

Amendment to MU-2 analysis

Purpose. The mixed-use medium intensity district is established for the purpose of providing a mix of employment, retail, professional, service and residential uses in medium level activity centers. The district is intended to encourage a reduction in the number and length of vehicular trips by providing for basic needs and employment opportunities within close proximity to residential areas. Such districts are established to allow uses compatible with each other and with surrounding residential areas to be clustered in a compact urban center. The mixed-use medium intensity district shall be located in areas where analysis of residential characteristics demonstrates that such facilities are required, and where there is limited overlapping of market areas with other mixed-use medium intensity districts.

Objectives. The provisions of this district are intended to:

Coordinate the locations of activity centers with the population and land use needs of adjoining residential areas. It is intended that activity centers have only minimally overlapping market areas;

Encourage large, mixed-use developments to locate on land that is physically capable of supporting the proposed development;

Ensure that new development within the district is integrated with existing development and is designed to promote pedestrian and nonautomotive access within the district and from surrounding residential areas;

Minimize traffic congestion by requiring that large, mixed-use developments be located on appropriate major collector and arterial roadways, and by minimizing the number and location of driveway connections;

Encourage proper design review through the utilization of the development plan review process to ensure a harmonious relationship with surrounding development (including adequate ingress and egress);

Integrate all outparcel development through landscaping; shared parking, traffic access management and circulation; and stormwater management; and

Require appropriate buffering or screening around large mixed-use development to maintain its compatibility with surrounding land uses.

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

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

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

- **Single-family dwelling** – Not Permitted | **Permitted by right (P)** | **NOT SUPPORTED**
- **Attached dwelling** - Permitted by right (P)
- **Multi-family dwelling** - Permitted by right (P)
- **Accessory dwelling unit** - Accessory use (A)
- **Adult day care home** - Permitted by right (P)
- **Community residential home (up to 6 residents)** - Permitted by right (P)
- **Community residential home (more than 14 residents)** - Permitted by right (P)
- **Community residential home (7 to 14 residents)** - Permitted by right (P)
- **Family child care home** – Not Permitted | **Permitted by right (P)** | **SUPPORTED**
- **Single room occupancy residence** - Permitted by right (P)
- **Alcoholic beverage establishment** - Special use permit (S) | **Permitted by right (P)** | **SUPPORTED**
- **Assisted living facility** - Permitted by right (P)
- **Armor systems manufacturing and assembly** – Not permitted
- **Bed and breakfast establishment** - Permitted by right (P)
- **Business services** - Permitted by right (P)
- **Carwash** - Special use permit (S)
- **Civic, social, or fraternal organization** - Permitted by right (P)
- **Day care center** - Permitted by right (P)

- **Drive-through facility** - Permitted by right (P)
- **Emergency shelter** - Permitted by right (P)
- **Equipment sales, rental, and leasing, heavy** - Not allowed
- **Equipment rental and leasing, light** – Permitted by right (P)
- **Food distribution center for the needy** - Not allowed
- **Food truck, not located within a food truck park** - Permitted by right (P)
- **Food truck park (less than 6 pads)** - Permitted by right (P)
- **Food truck park (6 or more pads)** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
- **Gasoline or alternative fuel station** - Special use permit (S)
- **Go-cart raceway and rentals (indoor and outdoor)** - Not allowed | **Remove “indoor” from language.**
- **Go-cart raceway and rentals (indoor)** - **Permitted by right (P) | SUPPORTED**
- **Health services** - Permitted by right (P)
- **Hotel or motel** - Special use permit (S) | **Permitted by right (P) | NOT SUPPORTED**
- **Ice manufacturing/vending machines** - Not allowed | **Accessory (A) | SUPPORTED**
- **Industrial** - Not allowed
- **Job training and vocational rehabilitation services** – Permitted by right (P)
- **Junkyard or salvage yard** - Not allowed
- **Laboratory, medical or dental** - Permitted by right (P)
- **Large-scale retail** - Permitted by right (P)
- **Library** – Permitted by right (P)
- **Light assembly, fabrication, and processing** - Permitted by right (P)
- **Liquor stores** - Permitted by right (P)
- **Medical marijuana dispensing facility** - Permitted by right (P)
- **Microbrewery, microwinery, or microdistillery** - Permitted by right (P)
- **Mini-warehouses, self-storage facility** - Not allowed | **Permitted by right (P) | NOT SUPPORTED**
- **Museum or art gallery** - Permitted by right (P)
- **Office** - Permitted by right (P)
- **Office (medical, dental, or other health-related service)** - Permitted by right (P)
- **Outdoor storage (principal use)** - Not allowed
- **Parking, surface (principal use)** - Special use permit (S)
- **Passenger transit or rail station** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
- **Personal services** - Permitted by right (P)
- **Place of religious assembly** - Permitted by right (P)
- **Public administration building** - Permitted by right (P)
- **Public maintenance or storage facility** - Not allowed
- **Public park** - Special use permit (S) | **Permitted by right (P) | SUPPORTED**
- **Recreation, indoor** - Permitted by right (P)
- **Recreation, outdoor** - Not allowed | **Permitted by right (P) | SUPPORTED**
- **Recreational vehicle park** - Not allowed
- **Recycling center** – Special use permit (S)
- **Rehabilitation center** - Special use permit (S)
- **Research development or testing facility** - Not allowed

- **Residence for destitute people** - Special use permit (S)
- **Restaurant** - Permitted by right (P)
- **Retail nursery, lawn, or garden supply store** - Permitted by right (P)
- **Retail sales (not elsewhere classified)** - Permitted by right (P)
- **School (elementary, middle, or high - public or private)** - Permitted by right (P)
- **School, professional** - Permitted by right (P)
- **School, vocational or trade** - Permitted by right (P)
- **Scooter or electric golf cart sales** - Permitted by right (P)
- **Sexually-oriented cabaret** - Not allowed
- **Sexually-oriented motion picture theater** - Not allowed
- **Sexually-oriented retail store** - Not allowed
- **Simulated gambling establishment** - Not allowed
- **Skilled nursing facility** - Permitted by right (P)
- **Social service facility** - Special use permit (S)
- **Solar generation station** - Not allowed
- **Subsistence garden** - Permitted by right (P)
- **Urban market farm, less than 5 acres** - Permitted by right (P)
- **Urban market farm, 5 acres or greater** - Special use permit (S)
- **Truck or bus terminal or maintenance facility** - Not allowed
- **Vehicle repair** - Not allowed | **Special Use Permit (S) | NOT SUPPORTED**
- **Vehicle rental** - Not allowed | **Permitted by right (P) | NOT SUPPORTED**
- **Vehicle sales (no outdoor display)** - Not allowed | **Permitted by right (P) | NOT SUPPORTED**
- **Vehicle sales (with outdoor display)** - Not allowed
- **Vehicle services** - Special use permit (S) | **Permitted by right (P) | NOT SUPPORTED**
- **Veterinary services** - Permitted by right (P)
- **Warehouse or distribution facility (less than 100,000 sf)** - Not allowed
- **Warehouse or distribution facility (100,000 sf or greater)** - Not allowed
- **Waste management facility** - Not allowed
- **Wholesale trade** - Not allowed
- **Wireless communication facility or antenna** – See 30-5.33

Analysis of Compatibility of Single-Family Dwellings in MU-2 Zoning District

Definition:

Single-Family Dwellings: Residential buildings designed to house one family, typically detached structures on individual lots.

Compatibility with MU-2 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 1.1.3:** Neighborhoods should contain diverse housing types.
 - **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.

Single-family dwellings contribute to housing diversity but generally do not align with the high-density and mixed-use objectives of the MU-2 district.

Compatibility Considerations:

- **Community Integration:** Single-family dwellings offer limited integration with higher-intensity uses.
- **Accessibility:** These homes typically require more land, reducing the walkability and compactness of the community.

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.

Single-family dwellings are generally associated with lower-density, suburban-style development, which conflicts with the goal of compact, vibrant urbanism.

Compatibility Considerations:

- **Economic Development:** Single-family homes do not contribute significantly to economic development in mixed-use areas.
- **Urban Design:** These homes are less compatible with the desired urban design principles for medium-intensity, mixed-use centers.

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.

Single-family dwellings use land less efficiently than higher-density housing, potentially impacting open spaces and environmentally sensitive areas.

Compatibility Considerations:

- **Environmental Compliance:** Lower density may lead to inefficient land use and greater environmental impact.
- **Sustainability Practices:** These homes are less compatible with the goal of minimizing 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.

Single-family dwellings do not meet the projected population needs efficiently within the MU-2 district and are less compatible with the mixed-use urban form.

Compatibility Considerations:

- **Mixed-Use Environment:** Single-family homes do not support the mixed-use, pedestrian-friendly environment envisioned for the MU-2 district.
- **Community Focus:** These dwellings are less compatible with the goal of creating a vibrant, integrated community center.

Compliance with MU-2 Standards:

Building and Design Standards:

- **Building Height:** Single-family dwellings typically do not reach the height limits allowed in MU-2.
- **Setbacks:** Single-family homes require larger setbacks, which reduce the compactness and urban design goals.
- **Glazing Requirements:** These homes do not usually meet the transparency and glazing requirements aimed at promoting pedestrian-friendly design.

Environmental Considerations:

- **Sustainability Practices:** Single-family homes are generally less sustainable in terms of land use and environmental impact.
- **Land Use Efficiency:** Lower density leads to less efficient land use, contradicting the goals of the MU-2 district.

Conclusion:

Allowing single-family dwellings as a permitted use in the MU-2 zoning district does not align with the goals and regulations of the Future Land Use (MUM) category and the MU-2 zoning district. Key points include:

- **Pros:**
 - Provides housing diversity.
- **Cons:**
 - Does not meet the density requirements.
 - Incompatible with compact, pedestrian-friendly urban design goals.
 - Conflicts with mixed-use development patterns.
 - Less efficient land use, potentially impacting environmental goals.

Single-family dwellings are largely incompatible with the comprehensive plan's vision for the MU-2 zoning district, which aims for medium-intensity, mixed-use development that supports compact, vibrant urbanism and efficient land use.

Analysis of Family Child Care Home as a Permitted Use in MU-2 Zoning District

Definition:

Family Child Care Home: A residential-based service where a caregiver provides care for a small number of children, typically in their own home, offering a more personalized and home-like environment compared to larger daycare centers.

Compatibility with MU-2 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 1.1.3:** Neighborhoods should contain diverse housing types.

- **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.

Family child care homes provide essential childcare services, contributing to the diversity of services within a community and supporting families with young children.

Compatibility Considerations:

- **Community Integration:** Family child care homes support integrated communities by offering essential services within residential areas.
- **Accessibility:** These homes are typically located within residential neighborhoods, making them easily accessible to nearby families.

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.

Family child care homes support vibrant urbanism by providing a necessary service that allows parents to work or study, thereby contributing to economic development and community vitality.

Compatibility Considerations:

- **Economic Development:** These homes support local economies by enabling parents to participate in the workforce.
- **Urban Design:** Family child care homes are compatible with the goal of creating mixed-use, walkable neighborhoods.

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.

Family child care homes align with the goal of creating mixed-use environments that serve the needs of the community, supporting urban infill and providing essential services within residential areas.

Compatibility Considerations:

- **Mixed-Use Environment:** These homes support the mixed-use nature of the MU-2 district by providing essential childcare services within residential areas.
- **Community Focus:** Family child care homes enhance the sense of community by offering personalized, home-based childcare services.

Compliance with MU-2 Standards:**Building and Design Standards:**

- **Building Height:** Family child care homes typically operate within residential buildings, which comply with the height limits of the MU-2 district.
- **Setbacks:** These homes usually follow the residential setback requirements, which are compatible with the overall urban design goals.
- **Glazing Requirements:** Not typically applicable, but any residential home-based business should maintain residential aesthetics.

Traffic and Parking:

- **Off-Street Parking:** Family child care homes may require additional parking for drop-off and pick-up times, which should be managed to avoid congestion.
- **Pedestrian and Bicycle Access:** These homes support pedestrian and bicycle access, promoting walkability within the community.

Environmental Considerations:

- **Sustainability Practices:** Family child care homes have a low environmental impact, making efficient use of existing residential spaces.
- **Land Use Efficiency:** They utilize existing residential properties, promoting sustainable land use.

Conclusion:

Allowing family child care homes as a permitted use in the MU-2 zoning district aligns with the goals and regulations of the Future Land Use (MUM) category and the MU-2 zoning district. Key points include:

- **Pros:**
 - Provides essential childcare services within residential areas.
 - Supports local economies by enabling parents to work.
 - Aligns with the compact, mixed-use development goals of the MU-2 district.
 - Has a minimal environmental impact and promotes sustainable land use.

Family child care homes are compatible with the comprehensive plan's vision for the MU-2 zoning district, supporting medium-intensity, mixed-use development that enhances community vitality and accessibility to essential services.

Analysis of Alcoholic Beverage Establishment as a Permitted Use in MU-2 Zoning District

Definition:

Alcoholic Beverage Establishment: A business where alcoholic beverages are sold and consumed on the premises, including bars, pubs, and similar venues.

Compatibility with MU-2 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.

Alcoholic beverage establishments contribute to the vibrancy and social fabric of a community, supporting a mix of uses and enhancing the urban nightlife.

Compatibility Considerations:

- **Community Integration:** These establishments can enhance the community by providing social gathering places.
- **Accessibility:** Located within mixed-use areas, they offer easy access to residents and visitors, 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.

Alcoholic beverage establishments support local economic activity by attracting patrons and increasing foot traffic, which benefits surrounding businesses.

Compatibility Considerations:

- **Economic Development:** These establishments drive economic activity and contribute to the vibrancy of mixed-use areas.
- **Urban Design:** They should be designed to fit within the pedestrian-friendly urban environment envisioned for the MU-2 district.

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.

Alcoholic beverage establishments fit well within mixed-use environments, adding to the area's unique character and supporting the overall urban form.

Compatibility Considerations:

- **Mixed-Use Environment:** These establishments enhance the mixed-use character of the MU-2 district by providing social venues.
- **Community Focus:** They can serve as focal points for social interaction and community engagement.

Compliance with MU-2 Standards:

Building and Design Standards:

- **Building Height:** Alcoholic beverage establishments typically comply with the height limits of the MU-2 district.
- **Setbacks:** These establishments should be designed with minimal front yard setbacks to encourage pedestrian engagement.
- **Glazing Requirements:** Ground-floor windows and transparent elements promote a pedestrian-friendly design.

Traffic and Parking:

- **Off-Street Parking:** Adequate off-street parking must be provided to meet the needs of patrons without contributing to street congestion.
- **Pedestrian and Bicycle Access:** Promoting pedestrian and bicycle access aligns with the MU-2 district goals.

Specific Requirements for Alcoholic Beverage Establishments (Sec. 30-5.3):

- **Distance Requirements:**
 - **Places of Religious Assembly:** Must be located at least 300 linear feet away, except in certain districts.
 - **Schools:** Must be located at least 400 linear feet away, except in certain districts.
 - **Residential District Boundaries:** No entrance or exit within 100 linear feet of a residential district boundary.
- **Special Use Permit Considerations:**
 - Noise generated by the establishment.
 - Amount of traffic generation and its impact on residential areas.
 - Hours of activity and their effect on surrounding properties.

Conclusion:

Allowing alcoholic beverage establishments as a permitted use in the MU-2 zoning district can align with the goals and regulations of the Future Land Use (MUM) category and the MU-2 zoning district if managed properly. Key points include:

- **Pros:**
 - Enhances community vibrancy and nightlife.
 - Supports local economic activity and attracts foot traffic.
 - Fits within the mixed-use, pedestrian-friendly environment envisioned for the MU-2 district.
- **Cons:**
 - Potential noise and disturbance to nearby residential areas.
 - Requires careful management to mitigate environmental and social impacts.

By addressing these potential impacts through thoughtful design, proper location, and adherence to MU-2 standards, alcoholic beverage establishments can be successfully integrated into the MU-2 zoning district as a permitted use. This approach balances the need for vibrant social venues with the district's overall development objectives and enhances the quality of life for residents and businesses.

Analysis of Food Truck Park (6 or More Pads) as a Permitted Use in MU-2 Zoning District

Definition:

Food Truck Park: A designated area where multiple food trucks can operate simultaneously, providing a variety of food options and a communal dining experience.

Compatibility with MU-2 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.

Food truck parks contribute to the vibrancy and diversity of a community, offering a unique dining experience and enhancing social interaction.

Compatibility Considerations:

- **Community Integration:** These parks provide a communal space that integrates well with surrounding uses, supporting social engagement.
- **Accessibility:** Located within mixed-use areas, they offer easy access to a variety of food options, 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: Food truck parks support local economic activity by attracting patrons and increasing foot traffic, which benefits surrounding businesses.

Compatibility Considerations:

- **Economic Development:** These parks drive economic activity and contribute to the vibrancy of mixed-use areas.
- **Urban Design:** They should be designed to fit within the pedestrian-friendly urban environment envisioned for the MU-2 district.

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.

Food truck parks fit well within mixed-use environments, adding to the area's unique character and supporting the overall urban form.

Compatibility Considerations:

- **Mixed-Use Environment:** These parks enhance the mixed-use character of the MU-2 district by providing diverse dining options and a communal atmosphere.
- **Community Focus:** They can serve as focal points for social interaction and community engagement.

Compliance with MU-2 Standards:

Building and Design Standards:

- **Building Height:** Food truck parks typically do not involve permanent structures that conflict with height limits of the MU-2 district.
- **Setbacks:** These parks should be designed with appropriate setbacks to ensure pedestrian engagement and accessibility.
- **Glazing Requirements:** Not typically applicable, but any associated structures should promote pedestrian-friendly design.

Traffic and Parking:

- **Off-Street Parking:** Adequate off-street parking must be provided to meet the needs of patrons without contributing to street congestion.
- **Pedestrian and Bicycle Access:** Promoting pedestrian and bicycle access aligns with the MU-2 district goals.

Environmental Considerations:

- **Sustainability Practices:** Food truck parks should incorporate sustainable practices, such as proper waste disposal and recycling, to minimize environmental impacts.
- **Noise and Disturbance:** Managing noise levels and potential disturbances is crucial to maintaining compatibility with residential areas.

Conclusion:

Allowing food truck parks (6 or more pads) as a permitted use in the MU-2 zoning district can align with the goals and regulations of the Future Land Use (MUM) category and the MU-2 zoning district if managed properly. Key points include:

- **Pros:**
 - Enhances community vibrancy and social interaction.
 - Supports local economic activity and attracts foot traffic.
 - Fits within the mixed-use, pedestrian-friendly environment envisioned for the MU-2 district.
- **Cons:**
 - Potential noise and disturbance to nearby residential areas.
 - Requires careful management to mitigate environmental and social impacts.

By addressing these potential impacts through design, proper location, and adherence to MU-2 standards, food truck parks can be integrated into the MU-2 zoning district as a permitted use. This approach balances the need for vibrant social venues with the district's overall development objectives and enhances the quality of life for residents and businesses

Analysis of Indoor Go-Cart Raceway and Rentals as a Permitted Use in MU-2 Zoning District

Definition:

Indoor Go-Cart Raceway and Rentals: A recreational facility where patrons can drive go-carts on an indoor track, typically offered for rental by the hour or session.

Compatibility with MU-2 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.

Indoor go-cart raceways contribute to the vibrancy and recreational options within a community, supporting a diverse range of activities.

Compatibility Considerations:

- **Community Integration:** These facilities provide recreational opportunities that enhance the community's appeal and offer a unique indoor activity.
- **Accessibility:** Located within mixed-use areas, they offer easy access to residents and visitors, 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.

Indoor go-cart raceways support local economic activity by attracting patrons and increasing foot traffic, which benefits surrounding businesses.

Compatibility Considerations:

- **Economic Development:** These facilities drive economic activity and contribute to the vibrancy of mixed-use areas.
- **Urban Design:** They should be designed to fit within the pedestrian-friendly urban environment envisioned for the MU-2 district.

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.

Analysis: Indoor go-cart raceways typically do not have a significant environmental impact if properly managed, but considerations for noise control and energy use are important.

Compatibility Considerations:

- **Environmental Compliance:** Proper noise management and sustainability practices are essential to minimize any potential environmental impact.
- **Sustainability Practices:** Encouraging sustainable business practices within these facilities can further reduce their environmental footprint.

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.

Analysis: Indoor go-cart raceways can fit within mixed-use environments, adding to the area's unique character and supporting the overall urban form.

Compatibility Considerations:

- **Mixed-Use Environment:** These facilities enhance the mixed-use character of the MU-2 district by providing diverse recreational options.
- **Community Focus:** They can serve as focal points for social interaction and community engagement.

Compliance with MU-2 Standards:

Building and Design Standards:

- **Building Height:** Indoor go-cart raceways typically comply with the height limits of the MU-2 district.
- **Setbacks:** These facilities should be designed with appropriate setbacks to ensure pedestrian engagement and accessibility.
- **Glazing Requirements:** Ground-floor windows and transparent elements promote a pedestrian-friendly design.

Traffic and Parking:

- **Off-Street Parking:** Adequate off-street parking must be provided to meet the needs of patrons without contributing to street congestion.
- **Pedestrian and Bicycle Access:** Promoting pedestrian and bicycle access aligns with the MU-2 district goals.

Environmental Considerations:

- **Sustainability Practices:** Indoor go-cart raceways should incorporate sustainable practices, such as energy-efficient lighting and proper waste management, to minimize environmental impacts.
- **Noise and Disturbance:** Managing noise levels and potential disturbances is crucial to maintaining compatibility with residential areas.

Conclusion:

Allowing indoor go-cart raceways and rentals as a permitted use in the MU-2 zoning district can align with the goals and regulations of the Future Land Use (MUM) category and the MU-2 zoning district if managed properly. Key points include:

- **Pros:**
 - Enhances community vibrancy and recreational options.
 - Supports local economic activity and attracts foot traffic.

- Fits within the mixed-use, pedestrian-friendly environment envisioned for the MU-2 district.
- **Cons:**
 - Potential noise and disturbance to nearby residential areas.

By addressing these potential impacts through adherence to MU-2 standards, indoor go-cart raceways can be integrated into the MU-2 zoning district as a permitted use. This approach balances the need for vibrant recreational venues with the district's overall development objectives and enhances the quality of life for residents and businesses.

Analysis of Hotel or Motel as a Permitted Use in MU-2 Zoning District

Definition:

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.

Compatibility with MU-2 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.

Hotels and motels can fail to address the goal of improving quality of life and achieving a superior, sustainable development pattern as outlined in Objective 1.1. While these establishments provide essential services for travelers, they may not fully align with traditional urban design principles aimed at fostering vibrant, cohesive communities.

Policy 1.1.2: Neighborhoods should be sized for easy walking distance to daily needs. Hotels and motels primarily serve transient populations and do not contribute to the daily needs of permanent residents. They can generate increased vehicular traffic, potentially disrupting the pedestrian-friendly environment essential for neighborhoods designed for easy walking distance to daily necessities. The focus of hotels and motels on non-residential uses can undermine the walkability and local accessibility that these policies aim to promote.

Policy 1.1.4: The City should have a center focus combining commercial, civic, cultural, and recreational uses. While hotels and motels provide commercial services, they do not inherently combine or support civic, cultural, and recreational uses. Their presence can skew the balance of activities and services in a central focus area, prioritizing transient over community-serving uses. This can detract from the creation of a vibrant, multi-use city center that serves the broader community's needs.

Policy 1.1.6: Encourage centrally located community-serving facilities. Hotels and motels, while useful for visitors, are not typically considered community-serving facilities. Their operation does not inherently contribute to the local community's quality of life in the same way as libraries, parks, or cultural centers. Their presence may consume valuable central space that could be better utilized for facilities that serve long-term residents and enhance community cohesion.

Hotels and motels do not fully support the policies aimed at improving quality of life and achieving a superior, sustainable development pattern. Their focus on serving transient populations rather than permanent residents can disrupt the intended urban design principles that prioritize walkability, community-serving facilities, and a balanced mix of uses in central 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.

Hotels and motels may present challenges within mixed-use environments, potentially undermining the unique character and urban form the City aims to foster. These uses can generate significant traffic and parking demand, which may not align with the goal of promoting a pedestrian-friendly, sustainable

urban form. Transportation to a hotel is mainly identified by personal vehicle choices with less pedestrian activity from potential patrons. Hotels and motels are not designed to encourage transportation from patrons on buses, bikes, or foot. Additionally, the noise and activity associated with hotels and motels can disrupt the tranquility of residential areas and lead to compatibility issues. This may detract from efforts to discourage strip commercial uses and create a cohesive, mixed-use environment. Therefore, while hotels and motels can contribute to the redevelopment of an area and promote a level of quality of life, they fail to encourage a large range of transportation choices. Their impacts must be carefully managed to ensure they do not conflict with the policies and objectives aimed at fostering the city's unique character and sustainable growth

Compliance with MU-2 Standards:

Building and Design Standards:

- **Building Height:** Hotels and motels typically comply with the height limits of the MU-2 district, often utilizing the maximum allowed height to provide more rooms and amenities.
- **Setbacks:** These establishments should be designed with minimal front yard setbacks to encourage pedestrian engagement.
- **Glazing Requirements:** Ground-floor windows and transparent elements promote a pedestrian-friendly design, making the establishment more inviting.

Adverse Impacts:

The Mixed-Use Medium-Intensity (MU-2) zoning district is designed to provide a balanced mix of residential, retail, professional, service, and light industrial uses in medium-level activity centers. The primary goal is to create a harmonious blend of compatible uses that reduce the number and length of vehicular trips, foster a pedestrian-friendly environment, and maintain the character of surrounding residential neighborhoods. However, introducing hotel and motel uses into MU-2 districts can have several negative impacts that may disrupt this balance.

Increased Traffic and Congestion

Hotels and motels typically generate significant traffic, including guest vehicles, taxis, rideshares, and service deliveries. This increase in traffic can lead to congestion, particularly during peak check-in and check-out times, which can overwhelm local streets and negatively impact the pedestrian-friendly nature of the MU-2 district. The added traffic can also pose safety risks for pedestrians and cyclists, detracting from the intended walkability of the area.

Noise Pollution

Hotels and motels operate 24/7, leading to constant activity that can generate noise pollution. Guest arrivals and departures, particularly late at night or early in the morning, can disturb the peace and quiet of a neighborhood. Additionally, on-site amenities such as restaurants, bars, and event spaces can further contribute to noise levels, impacting nearby residents and businesses.

Transient Population

The transient nature of hotel and motel guests can affect the sense of community within an MU-2 district. Unlike permanent residents, hotel guests are typically in the area for short stays and may not invest in the community's well-being. This can lead to a less cohesive neighborhood environment, undermining efforts to foster a stable and engaged community.

Aesthetic and Architectural Concerns

Hotels and motels often require larger buildings that may not be in keeping with the existing architectural character of an MU-2 district. Their design and scale can clash with the smaller, more varied structures that typify mixed-use neighborhoods, potentially disrupting the aesthetic cohesion of the area. This can detract from the overall visual appeal and charm of the district.

Given these potential negative impacts, it's important to carefully consider the introduction of hotel and motel uses in MU-2 zoning districts. Detailed planning and regulatory measures, such as special use permits, can help mitigate these issues, ensuring that any new developments align with the district's goals and maintain the quality of life for all residents and businesses.

Conclusion:

Considering the potential negative impacts of hotel and motel uses in MU-2 zoning districts, it is recommended that these uses be permitted via a special use permit rather than by right. This approach allows for a thorough review process to ensure compatibility with the existing mixed-use environment and surrounding residential areas.

By requiring a special use permit, the City can apply specific conditions to each proposed hotel or motel development, addressing potential concerns on a case-by-case basis and ensuring that such uses contribute positively to the community. This approach aligns with the goals of the MU-2 district to promote a harmonious mix of uses, reduce vehicular trips, and enhance the quality of life for all residents and businesses.

Analysis of Ice Manufacturing/Vending Machines as an Accessory Use in MU-2 Zoning District

Definition:

Ice Manufacturing/Vending Machines: A facility or machine that produces and dispenses ice, typically found as an accessory use in locations such as gas stations, convenience stores, or other commercial establishments.

Compatibility with MU-2 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.

Ice manufacturing/vending machines as an accessory use provide convenience to residents and visitors, supporting the goal of integrated communities with essential facilities.

Compatibility Considerations:

- **Community Integration:** These machines can be easily integrated into existing commercial establishments, enhancing service offerings.
- **Accessibility:** Located within commercial areas, they provide easy access to ice, meeting daily needs without requiring additional travel.

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.

Ice vending machines support local economic activity by adding a convenient service that can attract more customers to commercial establishments.

Compatibility Considerations:

- **Economic Development:** These machines support local businesses by offering an additional service that can draw customers.
- **Urban Design:** They should be placed in a way that complements the pedestrian-friendly urban environment envisioned for the MU-2 district and should only be associated with a principle use.

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.

Ice vending machines as an accessory use fit within mixed-use environments, providing a practical service that supports the overall urban form.

Compatibility Considerations:

- **Mixed-Use Environment:** These machines enhance the mixed-use character of the MU-2 district by providing convenient access to ice.
- **Community Focus:** They serve as practical additions to commercial establishments, enhancing the service offerings and supporting community needs.

Compliance with MU-2 Standards:

Building and Design Standards:

- **Building Height:** Ice vending machines typically comply with height limits as they are small and non-intrusive.
- **Setbacks:** These machines should be placed in areas that do not obstruct pedestrian pathways and maintain the overall aesthetic of the area.
- **Glazing Requirements:** Not typically applicable, but placement should ensure they do not detract from the pedestrian-friendly design.

Traffic and Parking:

- **Off-Street Parking:** These machines should not require additional parking but should be placed in locations where they do not interfere with existing parking arrangements.
- **Pedestrian and Bicycle Access:** Ensuring easy access for pedestrians and cyclists aligns with the MU-2 district goals.

Conclusion:

Allowing ice manufacturing/vending machines as an accessory use in the MU-2 zoning district can align with the goals and regulations of the Future Land Use (MUM) category and the MU-2 zoning district if managed properly. Key points include:

- **Pros:**
 - Enhances convenience for residents and visitors.
 - Supports local businesses by offering an additional service.

- Fits within the mixed-use, pedestrian-friendly environment envisioned for the MU-2 district.

Analysis of Mini-Warehouses, Self-Storage Facilities as a Permitted Use in MU-2 Zoning District

Definition:

Mini-Warehouses, Self-Storage Facilities: 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-2 Zoning District

Comprehensive Plan Goals, Objectives, and Policies:

Mini-warehouses, or self-storage facilities, do not align with the goals and objectives set forth for the Mixed-Use Medium-Intensity (MU-2) zoning district. This zoning district is designed to support a mix of employment, retail, professional, service, and residential uses in medium-level activity centers. The intent is to encourage a reduction in vehicular trips by providing for basic needs and employment opportunities within close proximity to residential areas, thereby fostering a vibrant, pedestrian-friendly environment. Here's an expanded analysis in the context of the MU-2 zoning district:

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.

Mini-warehouses do not contribute to daily needs within walking distance for residents. The MU-2 district is intended to provide essential services and amenities that residents can easily access on foot, such as grocery stores, cafes, and small businesses. Mini-warehouses, however, are primarily for storage purposes and do not offer services or amenities that enhance daily living or walkability. Their presence can create dead zones in the pedestrian network, reducing the overall vibrancy and connectivity of the neighborhood.

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

The MU-2 district aims to create a dynamic urban center where commercial, civic, cultural, and recreational uses converge. Mini-warehouses do not contribute to this vision. They are typically low-activity uses that do not engage the community or attract foot traffic. In contrast, the desired uses in MU-2 are those that animate the streetscape, foster community interaction, and provide a variety of activities and services. Mini-warehouses can detract from the lively, mixed-use environment that MU-2 seeks to promote.

Policy 1.1.6: Encourage centrally located community-serving facilities.

Community-serving facilities in the MU-2 district should enhance the quality of life by offering spaces for social interaction, cultural activities, and essential services. Mini-warehouses do not fulfill these roles. They are primarily storage spaces that do not encourage social interaction or provide community benefits. Placing mini-warehouses in central locations within the MU-2 district occupies valuable real estate that could be better used for facilities that directly serve the community, such as parks, community centers, libraries, or retail spaces that support daily life and community well-being.

MU-2 District Purpose and Intent:

The MU-2 zoning district is established to provide a mix of employment, retail, professional, service, and residential uses. It is intended to reduce the number and length of vehicular trips by providing for basic needs and employment opportunities within close proximity to residential areas. The district encourages pedestrian access and the combining of trips, promoting a harmonious relationship between residential and non-residential uses. Mini-warehouses do not align with these objectives as they do not provide employment opportunities or basic needs that residents can access on foot. They also do not encourage pedestrian activity or reduce vehicular trips, as their use is infrequent and typically requires vehicular access.

Incompatibility and Adverse Impacts:**Low Activity and Engagement:**

Mini-warehouses do not generate significant foot traffic or engagement. They are typically visited infrequently, which contrasts with the high-activity, mixed-use environment intended for MU-2 districts.

Disruption of Pedestrian Networks:

The presence of mini-warehouses can create gaps in the pedestrian network, disrupting the continuity and vibrancy of the streetscape. This can deter pedestrian movement and reduce the overall attractiveness of the area.

Underutilization of Prime Locations:

Mini-warehouses occupy valuable land that could be better utilized for uses that directly serve the community and contribute to the district's vibrancy. Their presence in central locations can prevent the development of more active, community-serving uses.

Aesthetic and Design Concerns:

Mini-warehouses often have utilitarian designs that do not contribute to the aesthetic quality of the urban environment. In contrast, the MU-2 district seeks to promote high-quality urban design that enhances the public realm.

In summary, mini-warehouses are not compatible with the goals and objectives of the MU-2 zoning district. They do not support the principles of walkability, mixed-use development, or vibrant urban centers. Their presence can disrupt the pedestrian network, occupy prime real estate, and detract from the overall quality and sustainability of the urban environment. Therefore, allowing mini-warehouses in the MU-2 district would not align with the vision and goals set forth for this zoning category.

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.

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

- Mini-warehouses do not contribute to the goal of promoting compact, vibrant urbanism. They are typically low-density, low-activity uses that do not support the creation of a dynamic urban environment. Instead of promoting compact development, mini-warehouses often require substantial land area for storage purposes, which can lead to inefficient land use and discourage the development of more active, engaging uses that contribute to urban vibrancy.

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

- Allowing mini-warehouses in MU-2 zoning districts does not align with recommendations focused on economic development, urban design, and land use changes aimed at fostering a vibrant urban environment. Mini-warehouses do not significantly contribute to economic development as they provide limited employment opportunities and do not attract foot traffic or consumer spending. From an urban design perspective, mini-warehouses often have a utilitarian appearance that does not enhance the streetscape or urban form. They also do not support the mixed-use land use changes that promote a lively, integrated community.

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

- Mini-warehouses do not accommodate increases in student enrollment or support mixed-use development near the University of Florida. Students and the university community benefit from mixed-use developments that provide housing, retail, dining, and recreational opportunities within close proximity. Mini-warehouses do not meet these needs as they are primarily used for storage and do not contribute to the daily life or vibrancy of the area. Additionally, mini-warehouses do not foster a pedestrian-friendly environment or provide the amenities and services that support a high quality of life for students.

Incompatibility and Adverse Impacts:

- **Lack of Economic Stimulation:** Mini-warehouses provide minimal economic benefits as they generate low employment and do not attract significant foot traffic or consumer spending, which are essential for vibrant urban areas.
- **Inefficient Land Use:** Mini-warehouses require substantial land area for storage purposes, leading to inefficient land use that does not support the goal of compact urban development. This can contribute to urban sprawl rather than compact, efficient development patterns.
- **Limited Contribution to Urban Design:** Mini-warehouses often have a utilitarian design that does not enhance the aesthetic quality or vibrancy of the urban environment. They do not contribute to the creation of attractive, engaging streetscapes that encourage pedestrian activity.
- **Unsuitability for Mixed-Use Development:** Mini-warehouses do not support mixed-use development, which is crucial for creating integrated, dynamic urban environments. They do not provide the residential, commercial, or recreational amenities that are needed in mixed-use areas.

Conclusion:

Allowing mini-warehouses in the MU-2 zoning district is inconsistent with the goals and policies aimed at promoting quality of life and transportation choice. Mini-warehouses do not contribute to compact, vibrant urbanism, economic development, or mixed-use development near the University of Florida. Their low activity levels, inefficient land use, and lack of contribution to urban design and economic stimulation make them unsuitable for the MU-2 district. To align with the comprehensive plan's goals, it is recommended that mini-warehouses not be permitted in MU-2 zoning districts.

Analysis of Passenger Transit or Rail Station as a Permitted Use in MU-2 Zoning District

Definition:

Passenger Transit or Rail Station: A facility that serves as a hub for passenger transportation services, including buses, trains, or other forms of public transit. These stations often include amenities such as ticketing offices, waiting areas, and sometimes retail or dining options.

Compatibility with MU-2 Zoning District

The MU-2 zoning district is established to provide a mix of employment, retail, professional, service, and residential uses within medium-level activity centers. It aims to reduce the number and length of vehicular trips by providing basic needs and employment opportunities within close proximity to residential areas. This district encourages the development of mixed-use areas that are compatible with each other and with surrounding residential neighborhoods.

Passenger Transit or Rail Stations:

Passenger transit or rail stations play a critical role in urban infrastructure, serving as hubs for public transportation that can efficiently move people to and from various parts of the city and beyond. These stations typically include facilities for boarding and alighting passengers, ticketing, waiting areas, and sometimes retail or food services.

Compatibility with MU-2 Objectives:

1. Promotes Sustainable Transportation:

- **Reduced Vehicular Trips:** Passenger transit or rail stations inherently reduce the need for personal vehicle use, aligning with the MU-2 goal of reducing vehicular trips.
- **Encourages Public Transit Use:** The presence of a transit station encourages residents and workers in the area to use public transportation, which helps alleviate traffic congestion and reduces environmental impacts associated with car travel.

2. Supports Mixed-Use Development:

- **Integration with Surrounding Uses:** Transit stations can be integrated with surrounding retail, office, and residential uses, creating a cohesive urban fabric. They can serve as focal points around which mixed-use development can thrive.
- **Increased Accessibility:** By providing a central point for public transportation, transit stations increase the accessibility of nearby residential, retail, and office spaces, making them more attractive for development and use.

3. Economic and Social Benefits:

- **Boosts Local Economy:** The foot traffic generated by transit stations can significantly benefit local businesses and retail establishments, driving economic activity in the area.

- **Enhances Property Values:** Proximity to a well-designed transit station can enhance property values, making the MU-2 district more desirable for both residential and commercial investments.
 - **Community Connectivity:** Transit stations enhance connectivity within the community, making it easier for residents to access employment opportunities, educational institutions, healthcare, and recreational facilities.
- 4. Urban Design and Livability:**
- **Pedestrian-Friendly Environment:** Transit stations encourage pedestrian activity, which aligns with the MU-2 district's goal of creating a pedestrian-friendly environment. They often include pedestrian infrastructure improvements such as sidewalks, crosswalks, and bike lanes.
 - **Compact Development:** The presence of a transit station supports compact, high-density development patterns, which are essential for creating vibrant urban centers within the MU-2 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 1.1.1:** 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 1.1.6:** Encourage centrally located community-serving facilities.

Passenger transit or rail stations provide essential transportation services, enhancing connectivity and accessibility within the community.

Policy 1.1.1: Planning should form complete, integrated communities with essential facilities.

Passenger transit or rail stations serve as crucial components of a complete and integrated community. By providing essential transportation facilities, they connect residents to various parts of the city and beyond, enhancing accessibility to employment, education, healthcare, and recreational opportunities. This integration of transportation infrastructure supports the development of vibrant, cohesive neighborhoods where residents have easy access to essential services and amenities.

Policy 1.1.2: Neighborhoods should be sized for easy walking distance to daily needs. Transit stations promote walkability within neighborhoods. By placing transit stations within easy walking distance, residents are encouraged to walk to and from the station, reducing reliance on personal vehicles. This proximity to daily needs, such as grocery stores, schools, offices, and parks, enhances the convenience and livability of the neighborhood. Transit stations act as focal points around which mixed-use developments can thrive, creating compact, pedestrian-friendly environments.

Policy 1.1.6: Encourage centrally located community-serving facilities. Passenger transit or rail stations are prime examples of centrally located community-serving facilities. Strategically placed transit stations serve as hubs of activity and connectivity, linking various parts of the community. Their central location

makes them accessible to a broad range of residents, facilitating efficient movement and reducing travel times. This centralization supports the goal of creating well-connected, vibrant urban centers that cater to the diverse needs of the community.

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.

Passenger transit or rail stations support local economic activity by improving transportation options, which can attract businesses and residents.

- **Policy 2.1.1: Develop recommendations for redevelopment areas focusing on economic development, urban design, and land use changes.** Passenger transit or rail stations act as catalysts for economic development and urban design improvements in redevelopment areas. By strategically placing transit stations within these areas, cities can attract new businesses, retail, and residential developments that thrive on accessibility and connectivity. The presence of a transit station encourages higher density and mixed-use developments, leading to more vibrant urban environments. This focus on efficient land use and connectivity helps to revitalize underutilized areas, driving economic growth and enhancing the overall urban fabric.
- **Policy 2.1.2: Accommodate increases in student enrollment and mixed-use development within proximity to the University of Florida.** Transit stations located near the University of Florida play a critical role in accommodating the growing student population and supporting mixed-use development. They provide an essential service for students, faculty, and staff, facilitating easy and sustainable commuting options. The increased accessibility reduces the need for on-campus parking and vehicle use, promoting a more pedestrian-friendly campus environment. Furthermore, transit stations encourage the development of nearby mixed-use projects, combining student housing with retail, dining, and recreational facilities, which enhances the overall appeal and functionality of the university area.

Conclusion:

Passenger transit or rail stations are highly compatible with the MU-2 zoning district due to their ability to promote sustainable transportation, support mixed-use development, provide economic and social benefits, and enhance urban design and livability. By integrating transit stations within the MU-2 district, the City of Gainesville can further its goals of creating a vibrant, accessible, and sustainable urban environment.

Analysis of Public Park as a Permitted Use in MU-2 Zoning District

Definition:

Public Park: A designated area of land, typically owned and maintained by a government entity, that is used for recreational purposes by the public. Public parks can include green spaces, playgrounds, sports fields, walking trails, picnic areas, and other amenities that support outdoor activities and community events.

Compatibility with MU-2 Zoning District

Parks should be allowed in MU-2 districts as they play a critical role in enhancing the livability and sustainability of urban areas. In MU-2 districts, which are designed to provide a mix of employment, retail, professional, service, and residential uses in medium-level activity centers, parks offer a valuable green space for recreation, relaxation, and community interaction. These spaces contribute to the creation of complete, integrated communities by providing essential recreational facilities within easy walking distance of residents and workers. Allowing parks in MU-2 districts supports the goal of reducing vehicular trips by promoting pedestrian access and fostering a vibrant urban environment. Additionally, parks align with the comprehensive plan objectives by promoting physical health, mental well-being, and overall community cohesion, making them an indispensable component of a thriving urban area.

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 1.1.5:** Encourage frequent use of squares, greens, and parks through placement and design.
 - **Policy 1.1.6:** Encourage centrally located community-serving facilities.

Public parks provide essential recreational spaces that enhance the quality of life for residents, support outdoor activities, and promote community engagement.

Compatibility Considerations:

- **Community Integration:** Public parks serve as integral parts of the community, providing accessible recreational spaces for residents of all ages.
- **Accessibility:** Located within mixed-use areas, parks offer easy access to green spaces and recreational facilities, promoting walkability and outdoor activities.

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 support vibrant urbanism by providing green spaces that enhance the attractiveness and livability of urban areas.

Compatibility Considerations:

- **Economic Development:** Parks can increase property values and attract businesses and residents by enhancing the aesthetic and recreational appeal of an area.
- **Urban Design:** They should be designed to fit within the pedestrian-friendly urban environment envisioned for the MU-2 district.

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.

Public parks protect open spaces and provide environmental benefits such as improving air quality, managing stormwater, and providing habitats for wildlife.

Compatibility Considerations:

- **Environmental Compliance:** Parks contribute to environmental sustainability by preserving green spaces and promoting biodiversity.
- **Sustainability Practices:** Encouraging sustainable park design and maintenance practices can enhance their environmental benefits.

Conclusion:

Public parks should be a permitted use in MU-2 districts because they significantly enhance the quality of life for residents by providing accessible green spaces for recreation, relaxation, and community engagement. Parks contribute to the creation of complete, integrated communities by offering essential recreational facilities within walking distance of residential and mixed-use areas. They support the MU-2 district's goal of reducing vehicular trips by encouraging pedestrian access and fostering a vibrant urban environment. Additionally, parks align with the MU-2 district's intent to provide a mix of employment, retail, professional, service, and residential uses in medium-level activity centers, creating a balanced and sustainable urban form. By integrating parks as a permitted use, the MU-2 district can ensure that

residents and workers have convenient access to outdoor spaces, promoting physical health, mental well-being, and overall community cohesion. This alignment with the district's purpose and comprehensive plan objectives makes parks an essential component of a thriving, livable community in MU-2 zones.

Analysis of Outdoor Recreation as a Permitted Use in MU-2 Zoning District

Definition:

Outdoor Recreation: Activities and facilities that support outdoor leisure and sports, such as sports fields, playgrounds, trails, picnic areas, and other spaces designed for active and passive outdoor activities.

Compatibility with MU-2 Zoning District

Open/Outdoor recreation spaces should be allowed in MU-2 districts as they are essential for fostering healthy, active lifestyles and enhancing the overall quality of life in urban environments. MU-2 districts, characterized by a mix of employment, retail, professional, service, and residential uses, benefit greatly from the inclusion of open recreation spaces. These areas provide residents, employees, and visitors with accessible locations for physical activities, relaxation, and social interaction, contributing to a balanced and vibrant urban community. By integrating open recreation spaces, MU-2 districts can promote walkability, reduce reliance on vehicular transportation, and support the comprehensive plan's objectives of creating sustainable, pedestrian-friendly environments. Furthermore, open recreation spaces help to alleviate urban density, offering natural, open areas that improve mental well-being, environmental quality, and community cohesion, making them a vital component of any mixed-use urban 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 1.1.1:** 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 1.1.5:** 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 provide essential spaces for physical activity, leisure, and community interaction, enhancing the quality of life for residents.

Compatibility Considerations:

- **Community Integration:** Outdoor recreation facilities serve as integral parts of the community, providing spaces for residents to engage in physical activities and social events.
- **Accessibility:** Located within mixed-use areas, these facilities offer easy access to recreational opportunities, promoting walkability and outdoor activities.

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 support vibrant urbanism by providing green spaces and recreational areas that enhance the attractiveness and livability of urban areas.

Compatibility Considerations:

- **Economic Development:** These facilities can increase property values and attract businesses and residents by enhancing the aesthetic and recreational appeal of an area.
- **Urban Design:** They should be designed to fit within the pedestrian-friendly urban environment envisioned for the MU-2 district.

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 protect open spaces and provide environmental benefits such as improving air quality, managing stormwater, and providing habitats for wildlife.

Compatibility Considerations:

- **Environmental Compliance:** These facilities contribute to environmental sustainability by preserving green spaces and promoting biodiversity.
- **Sustainability Practices:** Encouraging sustainable design and maintenance practices can enhance their environmental benefits.

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 fit well within mixed-use environments, adding to the area's unique character and supporting the overall urban form.

Compatibility Considerations:

- **Mixed-Use Environment:** These facilities enhance the mixed-use character of the MU-2 district by providing accessible spaces for recreation and relaxation.
- **Community Focus:** They serve as focal points for community interaction, outdoor activities, and social events, supporting the district's overall development goals.

Conclusion:

Allowing open recreation spaces in MU-2 districts is essential for creating vibrant, sustainable, and livable urban environments. These spaces enhance the quality of life by providing accessible areas for physical activity, relaxation, and social interaction, fostering a sense of community and well-being. Open recreation spaces support the comprehensive plan's objectives by promoting walkability, reducing urban sprawl, and integrating natural elements into the urban fabric. They contribute to a balanced mix of uses within MU-2 districts, accommodating the needs of residents, employees, and visitors alike. By permitting open recreation spaces as a right in MU-2 districts, we can ensure that these areas remain attractive, healthy, and dynamic places to live, work, and play, ultimately leading to a more cohesive and sustainable urban community.

Analysis of Vehicle Repair as a Special Use Permit in MU-2 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-2 Zoning District

Vehicle repair uses are not consistent with the intended purpose and character of MU-2 zoning districts. The MU-2 district is designed to provide a mix of employment, retail, professional, service, and residential uses within medium-level activity centers. This zoning aims to encourage pedestrian-friendly environments and reduce the number and length of vehicular trips by offering basic needs and employment opportunities in close proximity to residential areas. Vehicle repair shops, by contrast, typically generate substantial noise, traffic, and potential environmental hazards, such as oil and chemical spills. These characteristics can detract from the intended mixed-use, pedestrian-friendly environment and negatively impact the quality of life for residents and businesses in the area.

Furthermore, the use of vehicle repair shops in MU-2 districts is inconsistent with the City of Gainesville's Comprehensive Plan, particularly Policy 4.2.4, which states, "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 specifically accommodates vehicle repair shop uses. Allowing vehicle repair shops either by right or via special use permit in MU-2 districts would contradict this policy by potentially situating these uses outside the designated area, thereby undermining the city's efforts to maintain a cohesive and strategic land use plan. Therefore, vehicle repair uses are fundamentally incompatible with the objectives and policies governing MU-2 zoning districts.

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.

- Vehicle repair uses are typically auto-centric and generate significant noise, traffic, and environmental concerns, which can disrupt the cohesive, integrated communities envisioned by Policy 1.1.1. Instead of contributing to a seamless urban fabric, vehicle repair shops often create isolated pockets of intense activity that are out of sync with the surrounding mixed-use developments, undermining the objective of forming well-integrated communities.

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

- Vehicle repair shops are not pedestrian-oriented and do not contribute to the walkability of neighborhoods. They require large areas for parking and maneuvering vehicles, which can interrupt the pedestrian pathways and detract from the walkable environment essential for vibrant, livable neighborhoods. This makes vehicle repair uses inconsistent with the aim of creating neighborhoods where residents can easily walk to meet their daily needs.

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

- Vehicle repair facilities are largely utilitarian and do not contribute to the civic, cultural, or recreational aspects of a neighborhood center. They are typically situated away from primary pedestrian flows and central nodes of activity, which means they do not enhance the central focus that combines various community-oriented uses. This makes vehicle repair uses incompatible with the policy of creating a vibrant, multifaceted urban center.

Policy 1.1.6: Encourage centrally located community-serving facilities.

- Community-serving facilities are intended to provide direct benefits to the local population, such as libraries, parks, and community centers, which enhance social interaction and accessibility. Vehicle repair shops, while necessary, do not serve this purpose in the same way. They cater to specific needs that can be disruptive and do not support the social and communal functions desired for centrally located facilities. Therefore, they do not align with the objective of encouraging community-serving facilities that promote the overall well-being of the neighborhood.

Allowing vehicle repair uses in MU-2 zoning districts does not align with Goal 1 of the Comprehensive Plan, which aims to improve quality of life through superior and sustainable development patterns. Vehicle repair facilities are inconsistent with the urban design principles intended to create integrated, walkable neighborhoods with a central focus on community-oriented activities.

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 repair uses typically require large parcels of land to accommodate the repair bays, parking for vehicles awaiting service, and maneuvering space for customers. This auto-centric nature contributes to a sprawling development pattern that is at odds with the goal of promoting compact urbanism. Instead of contributing to the densification and efficient use of land, vehicle repair facilities often create gaps in the urban fabric, undermining efforts to foster a vibrant, pedestrian-friendly environment.

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

- Vehicle repair shops do not significantly contribute to the economic vitality or aesthetic appeal of mixed-use redevelopment areas. They often generate less foot traffic compared to retail, dining, and entertainment uses, which are key drivers of economic activity and urban vibrancy. Moreover, the presence of vehicle repair facilities can detract from the overall urban design by introducing large, paved areas and utilitarian structures that do not enhance the visual or functional quality of the streetscape. This makes them inconsistent with the policy of focusing redevelopment on enhancing economic and urban design outcomes.

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

- The areas surrounding the University of Florida are prime locations for high-density residential, retail, and recreational uses that cater to the student population. Vehicle repair shops are not aligned with the needs and lifestyle of students, who typically seek amenities within walking distance, such as cafes, bookstores, and social spaces. Allowing vehicle repair uses in these areas could undermine the goal of creating a cohesive, student-friendly mixed-use environment, as these facilities do not contribute to the vibrant urban atmosphere desired in proximity to the university.
- Permitting vehicle repair uses in MU-2 zoning districts does not support Goal 2 of the Comprehensive Plan, which aims to promote quality of life through compact, vibrant urbanism and to discourage urban sprawl. Vehicle repair facilities are counterproductive to these objectives as they contribute to a sprawling development pattern, detract from economic development and urban design goals, and do not align with the needs of a mixed-use environment near the University of Florida.

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 repair facilities often involve the use of various hazardous materials such as motor oil, lubricants, antifreeze, and solvents. If these materials are not handled properly, they can lead to

soil and groundwater contamination, posing significant risks to environmentally sensitive areas. In mixed-use zoning districts like MU-2, the presence of vehicle repair shops can be detrimental to efforts aimed at protecting and preserving the natural environment, thereby failing to meet the objective of maintaining open spaces and protecting sensitive land.

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

- Vehicle repair facilities require stringent standards and guidelines to manage the potential release of hazardous substances. While these standards exist, the risk of accidental spills or improper disposal of materials remains a concern. The inclusion of vehicle repair uses in MU-2 zoning districts would necessitate additional regulatory oversight and infrastructure to prevent environmental degradation, which may not align with the broader urban design and mixed-use principles intended for these areas.

Policy 3.1.2: Regulate development in high recharge areas.

- High recharge areas are critical for maintaining groundwater levels and ensuring the availability of clean water. Vehicle repair facilities, with their potential for leaking fluids and chemicals, pose a significant risk to these areas. Allowing such uses in MU-2 zoning districts could compromise the integrity of high recharge areas, making it difficult to ensure the long-term quality and sustainability of water resources.

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

- The effective management of hazardous materials at vehicle repair facilities requires coordination with regulatory agencies to ensure compliance with environmental regulations. This coordination adds a layer of complexity and responsibility that might not be compatible with the overall objectives of mixed-use development in MU-2 districts. The potential environmental risks associated with vehicle repair shops necessitate rigorous oversight, which can be at odds with the streamlined and integrated approach to land use planning in these districts.

Compatibility Considerations:

- Vehicle repair facilities are inherently industrial in nature, often involving activities that generate noise, emissions, and waste. These characteristics can conflict with the residential, commercial, and recreational uses typically found in MU-2 zoning districts. The presence of vehicle repair shops can detract from the desired urban form, reduce the attractiveness of the area for residents and businesses, and increase the potential for environmental hazards.

Permitting vehicle repair uses in MU-2 zoning districts does not support Goal 3 of the Comprehensive Plan, which aims to achieve the highest long-term quality of life with minimal environmental impact. The potential for hazardous materials contamination, the need for stringent regulatory oversight, and the incompatibility with environmentally sensitive areas highlight the unsuitability of vehicle repair facilities in mixed-use environments.

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.**

Allowing vehicle repair uses in MU-2 zoning districts conflicts with the objective of establishing appropriate land use categories. Vehicle repair facilities are typically associated with more industrial or auto-centric areas, rather than mixed-use districts that aim to integrate residential, commercial, and recreational uses. Their inclusion in MU-2 zones may compromise the intended balance and functionality of these areas.

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

Vehicle repair shops, with their industrial nature, do not align with the sustainable and efficient urban form envisioned for mixed-use districts. These areas are designed to accommodate higher density residential, retail, and office spaces that support a walkable and vibrant community. The introduction of vehicle repair facilities could disrupt the cohesive urban fabric, making it less attractive for pedestrian activity and mixed-use development.

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

Including vehicle repair uses in MU-2 districts could lead to inconsistencies with the Future Land Use Map, which aims to promote compatible and sustainable development patterns. Vehicle repair shops often generate noise, traffic, and environmental concerns that are incompatible with the mixed-use and residential components of MU-2 zones. This can hinder efforts to promote urban infill and create a cohesive, integrated community.

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

Vehicle repair facilities are more aligned with strip commercial uses due to their auto-centric nature and operational requirements. Allowing them in MU-2 zones contradicts the policy goal of encouraging mixed uses. These districts are intended to foster a diverse range of activities that support a vibrant, pedestrian-friendly environment. The presence of vehicle repair shops could undermine these efforts, leading to a more fragmented and less cohesive urban landscape.

Vehicle repair uses do not align with the goals and policies outlined in Goal 4 of the Comprehensive Plan. Their inclusion in MU-2 zoning districts can disrupt the intended mixed-use character, introduce incompatible activities, and hinder efforts to promote sustainable, efficient urban development.

Conclusion:

Based on the analysis, it is clear that vehicle repair uses are fundamentally incompatible with the intended character and objectives of the MU-2 zoning district. The MU-2 district aims to foster a

pedestrian-friendly, mixed-use environment that integrates employment, retail, professional services, and residential uses to enhance community livability and reduce vehicular trips. In contrast, vehicle repair shops typically generate substantial noise, traffic, and potential environmental hazards, which can detract from the overall quality of life and disrupt the harmonious urban fabric envisioned for MU-2 areas. Furthermore, allowing vehicle repair uses in MU-2 districts would conflict with the City of Gainesville's Comprehensive Plan, particularly Policy 4.2.4, which seeks to restrict such uses to specific areas, primarily North Main Street north of 16th Avenue. By keeping vehicle repair shops confined to designated zones, the city can better maintain a cohesive land use strategy and protect the integrity of its mixed-use districts. Therefore, it is recommended that vehicle repair uses not be permitted by right or via special use permit in MU-2 zoning districts to ensure consistency with the district's objectives and the comprehensive plan.

Analysis of Vehicle Rental as a Permitted Use in MU-2 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-2 Zoning District

The Mixed-Use Medium Intensity (MU-2) zoning district is designed to foster vibrant, pedestrian-friendly urban environments that blend residential, retail, professional, and service uses. This zoning category aims to create a dynamic urban fabric that supports walking, enhances community livability, and encourages sustainable development patterns. However, allowing vehicle rental facilities in MU-2 districts is fundamentally at odds with these objectives. Vehicle rental facilities typically require substantial parking areas, generate significant vehicular traffic, and emphasize automobile usage, which directly conflicts with the pedestrian-oriented and mixed-use nature intended for MU-2 zones. Furthermore, such facilities do not align with the comprehensive plan's goals of improving quality of life, promoting compact urbanism, and fostering sustainable development practices. Therefore, vehicle rental facilities should not be permitted in MU-2 zoning districts to preserve the intended character and functionality of these mixed-use environments.

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.**

- Vehicle rental facilities, which primarily cater to vehicular needs, do not contribute to the creation of complete, integrated communities. Instead, they promote automobile dependency, which can fragment the urban fabric and detract from the cohesive, pedestrian-friendly environment intended for MU-2 districts. Their presence does not support the essential facilities envisioned to be part of a complete community, such as residential, retail, and cultural amenities that foster daily interaction and engagement among residents.

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

- Vehicle rental facilities typically require substantial space for vehicle storage and operations, which can occupy valuable land that could otherwise be used for mixed-use developments or essential neighborhood services within walking distance. Their inclusion in MU-2 zones would encourage driving rather than walking, undermining efforts to create neighborhoods where daily needs are met within a short walk.

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

- Vehicle rental facilities do not align with the vision of a central focus area that combines diverse uses such as commercial, civic, cultural, and recreational activities. Instead, they often result in large, inactive areas dedicated to vehicle storage, which do not contribute to the vibrant, active urban centers intended in MU-2 zones. Their presence can detract from the aesthetic and functional qualities of these mixed-use centers, making them less attractive for pedestrians and community activities.

Policy 1.1.6: Encourage centrally located community-serving facilities.

- While vehicle rentals do serve a function within the community, they are not typically considered community-serving facilities in the same vein as libraries, parks, or community centers. These facilities are intended to provide direct, everyday benefits to residents, enhancing community interaction and cohesion. Vehicle rental services are more specialized and do not provide the broad, accessible benefits that community-serving facilities are intended to offer. Placing them in MU-2 zones could therefore detract from the provision of genuinely community-serving amenities.

Vehicle rental facilities are not consistent with the objectives and policies outlined under Goal 1 of improving quality of life and achieving a sustainable development pattern. They do not contribute to the formation of complete, integrated communities, encourage walking, or support the vision of a mixed-use center combining various essential facilities. Instead, they promote automobile dependency, require significant land for vehicle storage, and do not provide the same level of direct community benefit as other centrally located facilities.

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 are not aligned with the objective of promoting compact, vibrant urbanism. These facilities often require large areas for vehicle storage and operational purposes, which can disrupt the compact, walkable urban form intended for MU-2 districts. By occupying significant land space, vehicle rental services reduce the availability of land for mixed-use developments that integrate residential, commercial, and recreational uses. This can lead to a less vibrant urban environment and potentially encourage urban sprawl as people might rely more on vehicles rather than engaging with the local, walkable community.

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

- Vehicle rental facilities do not support the type of economic development and urban design envisioned for MU-2 zones. These facilities are typically low-intensity uses that do not contribute to the economic vibrancy of an area. They do not generate significant foot traffic or support other local businesses in the way that mixed-use developments, retail, and dining establishments do. Their presence can also negatively impact the urban design by creating large, inactive zones that detract from the overall aesthetic and functional coherence of the area.

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

- Vehicle rental facilities are not conducive to accommodating increases in student enrollment or supporting mixed-use development near the University of Florida. Students and mixed-use developments benefit from amenities and services that are accessible, walkable, and integrated into the community fabric. Vehicle rental services, which encourage driving and vehicle dependence, are counterproductive to creating a pedestrian-friendly environment that supports students' needs and encourages them to engage with their surroundings. Additionally, the space occupied by vehicle rental facilities could be better used for housing, commercial spaces, or recreational facilities that directly benefit students and enhance the mixed-use character of the area.

Vehicle rental facilities do not align with the goals and policies outlined under Goal 2 of promoting quality of life and transportation choice through redevelopment. These facilities do not contribute to the compact, vibrant urbanism intended for MU-2 districts and can inadvertently encourage urban sprawl. They do not support the desired economic development and urban design changes necessary for a thriving mixed-use community. Moreover, vehicle rental services do not accommodate the needs of increased student enrollment or support the development of mixed-use areas near the University of Florida.

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 can negatively impact environmentally sensitive areas due to the nature of their operations, which often involve significant land use for parking and storage of vehicles. This extensive use of land does not align with the objective of maintaining open spaces and protecting environmentally sensitive land. Additionally, vehicle rental lots typically consist of large, impervious surfaces that can contribute to increased stormwater runoff, potentially leading to erosion, water pollution, and degradation of nearby natural habitats.

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

- The operation of vehicle rental facilities may pose a threat to sensitive resources due to potential contamination from vehicle maintenance activities, fuel storage, and runoff containing oil and other pollutants. Adhering to standards and guidelines to protect sensitive resources requires strict management practices and oversight, which can be challenging to ensure consistently. The risk of contamination and environmental degradation makes these facilities less suitable for MU-2 districts, where protecting sensitive resources is a priority.

Policy 3.1.2: Regulate development in high recharge areas.

- MU-2 zoning districts may include high recharge areas that are critical for maintaining the water table and ensuring the availability of clean groundwater. Vehicle rental facilities, with their extensive impervious surfaces, can significantly reduce the land's natural ability to recharge groundwater. This reduction in recharge capacity can lead to decreased groundwater levels and adversely affect water availability. Additionally, the potential for pollutants to infiltrate the groundwater system poses a significant environmental risk, contrary to the objectives of protecting recharge areas.

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

- The presence of vehicle rental facilities necessitates the handling and storage of hazardous materials such as fuels, oils, and other automotive fluids. Coordinating with regulatory agencies to manage these materials adds an extra layer of complexity and responsibility. Ensuring that vehicle rental operations adhere to stringent hazardous materials management protocols is critical but challenging, increasing the risk of non-compliance and environmental contamination. This is inconsistent with the policy's aim of minimizing environmental impact through careful regulation and coordination.

Vehicle rental facilities do not align with Goal 3 of achieving the highest long-term quality of life with minimal environmental impact. Their operations can compromise environmentally sensitive land, reduce open spaces, and introduce pollutants that threaten the integrity of high recharge areas and groundwater systems. The need for strict hazardous materials management further complicates their suitability for MU-2 districts.

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.

- Vehicle rental facilities typically require large parcels of land for vehicle storage and operations, which may not be the most efficient use of limited land in MU-2 zoning districts. These districts are intended for a mix of employment, retail, professional, service, and residential uses in medium-level activity centers, promoting a diverse and vibrant urban environment. Allocating significant acreage to vehicle rental facilities could undermine this objective by reducing the availability of land for more varied and complementary uses.

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

- Vehicle rental facilities do not contribute significantly to meeting the projected population needs for residential, employment, or recreational spaces within MU-2 districts. Instead, they consume large tracts of land for a single-use purpose, which is contrary to the principles of creating an efficient, sustainable urban form. The presence of vehicle rentals can detract from the goal of developing mixed-use areas that serve a broader range of community needs and support a vibrant urban lifestyle.

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

- Allowing vehicle rental facilities in MU-2 zones could lead to inconsistencies with the intended mixed-use character of these areas. The high land use intensity, environmental impacts from potential contamination, and the predominantly single-use nature of vehicle rental operations are incompatible with the goals of supporting urban infill and ensuring development that is environmentally sustainable and consistent with the community's vision for these zones. Such facilities may also disrupt the compatibility with surrounding uses, potentially leading to conflicts and reduced quality of life for residents.

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

- Vehicle rental facilities often operate similarly to strip commercial uses, characterized by extensive parking lots and minimal engagement with the street frontage or pedestrian environment. This can lead to a fragmented urban fabric and undermine efforts to create cohesive, pedestrian-friendly, mixed-use developments. By discouraging vehicle rentals in MU-2 districts, the city can better promote a sustainable urban form that integrates a variety of uses, enhances walkability, and fosters a unique and vibrant urban character.

Vehicle rental facilities do not align with Goal 4 of fostering the unique character of the city by directing growth and redevelopment. Their extensive land requirements and single-use nature are inconsistent with the objectives of establishing efficient, sustainable urban forms and promoting mixed-use development. The environmental impacts and potential incompatibilities with surrounding uses further justify restricting vehicle rentals in MU-2 zoning districts.

Conclusion:

Based on the analysis of vehicle rental facilities within the context of MU-2 zoning districts, it is clear that these facilities are incompatible with the goals and objectives of the Mixed-Use Medium Intensity zoning. The MU-2 district aims to create vibrant, pedestrian-friendly urban environments that seamlessly blend residential, retail, professional, and service uses to foster community livability and sustainable development. Vehicle rental facilities, with their significant parking requirements, high vehicular traffic, and automobile-centric focus, directly contradict these aims. They disrupt the pedestrian-oriented character of MU-2 zones and do not align with the comprehensive plan's emphasis on enhancing quality of life, promoting compact urbanism, and encouraging sustainable practices. Therefore, it is recommended that vehicle rental facilities should not be allowed in MU-2 zoning districts to maintain the intended mixed-use, pedestrian-friendly, and sustainable character of these areas.

Analysis of Vehicle Sales (No Outdoor Display) as a Permitted Use in MU-2 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-2 Zoning District

The MU-2 (Mixed-Use Medium Intensity) zoning district is designed to foster a blend of employment, retail, professional, service, and residential uses within medium-level activity centers. The goal is to create vibrant, pedestrian-friendly urban environments that reduce vehicular trips and support local communities' needs. Within this context, a Vehicle Sales (No Outdoor Display) use, which involves the sale or leasing of vehicles within an enclosed building, presents a unique consideration. While this use can contribute to the economic diversity of the district by offering employment opportunities and services, it must be carefully evaluated to ensure it aligns with the overall objectives of the MU-2 zoning district. The enclosed nature of this use reduces some potential negative impacts associated with traditional vehicle sales, such as visual clutter and expansive outdoor lots, making it potentially more compatible with the mixed-use, pedestrian-oriented character of MU-2 areas. However, it is crucial to consider the extent to which this use supports the district's goals of creating integrated, vibrant, and sustainable urban spaces.

Comprehensive Plan Goals, Objectives, and Policies:

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.

- Vehicle sales facilities, especially those without outdoor display, can contribute to the economic diversity of an area by offering specialized services and employment opportunities. However, such facilities typically do not serve as essential daily needs for most residents, which are typically met by grocery stores, pharmacies, and other everyday retail services. Therefore, while they add economic value, they do not directly contribute to creating a complete, integrated community with essential facilities.

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

- Vehicle sales facilities are not typically considered daily needs that residents would access by walking. Instead, they are more destination-oriented, requiring vehicular access. This contrasts with the aim of having neighborhoods where residents can walk to meet their daily needs, thereby reducing reliance on cars and promoting a pedestrian-friendly environment.

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

- While vehicle sales facilities provide a commercial use, they do not contribute to the mix of civic, cultural, and recreational uses that define a vibrant city center. Such uses often include parks, cultural institutions, and community centers, which enhance the social and cultural fabric of the community. Vehicle sales, on the other hand, are more commercially focused and do not typically integrate these elements.

Policy 1.1.6: Encourage centrally located community-serving facilities.

- Community-serving facilities are those that meet the frequent needs of residents and promote social interaction, such as libraries, schools, and parks. Vehicle sales do not fall into this category, as they are generally visited infrequently and serve a more specialized purpose. Therefore, they do not align with the policy's intent to centralize facilities that serve the community's daily and social needs.
- While Vehicle Sales (No Outdoor Display) can contribute to the economic diversity and employment opportunities within the MU-2 zoning district, they do not fully align with the policies aimed at improving the quality of life and achieving a superior, sustainable development pattern. These facilities do not integrate well with the daily needs of residents, nor do they contribute to a vibrant mix of commercial, civic, cultural, and recreational uses central to a thriving urban environment.

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.**

- Vehicle sales facilities, especially those without outdoor displays, contribute to economic development by offering jobs and generating tax revenue. However, their contribution to urban design and land use changes is limited. These facilities typically require significant indoor space and can disrupt the pedestrian-oriented, compact urbanism desired in redevelopment areas. Their nature as destination-oriented businesses means they attract vehicle traffic, potentially undermining efforts to create walkable, vibrant urban environments.

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

- The inclusion of vehicle sales in mixed-use developments near the University of Florida might not align well with the needs and lifestyles of students. Students typically seek housing, retail, dining, and entertainment options within walking distance. Vehicle sales facilities, which cater to a broader, less frequent need, do not contribute to the daily convenience or vibrancy of a student-centric mixed-use environment. They also do not support the compact, walkable urbanism that mixed-use developments aim to achieve.

Vehicle sales facilities, even those without outdoor displays, do not fully align with the goals of promoting compact, vibrant urbanism and discouraging urban sprawl as outlined in the comprehensive plan. While they contribute to economic development, they do not enhance the urban design or support the mixed-use, pedestrian-friendly environments intended for redevelopment areas, particularly those near the University of Florida.

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

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

- Vehicle sales facilities, while potentially less intrusive without outdoor displays, can still pose risks to sensitive environmental resources. The nature of vehicle maintenance and sales can involve the use of hazardous materials such as oil, gasoline, and other automotive fluids. Proper standards and guidelines must be strictly enforced to ensure these substances do not contaminate the environment. However, even with stringent controls, the presence of these facilities can increase the risk of spills and leaks, which could compromise sensitive environmental resources.

Policy 3.1.2: Regulate development in high recharge areas.

- High recharge areas are crucial for maintaining groundwater supplies. Vehicle sales facilities, including those without outdoor displays, often require large paved surfaces for parking and display, which can lead to increased runoff and reduced natural infiltration. This can negatively impact groundwater recharge. Additionally, any accidental spills of automotive fluids can pose a significant threat to groundwater quality. Therefore, careful consideration and regulation are needed to ensure that such facilities do not harm these vital areas.

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

- Effective management of hazardous materials is critical for vehicle sales facilities. Coordination with regulatory agencies ensures compliance with safety standards and environmental protections. However, the need for such coordination underscores the inherent risks associated with these facilities. Despite best efforts, the management of hazardous materials always carries some risk of accidental release, which can have long-term environmental impacts. This makes vehicle sales facilities less ideal for locations where minimal environmental impact is a priority.

Vehicle sales facilities, even those without outdoor displays, present several challenges in achieving the goal of maintaining a high quality of life with minimal environmental impact. They can potentially compromise sensitive environmental resources, especially in high recharge areas, due to the risks associated with hazardous materials and large paved surfaces. Effective coordination with regulatory agencies is necessary but does not eliminate the inherent risks. As such, the inclusion of vehicle sales facilities as a permitted use in the MU-2 district is inconsistent with the objective of protecting environmentally sensitive land and maintaining open spaces.

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.

- Vehicle sales facilities, even without outdoor displays, often require considerable space for inventory and customer parking. This land-intensive use does not align well with the goal of encouraging a sustainable urban form, which typically focuses on higher density and mixed-use developments. Allocating large areas for vehicle sales can detract from the efficient use of land in urban settings where space is at a premium and where there is a need to accommodate a variety of uses to meet population needs sustainably.

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 facilities are not consistent with the principles of urban infill and redevelopment, which aim to maximize the use of existing infrastructure and create vibrant, mixed-use communities. The environmental impact of vehicle sales, including potential contamination from automotive fluids and the visual impact of large parking areas, can be significant. These facilities are generally more compatible with areas specifically designated for automotive uses rather than mixed-use urban environments that support a variety of daily needs within walking distance.

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

- Allowing vehicle sales facilities, even without outdoor displays, can inadvertently encourage strip commercial development patterns. These patterns are characterized by single-use developments stretched along major roadways, which can detract from the goal of creating

compact, pedestrian-friendly mixed-use areas. Vehicle sales facilities, by their nature, do not contribute to the mixed-use, walkable environments that are encouraged by this policy. Instead, they promote a more auto-centric development pattern, which is contrary to the sustainable urban form envisioned in the comprehensive plan.

Allowing vehicle sales facilities in the MU-2 zoning district is inconsistent with the goal of fostering the unique character of the city through directed growth and redevelopment. Such facilities do not align with the objective of establishing land use categories that promote an efficient and sustainable urban form. They are also incompatible with the principles of urban infill, mixed-use development, and the discouragement of strip commercial uses.

Conclusion:

Vehicle sales facilities, even those with no outdoor display, are not consistent with the intended purpose and character of the MU-2 (Mixed-Use) zoning district. The MU-2 district is designed to support a blend of residential, office, retail, and service uses that create vibrant, pedestrian-friendly environments. The presence of vehicle sales facilities undermines this goal by introducing a land-intensive, auto-centric use that does not contribute to the mixed-use, walkable urban fabric envisioned for MU-2 areas.

Vehicle sales facilities require significant space for inventory and customer parking, which can detract from the compact, efficient use of land needed to support mixed-use development. These facilities also tend to generate higher traffic volumes and potential environmental concerns, such as contamination from automotive fluids, which are incompatible with the residential and pedestrian-oriented nature of MU-2 districts.

Furthermore, allowing vehicle sales in MU-2 districts does not align with the comprehensive plan's objectives of promoting vibrant urbanism, discouraging urban sprawl, and fostering sustainable development patterns. The inclusion of such facilities can inadvertently encourage strip commercial development, detracting from the goal of creating cohesive, integrated communities with a focus on pedestrian accessibility and a variety of daily needs within walking distance.

Given these factors, vehicle sales (no outdoor display) facilities should not be permitted by right in the MU-2 zoning district. This restriction will help ensure that the MU-2 areas develop in a manner consistent with their intended purpose, supporting vibrant, mixed-use communities that enhance the quality of life and sustainability of the urban environment.

Analysis of Vehicle Services as a Permitted Use in MU-2 Zoning District

Definition:

Vehicle Services: refer to establishments that provide maintenance, repair, and related services for motor vehicles. These services typically include, but are not limited to, the following activities:

- **Mechanical Repairs:** Repair and maintenance of the engine, transmission, brakes, and other mechanical components of vehicles.
- **Electrical Repairs:** Services related to the vehicle's electrical systems, including battery replacement, wiring, and electronic diagnostics.
- **Tire Services:** Installation, repair, rotation, and alignment of vehicle tires.
- **Body Work:** Minor and major repairs to the vehicle's body, including dent removal, painting, and frame straightening.
- **Oil Change and Lubrication:** Regular maintenance services such as oil changes, fluid checks, and lubrication of moving parts.
- **Car Wash and Detailing:** Cleaning and detailing services for the interior and exterior of vehicles.
- **Glass Repair and Replacement:** Repair and replacement of vehicle windows and windshields.
- **Exhaust System Services:** Repair and replacement of exhaust systems, including mufflers and catalytic converters.
- **Wheel Alignment and Balancing:** Services to ensure proper alignment and balance of vehicle wheels for safe driving.

Vehicle Services facilities are typically equipped with specialized tools and machinery necessary for these tasks and may include waiting areas for customers. These establishments are distinct from vehicle sales or rental businesses and focus primarily on the upkeep and repair of vehicles to ensure they remain safe and operational.

Difference Between Vehicle Service and Vehicle Repair Uses

Vehicle Service:

- **Definition:** Vehicle Service refers to a broad category of maintenance activities aimed at keeping a vehicle in good working condition. This includes routine checks, preventative maintenance, and minor fixes that do not require extensive work.
- **Typical Activities:**
 - Oil changes
 - Tire rotations and balancing
 - Brake inspections and pad replacements
 - Fluid checks and replacements (coolant, transmission fluid, etc.)
 - Battery tests and replacements
 - Light bulb replacements
 - Car washes and detailing
- **Frequency:** These services are typically performed regularly as part of a vehicle's maintenance schedule to prevent major issues from occurring.
- **Purpose:** The main goal is to maintain the vehicle's reliability, safety, and efficiency through regular upkeep.

Vehicle Repair:

- **Definition:** Vehicle Repair involves more extensive work to fix specific issues or damage that has occurred to a vehicle. This can include major mechanical or structural repairs necessary to restore a vehicle to its proper functioning state.
- **Typical Activities:**
 - Engine and transmission repairs or rebuilds
 - Suspension and steering system repairs
 - Electrical system troubleshooting and repairs
 - Exhaust system repairs
 - Collision repair and bodywork
 - Major brake system repairs (e.g., replacing calipers, rotors)
 - Air conditioning system repairs
- **Frequency:** These repairs are typically performed as needed when a problem arises or after an accident. They are not part of routine maintenance but are necessary to address specific issues that affect the vehicle's operation.
- **Purpose:** The primary goal is to fix significant problems or damage that prevent the vehicle from operating correctly, ensuring it is safe and functional.

Key Differences:

Scope of Work:

- **Vehicle Service:** Routine, preventative, and minor maintenance tasks.
- **Vehicle Repair:** Major, corrective, and sometimes emergency fixes.

Frequency:

- **Vehicle Service:** Performed regularly as part of maintenance schedules.
- **Vehicle Repair:** Conducted as needed when specific issues or damages occur.

Purpose:

- **Vehicle Service:** To maintain and prolong the vehicle's operational life.
- **Vehicle Repair:** To restore the vehicle to a functional state after a breakdown or damage.

Impact on Operation:

- **Vehicle Service:** Generally does not significantly affect the immediate operation of the vehicle if skipped occasionally (though not recommended).
- **Vehicle Repair:** Directly affects the vehicle's ability to operate safely and efficiently and often requires immediate attention.

Compatibility with MU-2 Zoning District

Vehicle services, which encompass routine maintenance and minor repairs such as oil changes, tire rotations, and brake inspections, are not consistent with the intended use of the Mixed-Use Medium-

Intensity (MU-2) zoning district. The MU-2 district is designed to foster a coordinated development that blends residential, retail, professional, and service uses, primarily serving the surrounding residential neighborhoods. This zoning aims to reduce vehicular trips, encourage pedestrian access, and support a harmonious relationship between different uses.

Allowing vehicle services in the MU-2 zoning district contradicts the goals of promoting a pedestrian-friendly environment and reducing traffic congestion. The presence of vehicle service centers would increase vehicular traffic, noise, and potentially hazardous materials, which are incompatible with residential and pedestrian-oriented uses. Additionally, the comprehensive plan's directive in Policy 4.2.4 clearly states, "The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue." This policy aims to concentrate auto-related activities in a specific area, thereby preventing the spread of such uses into other parts of the City which could potentially occur with the inclusion of vehicle services in MU-2 zoning districts.

Incorporating vehicle services into the MU-2 zoning district would not align with the city's broader goals of sustainable urban development, efficient land use, and maintaining the residential character of neighborhoods. Therefore, it is recommended that vehicle services not be permitted in the MU-2 zoning district to uphold the city's vision for a vibrant, integrated, and pedestrian-friendly urban environment.

Comprehensive Plan Goals, Objectives, and Policies:

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

- Traditional urban design principles emphasize creating compact, walkable neighborhoods with a mix of uses that promote pedestrian activity and reduce dependence on automobiles. Vehicle services, which require substantial space for parking and operations, do not align with these principles. They tend to create auto-oriented environments that detract from pedestrian-friendly urban design.

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

- Vehicle service centers do not contribute to a walkable environment as they are primarily designed for automobile access. Their presence can disrupt the pedestrian experience, create increased traffic, and occupy space that could otherwise be used for amenities that serve daily needs within walking distance, such as grocery stores, cafes, and parks.

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

- Vehicle services are not compatible with the vision of a central focus area combining commercial, civic, cultural, and recreational uses. These uses typically require large footprints, generate noise, and involve potentially hazardous materials, which can detract from the aesthetic and functional quality of central urban spaces intended to serve as community hubs.

Policy 1.1.6: Encourage centrally located community-serving facilities.

- Community-serving facilities should enhance the social and cultural fabric of the neighborhood, promoting interaction and accessibility. Vehicle service centers do not meet these criteria as they serve a specific functional need related to automobile maintenance, which is better suited to areas designated for automotive uses. These facilities can negatively impact the surrounding community by increasing traffic, reducing pedestrian safety, and potentially contributing to environmental pollution.

Vehicle services are not consistent with Goal 1 and its associated objectives and policies aimed at improving quality of life and achieving a superior, sustainable development pattern. These services promote an auto-centric environment, which conflicts with the goal of creating walkable, mixed-use neighborhoods with easy access to daily needs, cultural, civic, and recreational facilities.

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

- Vehicle service centers typically require large plots of land and cater primarily to automobile traffic, which runs counter to the principles of compact, vibrant urbanism. They often create gaps in the urban fabric, discourage pedestrian activity, and contribute to urban sprawl by necessitating more land for parking and vehicle movement. This type of development is not conducive to the creation of densely populated, walkable neighborhoods that vibrant urbanism aims to achieve.

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

- While vehicle services can contribute to economic development, their impact on urban design and land use is typically negative in the context of mixed-use, pedestrian-friendly environments. They often lead to unattractive, utilitarian structures that do not enhance the aesthetic or functional quality of urban areas. Recommendations for redevelopment should focus on uses that support higher density, mixed-use development, and improve the urban design quality, which vehicle services do not.

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

- Proximity to the University of Florida requires land uses that support the needs of a growing student population, such as housing, retail, recreational, and cultural facilities. Vehicle services do not align with these needs as they do not provide direct benefits to students' daily lives. Instead, they can detract from the pedestrian-friendly, mixed-use environment that is crucial for accommodating increases in student enrollment. Additionally, vehicle service centers can lead to increased traffic congestion and reduce the overall safety and walkability of the area.

Vehicle services are inconsistent with Goal 2 and its associated objectives and policies aimed at promoting compact, vibrant urbanism and discouraging urban sprawl. These services do not support the development of pedestrian-friendly, mixed-use environments necessary for vibrant urbanism and

accommodating a growing student population near the University of Florida. Therefore, vehicle services should not be allowed in MU-2 zoning districts to ensure alignment with the city's vision for sustainable and vibrant urban redevelopment.

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

- Vehicle service centers often have significant environmental impacts due to their operations, which include the handling of hazardous materials like oils, lubricants, and other automotive fluids. These operations pose risks to nearby environmentally sensitive lands and open spaces, as spills and leaks can lead to soil and water contamination. The presence of such facilities near open spaces can also detract from the natural aesthetics and recreational value of these areas.

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

- The operation of vehicle service centers needs stringent standards and guidelines to mitigate their environmental impact. However, even with strict regulations, the risk of contamination from hazardous materials remains. MU-2 districts should prioritize land uses that inherently pose fewer environmental risks and contribute positively to the protection of sensitive resources, such as parks, green spaces, and residential areas.

Policy 3.1.2: Regulate development in high recharge areas.

- High recharge areas are critical for maintaining the groundwater supply and ensuring water quality. Vehicle service centers, with their potential for leaks and spills of hazardous substances, pose a significant threat to these areas. The infiltration of contaminants can degrade water quality and disrupt the natural recharge process. Therefore, it is crucial to avoid placing vehicle service centers in high recharge areas within the MU-2 zoning districts.

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

- Effective hazardous materials management requires coordination with various regulatory agencies to ensure compliance with environmental standards. While vehicle service centers can comply with these regulations, the inherent risks associated with their operations still present potential hazards. To minimize these risks, it is preferable to restrict such uses in MU-2 districts and instead focus on uses that have minimal environmental impact and do not require intensive hazardous materials management.
- Vehicle services are not consistent with Goal 3 and its associated objectives and policies aimed at achieving the highest long-term quality of life with minimal environmental impact. These facilities pose risks to environmentally sensitive lands, high recharge areas, and require intensive management of hazardous materials.

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

- Vehicle service centers typically require large lots and have operational characteristics (noise, traffic, hazardous materials) that are not well-suited to mixed-use environments. The introduction of such facilities into MU-2 zones may consume valuable land that could be used

for more compatible uses like residential, office, and retail spaces, which better support the goals of mixed-use development.

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

- An efficient, sustainable urban form aims to integrate residential, commercial, and recreational uses in a way that supports walking, biking, and public transportation. Vehicle service centers, which generate significant vehicular traffic and require extensive parking and storage areas, do not align with these principles. Their inclusion in MU-2 zones could detract from efforts to create a walkable, vibrant urban environment and may lead to inefficiencies in land use planning.

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

- When reviewing proposed changes to the Future Land Use Map, it is crucial to consider the compatibility of vehicle service centers with existing and planned uses in MU-2 zones. These facilities often have negative environmental impacts due to the handling of hazardous materials and increased traffic congestion. Additionally, they may not be compatible with adjacent residential and commercial uses, potentially leading to conflicts and reducing the overall quality of life in the area.

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

- Vehicle service centers are more akin to strip commercial uses, which the Comprehensive Plan seeks to discourage in favor of mixed-use developments. Mixed-use developments in MU-2 zones should integrate uses that promote a seamless urban experience, enhance walkability, and provide a variety of amenities within close proximity. Vehicle service centers do not contribute to these goals and could undermine the efforts to create a cohesive, mixed-use community.

Vehicle service centers do not align with the objectives and policies under Goal 4 aimed at fostering the unique character of the city by directing growth and redevelopment. Their inclusion in MU-2 zones would likely result in land use inefficiencies, environmental impacts, and compatibility issues. To support a sustainable urban form and discourage strip commercial uses, vehicle services should not be permitted in MU-2 zoning districts. This approach will help maintain the integrity and character of mixed-use areas, ensuring they remain vibrant, walkable, and community-focused.

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Conclusion:

Vehicle services are not compatible with the MU-2 zoning district. This district is designed to foster a vibrant, mixed-use environment that supports residential, commercial, and recreational uses in a

compact, pedestrian-friendly setting. The operational characteristics of vehicle service centers, including high traffic volumes, noise, and potential environmental hazards, conflict with the goal of creating a cohesive urban fabric that prioritizes walkability, community livability, and environmental sustainability. Additionally, allowing vehicle services in MU-2 zones would contradict the Comprehensive Plan's directive to restrict intensive auto-related uses to designated areas, thereby undermining efforts to maintain an efficient, sustainable urban form. Therefore, to preserve the intended character and functionality of MU-2 zones, vehicle services should not be permitted.