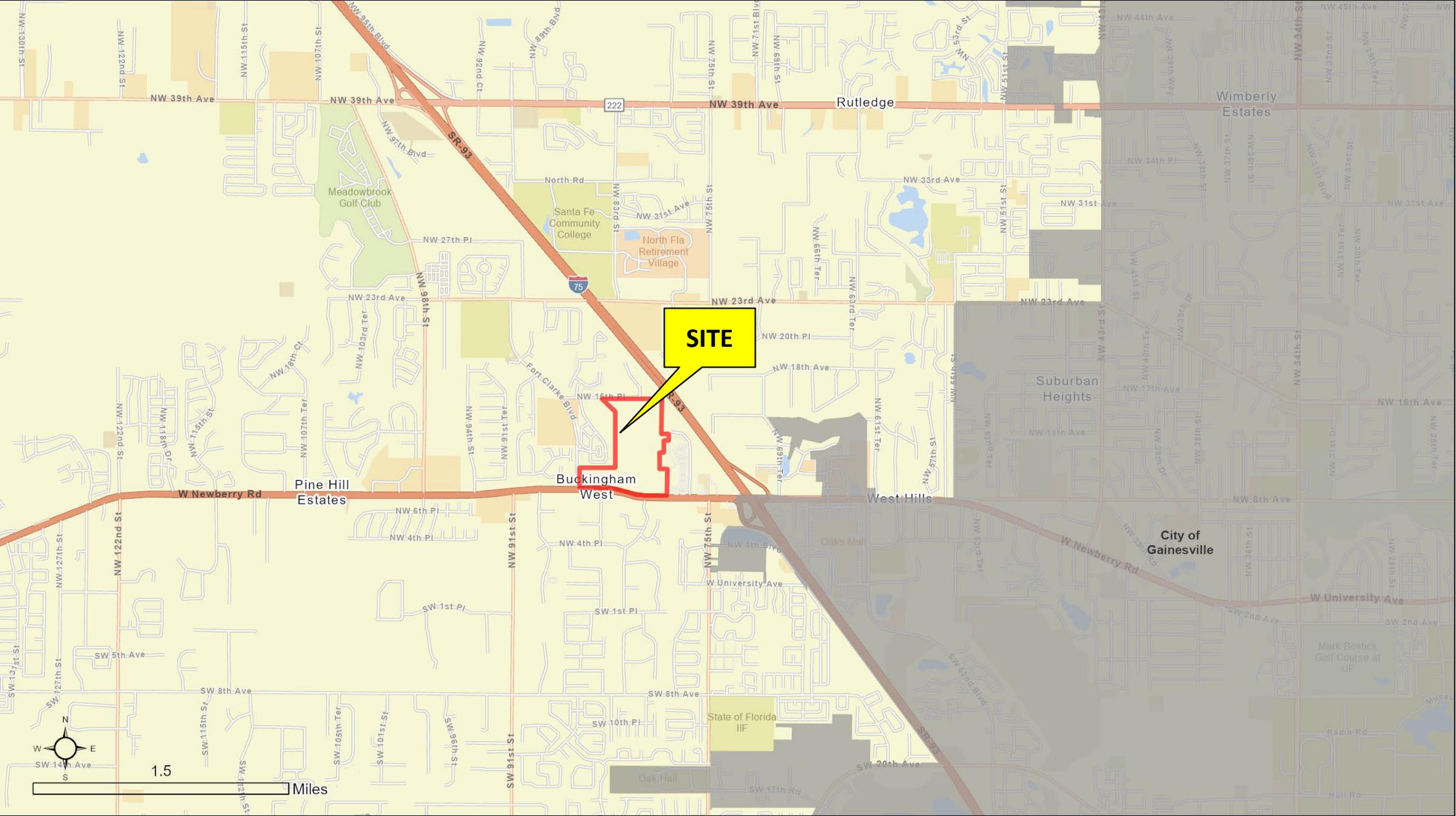




Z22-000006

**A request for a large-scale amendment to Policies
in the Oaks Mall Activity Center (Policy 2.2.3)**

Gerald Brewington, Senior Planner



SITE

1.5

Miles

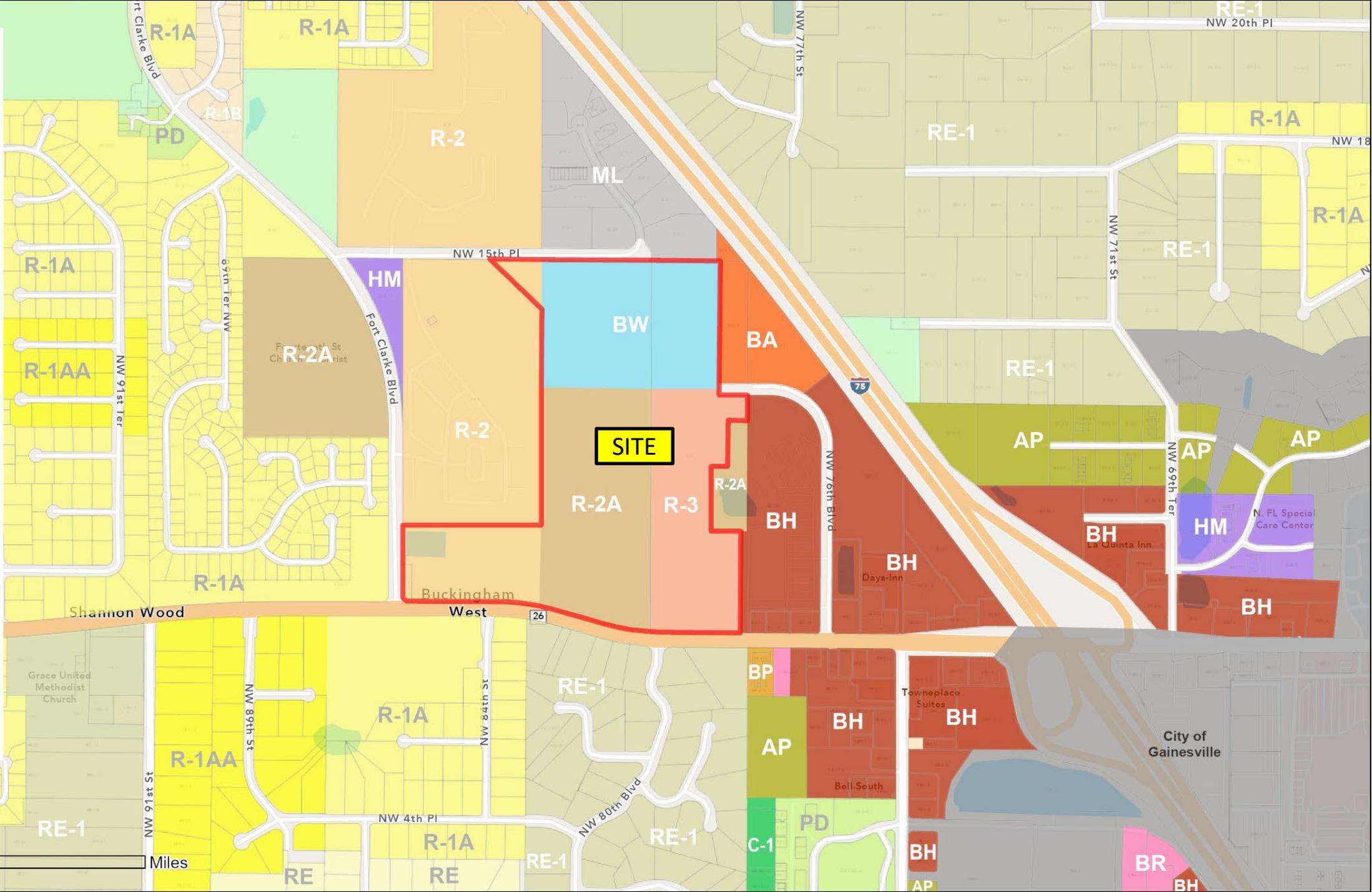


0.25

Miles

Alachua County Zoning

- (A) Agricultural
- (AP) Administrative/ Professional
- (BA) Automotive Oriented Business
- (BH) Highway Oriented Business
- (BP) Business/ Professional
- (BR) Business, Retail Sales/Service
- (BW) Wholesale/ Warehousing
- (C-1) Conservation
- (HM) Hospital/Medical
- (ML) Light Industrial
- (PD) Planned Development
- (R-1A) Single Family Residential
- (R-1AA) Single Family Residential
- (R-1B) Single Family Residential
- (R-2) Multi-family Residential
- (R-2A) Multi-family Residential
- (R-3) Multi-family Residential
- (RE) Residential-Estate
- (RE-1) Residential-Estate



Background

The parcels in question have an existing Mixed-Use land use designation. In 2008, a set of policies were drafted (modified in 2010) associated with these parcels. In general, these policies provided a framework for development as well as an overall development cap based on vehicular trips that would be generated as a result of the development. These policies as well as a series of transportation enhancement improvements (identified in the Capital Improvements Element) remain in place.



Background

Subsequent revisions to the Plan have rendered many of these policies (found in Future Land Use Element (FLUE) Policy 2.2.3 – Oaks Mall Activity Center) either redundant or superseded by newer policies as found in the Traditional Neighborhood Development (TND) or Transit Oriented Development (TOD) sections of the Plan.

Applicant Request

The applicant for this Large-Scale amendment is requesting revisions to both FLUE Policy 2.2.3 and well as the elimination of a table in the Capital Improvements Element (CIE). The intent is to eliminate many of those policies in FLUE 2.2.3 presently linked to the Newberry Village (NV) Development that are now better implemented elsewhere in the Plan (particularly Objective 1.6/Traditional Neighborhood Developments). In the case of CIE Table 1d, the table is proposed for elimination altogether as the proposed NV project is no longer developing as a TOD so the need for these external transportation improvements no longer applies.



Staff Analysis

Staff finds the proposed Plan amendments detailed in the staff report to be fully consistent with Plan as a whole with the bases as noted therein. Staff finds that the subpolicies found in FLUE 2.2.3 are either duplicative of more current policies found elsewhere in the Plan or that development can be more appropriately implemented by the Plan's TND policies (specifically Objective 1.6 of the FLUE). The TND policies found in FLUE 1.6 have been used elsewhere in the County for many years and represent a general standard for new development going forward. Staff notes that current development limits (13,700 gross trips or 9,600 net trips of additional generated vehicular capacity) will remain in place.

Staff Recommendation

Staff finds the requested text amendments to be consistent with the Alachua County Comprehensive Plan with the bases as noted in your staff report. The Department of Economic Opportunity did not raise any objection to the proposed amendments in their findings letter to the County nor were any objections raised from other agencies. Staff recommends that the Board of County Commissioners adopt Ordinance 23-xx approving the requested Comprehensive Plan amendments.



Alachua County Mobility Plan

- County takes responsibility for providing mobility throughout the unincorporated area
 - Includes vehicular, transit, bicycle and pedestrian mobility
 - Accommodates growth through 2045
 - Developers pay into Multi-modal Transportation Mitigation that is used to fund identified projects
 - Transit Oriented Developments have additional requirements
- 

Operational Improvements

- Study area defined by ULDC, includes project entrances and adjacent intersections
 - Looks at improvements to mitigate delay and safety issues
 - Might suggest auxiliary lanes, signalization or median changes
 - Identified improvements are the responsibility of the developer
- 

Mobility Projects

