connectivity and accessibility. They align well with the goal of forming complete, integrated communities by offering a vital service within walking distance of residential and commercial areas.

Compatibility Considerations:

- **Community Integration:** Transit and rail stations are essential community-serving facilities that support the daily transportation needs of residents and visitors.
- **Accessibility:** These stations enhance the accessibility of neighborhoods, reducing the reliance on personal vehicles and promoting walkability.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

Analysis: Transit and rail stations promote compact urbanism by providing efficient transportation options that reduce the need for extensive parking and encourage higher-density development. They support the goal of reducing urban sprawl by making urban living more convenient and accessible.

Compatibility Considerations:

- **Economic Development:** These stations can stimulate local economic activity by increasing foot traffic and making the area more attractive for businesses and residents.
- **Urban Design:** Well-designed transit and rail stations can enhance the urban fabric, providing aesthetically pleasing and functional public spaces.

Goal 3: Achieve Highest Long-Term Quality of Life with Minimal Environmental Impact

- **Objective 3.1:** Protect environmentally sensitive land and maintain open spaces.
 - **Policy 3.1.1:** Use standards and guidelines to protect sensitive resources.
 - **Policy 3.1.2:** Regulate development in high recharge areas.
 - **Policy 3.1.3:** Coordinate with regulatory agencies for hazardous materials management.

Transit and rail stations support environmental sustainability by reducing the reliance on personal vehicles, thereby lowering greenhouse gas emissions and decreasing traffic congestion. They contribute to a cleaner, more sustainable urban environment.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Transit and rail stations fit well within the mixed-use framework by providing essential public transportation services that enhance the overall functionality and appeal of the area. They support efficient, sustainable urban form and contribute to the neighborhood's unique character.

Compatibility Considerations:

- **Mixed-Use Environment:** These stations are integral to a mixed-use environment, providing critical transportation links that support residential, commercial, and recreational uses.

Compliance with MU-1 Standards:

Building and Design Standards:

- **Building Height:** Typically limited to 5 stories, with a potential increase to 8 stories by Special Use Permit. Transit and rail stations can be designed to fit within these height limits.
- **Setbacks:** Front yard setbacks should encourage pedestrian engagement. Transit and rail stations should be designed with minimal front yard setbacks to enhance street presence and accessibility.
- **Glazing Requirements:** Transparency and glazing requirements promote pedestrian-friendly design. These facilities should incorporate ground-floor windows and transparent elements to engage passersby.

Conclusion:

Changing the requirement for Passenger Transit or Rail Stations from a special use permit to a permitted use by right in the MU-1 zoning district aligns well with the goals and regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. These facilities can:

- Enhance the mixed-use environment by providing essential public transportation services.

- Support urban vibrancy and economic development by attracting visitors and facilitating local business growth.
- Promote sustainability by reducing reliance on personal vehicles and lowering greenhouse gas emissions.
- Contribute positively to the community by serving as focal points for social interaction and cultural activities.

By addressing potential impacts through thoughtful design, proper location, and adherence to MU-1 standards, Passenger Transit or Rail Stations can be successfully integrated into the MU-1 zoning district. This integration will support the district's overall development objectives and enhance the quality of life for residents and visitors.

Analysis of Changing Public Park from Special Use to Permitted by Right in MU-1 Zoning District

Definition:

Public Park: An open space area provided for recreational use by the public. It may include playgrounds, sports fields, walking trails, picnic areas, and natural landscapes. Public parks are designed to serve the community by providing a place for leisure, exercise, and social interaction.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.5:** Encourage frequent use of squares, greens, and parks through placement and design.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Public parks are integral to creating complete, integrated communities. They provide essential recreational and social spaces that enhance the quality of life for residents.

Compatibility Considerations:

- **Community Integration:** Parks serve as key community-serving facilities that support social interaction, leisure, and physical activity.

- **Accessibility:** Locating parks within walking distance of residential areas supports the goal of providing essential facilities close to daily needs.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

Public parks contribute to urban vibrancy and support compact urbanism by providing green spaces that enhance the attractiveness and livability of high-density areas.

Compatibility Considerations:

- **Economic Development:** Parks can increase property values and attract residents and businesses to the area.
- **Urban Design:** Well-designed parks enhance the urban fabric, providing aesthetically pleasing and functional public spaces.

Goal 3: Achieve Highest Long-Term Quality of Life with Minimal Environmental Impact

- **Objective 3.1:** Protect environmentally sensitive land and maintain open spaces.
 - **Policy 3.1.1:** Use standards and guidelines to protect sensitive resources.
 - **Policy 3.1.2:** Regulate development in high recharge areas.
 - **Policy 3.1.3:** Coordinate with regulatory agencies for hazardous materials management.

Parks help protect environmentally sensitive areas and provide vital green spaces that contribute to environmental sustainability.

Compatibility Considerations:

- **Environmental Compliance:** Ensuring that parks are designed to protect natural resources and promote sustainability is essential.
- **Open Space Preservation:** Parks contribute to the preservation of open spaces, aligning with environmental goals.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.

- **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
- **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Parks enhance the mixed-use character of the area by providing recreational and social spaces that contribute to the unique character and appeal of the neighborhood.

Compatibility Considerations:

- **Mixed-Use Environment:** Parks fit well within a mixed-use environment, providing essential green spaces that support residential, commercial, and recreational uses.
- **Community Focus:** Parks can serve as focal points for community activity, enhancing the social fabric and fostering a sense of place.

Compliance with MU-1 Standards:

Building and Design Standards:

- **Building Height:** Not typically applicable to parks, but any structures within the park (e.g., pavilions, restrooms) should conform to district height limits.
- **Setbacks:** Parks should have minimal front yard setbacks to enhance street presence and accessibility, encouraging engagement with the surrounding community.
- **Glazing Requirements:** Not typically applicable to parks, but any buildings within the park if applicable, should meet transparency and glazing requirements to promote safety and visibility.

Environmental Considerations:

Sustainability Practices: Parks should incorporate sustainable practices, such as native landscaping, water-efficient irrigation, and proper waste management, to minimize their environmental impact.

Conclusion:

Public parks should be a permitted use in MU-1 districts because they play a crucial role in enhancing the quality of life for residents by providing accessible green spaces for recreation, relaxation, and social interaction. Parks contribute to the creation of complete, integrated communities by offering essential recreational facilities within walking distance of residential neighborhoods. They support the district's goal of reducing vehicular trips by encouraging pedestrian access and fostering a sense of community. Additionally, parks align with the MU-1 district's intent to offer a mixture of residential, retail, professional, and service uses that are compatible and harmonious with surrounding areas. By integrating parks as a permitted use, the MU-1 district can ensure that residents have convenient access to outdoor spaces, promoting physical health, mental well-being, and overall community cohesion.

Analysis of Changing Outdoor Recreation from Special Use to Permitted by Right in MU-1 Zoning District

Definition:

Outdoor Recreation: Activities and facilities designed for outdoor leisure and sports, including but not limited to playgrounds, sports fields, courts, parks, walking and biking trails, picnic areas, and other open-air recreational spaces.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.5:** Encourage frequent use of squares, greens, and parks through placement and design.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Outdoor recreation facilities are essential for improving the quality of life, providing spaces for physical activity, leisure, and social interaction. They support the creation of integrated communities by offering essential recreational facilities within walking distance of residential areas.

Compatibility Considerations:

- **Community Integration:** Outdoor recreation facilities serve as key community-serving amenities that support social interaction, leisure, and physical activity.
- **Accessibility:** Locating outdoor recreation areas within walking distance of residential areas supports the goal of providing essential facilities close to daily needs.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

Outdoor recreation facilities contribute to urban vibrancy and support compact urbanism by providing green spaces that enhance the attractiveness and livability of high-density areas.

Compatibility Considerations:

- **Economic Development:** Outdoor recreation areas can increase property values and attract residents and businesses to the area.
- **Urban Design:** Well-designed recreation facilities enhance the urban fabric, providing aesthetically pleasing and functional public spaces.

Goal 3: Achieve Highest Long-Term Quality of Life with Minimal Environmental Impact

- **Objective 3.1:** Protect environmentally sensitive land and maintain open spaces.
 - **Policy 3.1.1:** Use standards and guidelines to protect sensitive resources.
 - **Policy 3.1.2:** Regulate development in high recharge areas.
 - **Policy 3.1.3:** Coordinate with regulatory agencies for hazardous materials management.

Outdoor recreation facilities help protect environmentally sensitive areas and provide vital green spaces that contribute to environmental sustainability.

Compatibility Considerations:

- **Environmental Compliance:** Ensuring that outdoor recreation areas are designed to protect natural resources and promote sustainability is essential.
- **Open Space Preservation:** Outdoor recreation facilities contribute to the preservation of open spaces, aligning with environmental goals.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Outdoor recreation facilities enhance the mixed-use character of the area by providing recreational spaces that contribute to the unique character and appeal of the neighborhood.

Compatibility Considerations:

- **Mixed-Use Environment:** Outdoor recreation facilities fit well within a mixed-use environment, providing essential green spaces that support residential, commercial, and recreational uses.

- **Community Focus:** Outdoor recreation areas can serve as focal points for community activity, enhancing the social fabric and fostering a sense of place.

Compliance with MU-1 Standards:

Building and Design Standards:

- **Building Height:** Not typically applicable to outdoor recreation facilities, but any structures within the area (e.g., pavilions, restrooms) should conform to district height limits.
- **Setbacks:** Outdoor recreation areas should have minimal front yard setbacks to enhance street presence and accessibility, encouraging engagement with the surrounding community.
- **Glazing Requirements:** Not typically applicable to outdoor recreation areas, but any buildings within the area should meet transparency and glazing requirements to promote safety and visibility.

Environmental Considerations:

- **Sustainability Practices:** Outdoor recreation facilities should incorporate sustainable practices, such as native landscaping, water-efficient irrigation, and proper waste management, to minimize their environmental impact.

Conclusion:

Changing the requirement for Outdoor Recreation from a special use permit to a permitted use by right in the MU-1 zoning district aligns well with the goals and regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. These facilities can:

- Enhance the mixed-use environment by providing essential recreational and social spaces.
- Support urban vibrancy and economic development by increasing property values and attracting residents and businesses.
- Promote sustainability by preserving open spaces and protecting natural resources.
- Contribute positively to the community by serving as focal points for social interaction and cultural activities.

By addressing potential impacts through thoughtful design, proper location, and adherence to MU-1 standards, Outdoor Recreation facilities can be successfully integrated into the MU-1 zoning district. This integration will support the district's overall development objectives and enhance the quality of life for residents and visitors.

Analysis of Changing Vocational or Trade School from Special Use to Permitted by Right in MU-1 Zoning District

Definition:

Vocational or Trade School: An educational institution that provides students with the technical skills and training required for specific jobs or careers. Programs often focus on practical and hands-on training in fields such as healthcare, information technology, skilled trades, automotive repair, culinary arts, and cosmetology.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Vocational and trade schools provide essential educational services that enhance the skill set of the community, supporting the creation of integrated communities with diverse amenities.

Compatibility Considerations:

- **Community Integration:** Vocational and trade schools serve as key community facilities that support education and workforce development.
- **Accessibility:** Locating these schools within walking distance of residential areas supports the goal of providing essential services close to daily needs.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

Vocational and trade schools contribute to urban vibrancy and support compact urbanism by providing educational opportunities that enhance the attractiveness and economic potential of high-density areas.

Compatibility Considerations:

- **Economic Development:** These schools can increase property values and attract residents and businesses to the area by providing education and training that support local industries.
- **Urban Design:** Well-designed vocational and trade schools enhance the urban fabric, providing aesthetically pleasing and functional educational spaces.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Vocational and trade schools fit well within the mixed-use framework by providing essential educational services that support the overall functionality and appeal of the area. They support efficient, sustainable urban form and contribute to the neighborhood's unique character.

Compatibility Considerations:

- **Mixed-Use Environment:** Vocational and trade schools are compatible with a mixed-use environment, providing essential services that support residential, commercial, and recreational uses.
- **Community Focus:** These schools can serve as focal points for community activity, enhancing the social fabric and fostering a sense of place.

Compliance with MU-1 Standards:

Building and Design Standards:

- **Building Height:** Typically limited to 5 stories, with a potential increase to 8 stories by Special Use Permit. Vocational and trade schools can be designed to fit within these height limits.
- **Setbacks:** Front yard setbacks should encourage pedestrian engagement. These schools should be designed with minimal front yard setbacks to enhance street presence and accessibility.
- **Glazing Requirements:** Transparency and glazing requirements promote pedestrian-friendly design. These facilities should incorporate ground-floor windows and transparent elements to engage passersby.

Traffic and Parking:

- **Off-Street Parking:** Adequate off-street parking must be provided to meet the needs of students and staff without contributing to street congestion. Proper traffic management is essential.

- **Pedestrian and Bicycle Access:** Promoting pedestrian and bicycle access aligns with the MU-1 district goals. Schools should include bike racks, safe pedestrian pathways, and connections to public transportation where available.

Conclusion:

Changing the requirement for Vocational or Trade Schools from a special use permit to a permitted use by right in the MU-1 zoning district is consistent with the goals and regulations of both the Future Land Use (MUL) category and the MU-1 zoning district. These facilities can:

- Enhance the mixed-use environment by providing essential educational services.
- Support urban vibrancy and economic development by increasing property values and attracting residents and businesses.
- Promote sustainability by incorporating environmentally friendly practices.
- Contribute positively to the community by serving as focal points for education and workforce development.

By addressing potential impacts through thoughtful design, proper location, and adherence to MU-1 standards, Vocational or Trade Schools can be integrated into the MU-1 zoning district.

Analysis of Vehicle Repair as a Special Use Permit in MU-1 Zoning District

Definition:

Vehicle Repair: **Vehicle Repair** is a commercial use that involves the maintenance, service, and repair of automobiles and other motor vehicles. This includes a variety of activities aimed at keeping vehicles in good working condition or restoring them to proper functioning. Typical services provided at a vehicle repair facility include:

- **Mechanical Repairs:** Addressing issues related to the engine, transmission, brakes, and other mechanical components.
- **Electrical Repairs:** Diagnosing and fixing problems with the vehicle's electrical systems, such as the battery, alternator, and lighting.
- **Bodywork and Painting:** Repairing or replacing damaged body panels, frames, and paintwork to restore the vehicle's appearance and structural integrity.
- **Tire Services:** Installing, rotating, balancing, and repairing tires.
- **Routine Maintenance:** Performing regular maintenance tasks such as oil changes, fluid checks and replacements, and general inspections.
- **Diagnostic Services:** Using specialized equipment to diagnose problems and assess the condition of various vehicle systems.

- **Specialized Services:** Providing specific repairs such as exhaust system work, air conditioning servicing, and emission testing.

Vehicle repair facilities can range from small independent garages to large service centers operated by dealerships. They are typically equipped with a variety of tools, diagnostic equipment, and service bays to handle different types of repairs and maintenance tasks.

Compatibility with MU-1 Zoning District

Vehicle repair shops are generally not consistent with the Mixed-Use Low Intensity (MU-1) zoning district. The MU-1 district is designed to support a blend of residential, convenience-type retail, professional, and consumer service uses that primarily serve the local neighborhood. This zoning aims to reduce the length and number of vehicular trips by promoting pedestrian access and offering essential services within close proximity to residential areas. Vehicle repair shops, however, are characterized by high levels of noise, traffic, and potential environmental hazards, such as oil and chemical spills. These attributes conflict with the intended low-intensity, neighborhood-friendly environment of the MU-1 district. Additionally, the presence of vehicle repair shops can disrupt the cohesive residential and retail character, detracting from the pedestrian-friendly atmosphere that the MU-1 zoning seeks to promote. Therefore, allowing vehicle repair shops in MU-1 zones undermines the goals of creating a harmonious, accessible, and community-focused urban fabric.

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Vehicle repair facilities provide essential services for residents and businesses, ensuring that vehicles are properly maintained and operational. However, these facilities can generate noise, traffic, and visual impacts that may conflict with residential and other commercial uses.

Compatibility Considerations:

- **Community Integration:** Vehicle repair facilities would need to be carefully integrated into the community to minimize negative impacts on surrounding uses. This could result in mitigation efforts not characteristic to vehicle repair industry such as aesthetic urban requirements the likes of building treatment and glazing, landscape requirements, pedestrian connection requirements and noise mitigation requirements.

- **Accessibility:** While vehicle repair is a necessary service, its compatibility with pedestrian-oriented and residential areas is traditionally incompatible. If a special use option is pursued, special attention to vehicular centric use and it's interaction with an environment predominantly designed for pedestrians must be carefully managed.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

Vehicle repair facilities support local economic activity by providing employment opportunities and essential services. However, their presence must be balanced to avoid detracting from the vibrant, pedestrian-friendly urbanism that the MU-1 district aims to promote.

Compatibility Considerations:

- **Economic Development:** While beneficial for economic development, vehicle repair facilities should not dominate the streetscape or detract from the overall mixed-use character.
- **Urban Design:** The design and placement of vehicle repair facilities should ensure they do not disrupt the pedestrian-friendly and aesthetically pleasing urban fabric.

Goal 3: Achieve Highest Long-Term Quality of Life with Minimal Environmental Impact

- **Objective 3.1:** Protect environmentally sensitive land and maintain open spaces.
 - **Policy 3.1.1:** Use standards and guidelines to protect sensitive resources.
 - **Policy 3.1.2:** Regulate development in high recharge areas.
 - **Policy 3.1.3:** Coordinate with regulatory agencies for hazardous materials management.

Vehicle repair facilities can pose environmental risks due to the handling of hazardous materials, waste generation, and potential for soil and water contamination.

Compatibility Considerations:

- **Environmental Compliance:** Strict adherence to environmental regulations and best practices for hazardous materials management is essential.
- **Sustainability Practices:** Implementing sustainable practices, such as proper waste disposal and pollution control measures, can mitigate environmental impacts.

Compliance with MU-1 Standards:

Building and Design Standards:

- **Building Height:** Typically limited to 5 stories, with a potential increase to 8 stories by Special Use Permit. Vehicle repair facilities generally comply with these height limits.
- **Setbacks:** Front yard setbacks are designed to encourage pedestrian engagement. Vehicle repair facilities should be designed with appropriate setbacks to minimize visual and noise impacts. Though possible, it would not be customary for a vehicular centric use to be designed with pedestrian interaction in mind.
- **Glazing Requirements:** Transparency and glazing requirements promote pedestrian-friendly design. Incorporating ground-floor windows and transparent elements can enhance visibility and safety.

Environmental Considerations:

- **Sustainability Practices:** Vehicle repair facilities should incorporate sustainable practices, such as proper waste management and pollution control measures, to minimize their environmental impact.
- **Hazardous Materials Management:** Strict adherence to regulations for handling and disposing of hazardous materials is crucial.

Specific Requirements for Vehicle Repair (Sec. 30-5.31. - Vehicle Services or Repair):

- **Service Bays:**
 - Maximum of three service area entrances at the rear of the building, not exceeding 14 feet in width each, for direct access to externally-oriented service bays.
 - Maximum of two service area entrances at the rear or side of the building, not exceeding 26 feet in width each, for indirect access to one or more internally-oriented service bays.
 - Service bay doors should not face abutting property in a residential district or other existing, conforming residential use.
- **Indoor Operations:** All installation, sales, and services must be conducted within a completely enclosed building.
- **Equipment Location:** All lifts, tools, or repair facilities must be located in a principal structure.
- **Low Impact Air Guns:** Only low impact air guns may be used in an unenclosed work area located within 200 feet of any land zoned for residential use.
- **Outdoor Display and Storage:** Outdoor accessory display and storage must comply with applicable use standards in article V.

Conclusion:

Allowing Vehicle Repair facilities as a special use permit in the MU-1 zoning district would allow for essential vehicle repair services to be provided near commercial and residential areas within the MU-1 zoning district. However, the heavy vehicular centric nature of a vehicle repair shop is not consistent with the mixed use, urban and pedestrian friendly design intended for within the MU-1 zoning district and its supporting land use of Mixed Use Low intensity (MUL).

- **Pros:**
 - Provides essential vehicle maintenance and repair services for residents and businesses.
 - Supports local economic activity by creating jobs and supporting other businesses.
 - Specific standards for service bays, indoor operations, and equipment location help mitigate potential negative impacts.
- **Cons:**
 - Potential negative impacts on residential and pedestrian-friendly areas due to noise, traffic, and visual clutter.
 - Environmental risks associated with hazardous materials and waste generation.
 - Requires careful integration to avoid disrupting the mixed-use character and urban vibrancy of the district.

Though a special use permit would allow for mitigation requirements above and beyond what would normally be permissible within a by-right zoning district about vehicle repair shops, the necessary mitigation requirements could potentially be onerous to a use that is not normally associated with pedestrian-friendly environments. Furthermore, allowing for the possibility of a vehicle repair shop would potentially go against the City of Gainesville's Comprehensive Plan Goals and objectives. In Policy 4.2.4 "The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue." most of this area is zoned for BA which allows for the vehicle repair shop use. By allowing the use either by right or via special use permit in MU-1, the use would have the potential to be located outside the stated area within the Comprehensive plan. Therefore, it is not recommended that this use be permitted via special use permit in MU-1.

Analysis of Vehicle Rental as a Permitted Use in MU-1 Zoning District

Definition:

Vehicle Rental: A vehicle rental use refers to a business establishment that provides automobiles, trucks, or other motor vehicles for rent to customers on a short-term basis, typically ranging from a few hours to several weeks. These establishments often include facilities for vehicle maintenance, cleaning, and storage. The primary function of vehicle rental businesses is to offer temporary access to vehicles for individuals who do not own a vehicle or need a specific type of vehicle for a limited period. Vehicle rental operations may also include administrative offices, customer service areas, and parking areas for the rental fleet.

Compatibility with MU-1 Zoning District

Vehicle rental uses are not compatible with the MU-1 (Mixed-Use Low-Intensity) zoning districts due to the nature of their operations and the goals and objectives of the MU-1 zoning district. The MU-1 zoning district is established to promote coordinated developments that offer a mixture of residential, convenience-type retail, professional, and consumer service uses primarily for residents of mixed-use and adjacent residential neighborhoods. The intent is to reduce the length and number of vehicular

trips, encourage pedestrian access, and support the development of harmonious, neighborhood-focused environments. Allowing vehicle rental uses in MU-1 districts would conflict with these objectives, as such uses typically generate higher volumes of traffic, require extensive parking and storage areas, and do not align with the pedestrian-friendly and residential-focused nature of MU-1 zones. The inclusion of vehicle rentals would disrupt the desired urban form and detract from the community-oriented atmosphere that MU-1 zoning aims to foster.

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

Objective 1.1: Adopt urban design principles that adhere to successful traditional principles.

Policy 1.1.2: Neighborhoods should be sized for easy walking distance to daily needs.

- Vehicle rental facilities typically generate a high volume of vehicular traffic and require substantial parking and storage areas, which are not consistent with the principles of traditional urban design. These facilities do not contribute to a walkable neighborhood environment and can disrupt the pedestrian-friendly atmosphere that is desired in MU-1 zoning districts.

Policy 1.1.4: The City should have a center focus combining commercial, civic, cultural, and recreational uses.

- The primary focus of MU-1 districts is to create a vibrant, mixed-use environment that integrates commercial, civic, cultural, and recreational uses to serve the local community. Vehicle rental facilities do not align with this vision as they cater to transient customers and emphasize vehicle storage and movement rather than contributing to the local cultural and civic fabric. Their presence could detract from the community-focused activities and services intended for these areas.

Policy 1.1.6: Encourage centrally located community-serving facilities.

- Vehicle rental facilities are not typically considered community-serving facilities in the same way that libraries, parks, or community centers are. They serve a more commercial and transient purpose, often attracting customers from outside the immediate neighborhood. This can lead to increased traffic congestion and reduce the availability of centrally located spaces for genuinely community-oriented services and facilities.

In summary, vehicle rental uses do not align with the comprehensive plan's goal of improving quality of life and achieving a superior, sustainable development pattern in MU-1 zoning districts. They fail to promote walkable neighborhoods, do not support the central focus on community-serving activities, and can disrupt the intended mixed-use, pedestrian-friendly environment.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

Objective 2.1: Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.

- Vehicle rental facilities typically require substantial parking and storage areas for their fleet, which can lead to the inefficient use of valuable urban land. These facilities do not contribute to the compact, vibrant urbanism that the MU-1 zoning district aims to achieve. Instead, they often promote a more car-centric environment that can lead to increased vehicle traffic and potentially encourage urban sprawl.

Policy 2.1.1: Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

- While vehicle rental facilities might offer some economic benefits, they do not align well with the urban design and land use changes envisioned for redevelopment areas in MU-1 districts. The focus in these areas should be on creating mixed-use developments that integrate residential, commercial, and recreational uses in a cohesive and pedestrian-friendly manner. Vehicle rental facilities, with their emphasis on car storage and movement, are not compatible with these goals and can detract from the desired urban form.

Policy 2.1.2: Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

- The MU-1 zoning district, particularly near the University of Florida, is intended to support mixed-use developments that cater to the needs of students, faculty, and the surrounding community. This includes providing housing, retail, dining, and recreational opportunities within a walkable environment. Vehicle rental facilities do not directly support these needs and can generate additional traffic and parking demands that are contrary to the goals of creating a compact, pedestrian-oriented community.

In summary, vehicle rental uses do not align with the comprehensive plan's goal of promoting quality of life and transportation choice through compact, vibrant urbanism in MU-1 zoning districts. They do not support the urban design and land use changes necessary for effective redevelopment and can detract from the mixed-use, pedestrian-friendly environment intended to accommodate increases in student enrollment and community needs.

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Goal 3: Achieve Highest Long-Term Quality of Life with Minimal Environmental Impact

Objective 3.1: Protect environmentally sensitive land and maintain open spaces.

- Vehicle rental facilities often require significant areas of paved surface for parking and storage of their fleet. This extensive use of impervious surfaces can contribute to increased runoff, negatively impacting environmentally sensitive lands and reducing the amount of open space available in urban areas. These facilities do not align with the objective of maintaining open spaces and protecting environmental resources.

Policy 3.1.1: Use standards and guidelines to protect sensitive resources.

- The operation of vehicle rental facilities can pose potential risks to sensitive environmental resources due to the possibility of fuel spills, oil leaks, and other automotive fluids contaminating the ground and nearby water sources. Ensuring that these facilities adhere to stringent standards and guidelines to protect sensitive resources may be challenging, especially in areas where they are in close proximity to environmentally sensitive lands.

Policy 3.1.2: Regulate development in high recharge areas.

- Vehicle rental facilities typically involve extensive pavement, which can impede groundwater recharge by preventing rainwater from infiltrating the soil. This can be particularly problematic in high recharge areas, where maintaining the natural hydrological cycle is crucial for groundwater replenishment. The presence of vehicle rental facilities in these areas could undermine efforts to regulate development to protect these critical recharge zones.

Policy 3.1.3: Coordinate with regulatory agencies for hazardous materials management.

- Vehicle rental facilities manage a variety of hazardous materials, including fuels, lubricants, and cleaning agents. Coordination with regulatory agencies for hazardous materials management is essential to mitigate environmental risks. However, ensuring compliance with these regulations can be resource-intensive and may not be as effectively managed in a mixed-use urban environment as it would be in areas specifically designated for such activities.

Vehicle rental facilities are not consistent with the goal of achieving the highest long-term quality of life with minimal environmental impact in MU-1 zoning districts. They pose risks to environmentally sensitive lands, interfere with groundwater recharge, and require stringent management of hazardous materials, making them incompatible with the objectives and policies aimed at protecting the environment and maintaining open spaces.

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Objective 4.1: Establish land use categories allowing sufficient acreage for various uses at appropriate locations.

- Vehicle rental facilities require large areas for vehicle storage, which can lead to inefficient use of land in areas intended for mixed-use development. Allocating significant acreage to such facilities in mixed-use zones can limit the availability of land for other essential uses like residential, commercial, and civic activities, hindering the establishment of a balanced and efficient urban form.

Policy 4.1.1: Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.

- The inclusion of vehicle rental facilities within MU-1 districts does not align with the policy's intent to encourage an efficient and sustainable urban form. These facilities typically cater to transient needs rather than long-term community-building uses. They do not contribute to the

creation of walkable, integrated neighborhoods that meet the daily needs of residents within close proximity, as envisioned by the comprehensive plan.

Policy 4.1.3: Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.

- Vehicle rental facilities can generate significant traffic and noise, which may not be compatible with the character of mixed-use neighborhoods. They also present environmental concerns related to vehicle emissions, fuel storage, and potential spills. These impacts must be carefully reviewed when considering any proposed changes to the Future Land Use Map to ensure they are consistent with the goals of urban infill and maintaining neighborhood compatibility.

Policy 4.1.4: Amend land use designations to discourage strip commercial uses and encourage mixed uses.

- Allowing vehicle rental facilities in MU-1 districts can inadvertently encourage strip commercial development, as these facilities often require large, contiguous spaces that are not conducive to the mixed-use environments envisioned in the policy. This can undermine efforts to create vibrant, pedestrian-friendly areas and instead promote patterns of development that are more auto-centric and less integrated.

Vehicle rental facilities are not compatible with the goals and policies outlined for MU-1 zoning districts. They fail to support the establishment of efficient, sustainable urban forms, can negatively impact the compatibility and environmental sustainability of mixed-use neighborhoods, and may encourage strip commercial development rather than integrated, walkable communities.

Conclusion:

In conclusion, vehicle rental uses are not compatible with the MU-1 zoning district. The primary goals of the MU-1 district are to foster a pedestrian-friendly environment, support residential and neighborhood-serving commercial uses, and reduce vehicular trips. Vehicle rentals inherently generate high traffic volumes and require significant parking and storage space, which contradicts the intention of creating a harmonious, neighborhood-focused atmosphere. Additionally, the presence of vehicle rental facilities would disrupt the desired urban form and pedestrian access, ultimately undermining the objectives outlined in the comprehensive plan for the MU-1 zoning district. Therefore, it is recommended that vehicle rental uses should not be permitted by right in MU-1 zones to maintain the integrity and purpose of these mixed-use, low-intensity districts.

Analysis of Vehicle Sales (No Outdoor Display) as a Permitted Use in MU-1 Zoning District

Definition:

Vehicle Sales (No Outdoor Display): Refers to the business operations involved in the sale or leasing of motor vehicles, including cars, motorcycles, trucks, and other types of vehicles, which are displayed and stored entirely within an enclosed building. This type of vehicle sales does not involve any outdoor lot or open space used for the display or storage of vehicles for sale, lease, or rental purposes. The operation typically includes a showroom where vehicles are exhibited indoors, along with offices for sales, finance, and administrative activities.

Compatibility with MU-1 Zoning District

Vehicle sales with no outdoor display, while less visually disruptive than traditional car dealerships, are still not fully compatible with the Mixed-Use Low-Intensity (MU-1) zoning district. The MU-1 district is designed to promote coordinated developments that offer a mixture of residential, retail, and service uses, primarily serving the residents of mixed-use and adjacent residential neighborhoods. The intention is to create a pedestrian-friendly environment that reduces the length and number of vehicular trips by providing for basic needs within close proximity to residential areas. Introducing vehicle sales, even without outdoor display, could disrupt the intended character and function of these mixed-use zones, as such facilities typically require significant indoor space for vehicle storage and customer service areas, which may not align with the scale and pedestrian-oriented nature of MU-1 developments. Furthermore, the presence of vehicle sales can generate increased traffic and parking demands, potentially conflicting with the comprehensive plan's goals of promoting vibrant, walkable neighborhoods and sustainable urban development patterns.

Comprehensive Plan Goals, Objectives, and Policies:

Objective 1.1: Adopt urban design principles that adhere to successful traditional principles.

- Vehicle sales with no outdoor display do not support the adoption of traditional urban design principles. Traditional principles emphasize the integration of uses that are pedestrian-friendly and contribute to a vibrant street life. Vehicle sales, even without outdoor displays, often require large amounts of interior space, which can detract from the pedestrian-oriented nature of traditional urban design.

Policy 1.1.2: Neighborhoods should be sized for easy walking distance to daily needs.

- Vehicle sales with no outdoor display are not aligned with the concept of neighborhoods designed for easy walking distance to daily needs. Such establishments do not serve the immediate needs of residents and instead cater to specific, infrequent needs. This contrasts with

the goal of having amenities like grocery stores, cafes, and parks within walking distance, fostering a more integrated and convenient living environment.

Policy 1.1.4: The City should have a center focus combining commercial, civic, cultural, and recreational uses.

- Vehicle sales with no outdoor display do not contribute to a vibrant city center focus. These establishments primarily serve commercial purposes and do not offer the civic, cultural, or recreational benefits that are essential for a lively and diverse urban core. They do not enhance the communal and interactive aspects that are crucial for a dynamic city center.

Policy 1.1.6: Encourage centrally located community-serving facilities.

- Vehicle sales with no outdoor display do not qualify as community-serving facilities that should be centrally located. Community-serving facilities are typically those that provide essential services or foster community interaction, such as libraries, community centers, and parks. Vehicle sales, on the other hand, are more transactional and less integral to the daily life and social fabric of a neighborhood.

Overall, vehicle sales with no outdoor display are inconsistent with Goal 1 and its associated objectives and policies. This use does not promote a pedestrian-friendly, vibrant, and integrated community environment, which are key elements of superior, sustainable development patterns envisioned for MU-1 zoning districts.

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Objective 2.1: Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.

- Vehicle sales with no outdoor display do not support the goal of promoting compact, vibrant urbanism. These establishments typically require significant interior space and do not contribute to the active street life and pedestrian-friendly environment that characterize vibrant urban areas. They can also lead to underutilization of valuable urban land that could otherwise support more compact and diverse developments.

Policy 2.1.1: Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.

- Vehicle sales with no outdoor display are not aligned with the economic development, urban design, and land use changes envisioned for redevelopment areas. Effective redevelopment aims to create areas that are economically dynamic, visually appealing, and functionally diverse. Vehicle sales do not contribute significantly to economic vibrancy, tend to have low foot traffic, and do not enhance the urban design elements critical for thriving redevelopment areas.

Policy 2.1.2: Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

- Vehicle sales with no outdoor display do not support the accommodation of increased student enrollment and mixed-use development near the University of Florida. These establishments do not provide services or amenities that are directly beneficial to students or promote the integration of residential, commercial, and recreational uses that are typical of mixed-use developments. Their presence can detract from the pedestrian-friendly and vibrant environment needed to support a growing student population.

Overall, vehicle sales with no outdoor display are inconsistent with Goal 2 and its associated objectives and policies. This use does not foster the compact, vibrant urbanism needed to enhance quality of life and transportation choices, nor does it support the dynamic redevelopment needed near educational institutions like the University of Florida.

Objective 4.1: Establish land use categories allowing sufficient acreage for various uses at appropriate locations.

- Vehicle sales with no outdoor display do not effectively support the establishment of land use categories for various uses in appropriate locations. These businesses require substantial space, often leading to inefficient land use that does not maximize the potential of urban areas. Instead of contributing to a vibrant, mixed-use environment, they often create isolated, single-use spaces that do not align with the intended dynamic character of the city.

Policy 4.1.1: Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.

- Vehicle sales with no outdoor display are inconsistent with the aim of defining land use categories to meet projected population needs and promote an efficient, sustainable urban form. They do not contribute to the diverse mix of uses that support a sustainable urban environment. Instead, they occupy large indoor spaces that could be used for more engaging and community-serving purposes, such as residential, retail, or recreational uses.

Policy 4.1.3: Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.

- Vehicle sales with no outdoor display are not well-suited to support urban infill and can pose challenges for consistency and compatibility within mixed-use areas. These businesses are typically low in activity compared to other urban uses, potentially leading to dead zones in the urban fabric. They also do not contribute significantly to reducing environmental impacts or promoting urban density, which are crucial for sustainable urban infill.

Policy 4.1.4: Amend land use designations to discourage strip commercial uses and encourage mixed uses.

- Allowing vehicle sales with no outdoor display may inadvertently encourage strip commercial uses, contrary to the policy goal of promoting mixed uses. These establishments do not integrate well into a mixed-use framework, often failing to attract the diverse foot traffic

needed to sustain a lively urban environment. Instead, they can contribute to a more segmented, less cohesive urban form.

Overall, vehicle sales with no outdoor display do not align with Goal 4 and its associated objectives and policies. This use does not support the establishment of efficient, sustainable land use categories, nor does it promote the vibrant, mixed-use development necessary for fostering the unique character of the city.

Conclusion:

In conclusion, vehicle sales with no outdoor display do not align with the intended purpose and character of the Mixed-Use Low-Intensity (MU-1) zoning district. The MU-1 district is designed to foster a pedestrian-friendly, mixed-use environment that caters to the daily needs of residents within close proximity to their homes. Introducing vehicle sales, even without outdoor display, could disrupt this balance by increasing traffic and parking demands, and by utilizing significant indoor space that could otherwise support more neighborhood-oriented uses. This type of use is inconsistent with the comprehensive plan's goals of promoting vibrant, walkable neighborhoods and sustainable urban development patterns. Therefore, vehicle sales with no outdoor display should not be permitted by right in MU-1 zoning districts to maintain the district's intended function and character.

Analysis of Vehicle Services as a Permitted Use in MU-1 Zoning District

Definition:

Vehicle Services: Facilities that provide a range of vehicle-related services, including but not limited to oil changes, tire rotations, car washes, minor repairs, and routine maintenance.

Compatibility with MU-1 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Goal 1: Improve Quality of Life and Achieve Superior, Sustainable Development Pattern

- **Objective 1.1:** Adopt urban design principles that adhere to successful traditional principles.
 - **Policy 1.1.2:** Neighborhoods should be sized for easy walking distance to daily needs.
 - **Policy 1.1.4:** The City should have a center focus combining commercial, civic, cultural, and recreational uses.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Vehicle services provide essential maintenance and repair services for residents, enhancing convenience and supporting vehicle longevity. However, these facilities can generate noise, traffic, and visual impacts that may conflict with residential and other commercial uses.

Compatibility Considerations:

- **Community Integration:** Vehicle service facilities need to be carefully integrated into the community to minimize negative impacts on surrounding uses.
- **Accessibility:** While vehicle services are necessary, their compatibility with pedestrian-oriented and residential areas must be carefully managed.

Goal 2: Redevelop Areas to Promote Quality of Life and Transportation Choice

- **Objective 2.1:** Encourage redevelopment to promote compact, vibrant urbanism and discourage urban sprawl.
 - **Policy 2.1.1:** Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.
 - **Policy 2.1.2:** Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.

Vehicle service facilities support local economic activity by providing employment opportunities and essential services. However, their presence must be balanced to avoid detracting from the vibrant, pedestrian-friendly urbanism that the MU-1 district aims to promote.

Compatibility Considerations:

- **Economic Development:** While beneficial for economic development, vehicle service facilities should not dominate the streetscape or detract from the overall mixed-use character.
- **Urban Design:** The design and placement of vehicle service facilities should ensure they do not disrupt the pedestrian-friendly and aesthetically pleasing urban fabric.

Goal 3: Achieve Highest Long-Term Quality of Life with Minimal Environmental Impact

- **Objective 3.1:** Protect environmentally sensitive land and maintain open spaces.
 - **Policy 3.1.1:** Use standards and guidelines to protect sensitive resources.
 - **Policy 3.1.2:** Regulate development in high recharge areas.
 - **Policy 3.1.3:** Coordinate with regulatory agencies for hazardous materials management.

Vehicle service facilities can pose environmental risks due to the handling of hazardous materials, waste generation, and potential for soil and water contamination.

Compatibility Considerations:

- **Environmental Compliance:** Strict adherence to environmental regulations and best practices for hazardous materials management is essential.
- **Sustainability Practices:** Implementing sustainable practices, such as proper waste disposal and pollution control measures, can mitigate environmental impacts.

Goal 4: Foster Unique Character of the City by Directing Growth and Redevelopment

- **Objective 4.1:** Establish land use categories allowing sufficient acreage for various uses at appropriate locations.
 - **Policy 4.1.1:** Define land use categories to meet projected population needs and encourage efficient, sustainable urban form.
 - **Policy 4.1.3:** Review proposed changes to the Future Land Use Map considering consistency, compatibility, environmental impacts, and support for urban infill.
 - **Policy 4.1.4:** Amend land use designations to discourage strip commercial uses and encourage mixed uses.

Vehicle service facilities is not consistent with a pedestrian focused mixed use framework.

Compatibility Considerations:

- **Mixed-Use Environment:** Vehicle service facilities can be compatible with a mixed-use environment if appropriately buffered and integrated.
- **Community Focus:** These facilities should be designed to blend with the community, maintaining the unique character and appeal of the neighborhood.

Compliance with MU-1 Standards:

Building and Design Standards:

- **Building Height:** Typically limited to 5 stories, with a potential increase to 8 stories by Special Use Permit. Vehicle service facilities generally comply with these height limits.
- **Setbacks:** Front yard setbacks should encourage pedestrian engagement. Vehicle service facilities should be designed with appropriate setbacks to minimize visual and noise impacts.
- **Glazing Requirements:** Transparency and glazing requirements promote pedestrian-friendly design. Incorporating ground-floor windows and transparent elements can enhance visibility and safety.

Environmental Considerations:

- **Sustainability Practices:** Vehicle service facilities should incorporate sustainable practices, such as proper waste management and pollution control measures, to minimize their environmental impact.
- **Hazardous Materials Management:** Strict adherence to regulations for handling and disposing of hazardous materials is crucial.

Specific Requirements for Vehicle Services (Sec. 30-5.31. - Vehicle Services or Repair):

- **Service Bays:**
 - Maximum of three service area entrances at the rear of the building, not exceeding 14 feet in width each, for direct access to externally-oriented service bays.

- Maximum of two service area entrances at the rear or side of the building, not exceeding 26 feet in width each, for indirect access to one or more internally-oriented service bays.
- Service bay doors should not face abutting property in a residential district or other existing, conforming residential use.
- **Indoor Operations:** All installation, sales, and services must be conducted within a completely enclosed building.
- **Equipment Location:** All lifts, tools, or repair facilities must be located in a principal structure.
- **Low Impact Air Guns:** Only low impact air guns may be used in an unenclosed work area located within 200 feet of any land zoned for residential use.
- **Outdoor Display and Storage:** Outdoor accessory display and storage must comply with applicable use standards in article V.

Conclusion:

Allowing Vehicle Services as a permitted use in the MU-1 zoning district does not fully align with the goals and regulations of the Future Land Use (MUL) category and the MU-1 zoning district. Key considerations include:

- **Pros:**
 - Provides essential vehicle maintenance and repair services for residents and businesses.
 - Supports local economic activity by creating jobs and supporting other businesses.
- **Cons:**
 - Potential negative impacts on residential and pedestrian-friendly areas due to noise, traffic, and visual clutter.
 - Environmental risks associated with hazardous materials and waste generation.
 - Requires careful integration to avoid disrupting the mixed-use character and urban vibrancy of the district.

Though the vehicle service use provides an essential service to residents and businesses in a mixed-use environment, the use is not consistent with a pedestrian friendly and urbanized use design for the promotion of pedestrian movement. This autocentric use would require strong mitigation requirements to coincide with the urban uses present within the MU-1 zoning district. Furthermore, the vehicle service use is covered under the policy 4.2.4 of the City of Gainesville Comprehensive plan which encourages the limitation of vehicle service uses to occur in the corridor of north main st and north 16th Ave. Therefore, this use is not recommended for inclusion into the MU-1 use categories.

