

City of Alachua

LDR Text Amendment Application

*Sec. 4.3.4(J) Use Specific Standards:
Vehicle Sales and Services*

Revised: May 25, 2022

V 3 Capital Group
496 S. Hunt Club Boulevard
Apopka, FL 32703

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City of Alachua Text Amendment Application

FOR PLANNING USE ONLY

Case #: _____
Application Fee: \$ _____
Filing Date: _____ Acceptance Date: _____
Review Type: P&Z, CC

☐ **COMPREHENSIVE PLAN**

☒ **LAND DEVELOPMENT REGULATIONS**

A. APPLICANT

- Applicant's Status ☒ Applicant ☐ Agent
- Name of Applicant(s) or Contact Person(s): John C Vick III Title: Manager
Company (if applicable): V3 Capital Group
Mailing address: 496 S. Hunt Club Blvd.
City: Apopka State: FL ZIP: 32703
Telephone: () 407-848-1663 FAX: () _____ e-mail: Trey@v3capgroup.com
- If the applicant is agent for the property owner*:
Name of Owner (title holder): _____
Mailing Address: _____
City: _____ State: _____ ZIP: _____

* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

B. PROPOSAL

- Description/Location of Section/Goal, Objective, or Policy Requesting to Amend/Add: _____
Sec. 4.3.4(J) Vehicle sales and services
- Proposed text language and/or explanation of reason for request: _____
Provide for conditions by which a reduction in the minimum separation requirement for these uses can occur to encourage efficient, compact and logical development patterns.
- List any and all new Section/Goal, Objective, or Policy Requested: _____
N/A

C. ATTACHMENTS

- Proposed text in strikethrough/underscore format.
- Explanation of need and justification.
- For a text amendment to the Land Development Regulations, reference Section 2.4.1(E)(1).
- For a Large Scale Comprehensive Plan Amendment to the Comprehensive Plan, demonstrate consistency with the Comprehensive Plan.

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge.

Signature of Applicant

Signature of Co-applicant

Typed or printed name and title of applicant

Typed or printed name of co-applicant

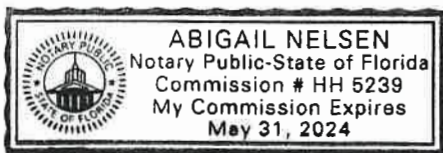
State of Florida County of Seminole

The foregoing application is acknowledged before me this 28 day of April, 2022, by John C. Vick III

_____, who is/are personally known to me, or who has/have produced _____ as identification.

NOTARY SEAL

Signature of Notary Public, State of Florida



City of Alachua ♦ Planning and Community Development
PO Box 9 ♦ Alachua, FL 32616 ♦ (386) 418-6121

Revised 9/17/2010

Explanation of Need and Justification

The proposed LDR Text Amendment application revises use specific separation requirements for vehicle sales and services. The requirements are detailed in Sec. 4.3 Use Specific Standards, particularly Sec. 4.3.4(J). The proposed amendment fosters continued growth along key transportation and utility corridors and protects neighboring uses.

LDR Sec. 4.3.4(J) provides a host of automotive-related uses, classified wholly as “Vehicle sales and services.” The following uses are included:

- Automobile body shop
- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Carwash or auto detailing
- Gasoline sales
- Tire sales and mounting, transmission or muffler shop

Such uses are commercial in nature and serve the residents of the community as they are able to access the related goods and services. To that end, the City has generally permitted these uses in commercial zoning categories.

In addition to other use-specific standards for the abovementioned uses, the LDR require a minimum separation of 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts. This separation requirement does not consider intervening roadways or how enhanced buffering can serve as an additional separation tool between uses. Additionally, the existing requirement can run counter to the City’s development pattern and stated vision and goals.

The proposed amendment provides two (2) conditions by which the 250-foot separation requirement can be reduced in the following uses:

- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Gasoline sales

The first condition that would permit a reduction is when an intervening arterial or collector street exists between the proposed “vehicle sales and services” use and the school, day care center, residential use, or vacant land in residential zone districts. This acknowledges that arterial or collector streets by nature provide separation between lands and such streets inherently have impacts on adjacent properties, including traffic, sound and light. The proposed amendment reduces the minimum separation when this condition is met to 100 feet and 50 feet when an enhanced landscaped buffer is provided (except in the automobile repair and servicing use where the minimum separation is proposed to not reduce to less than 100 feet).

The second condition that would permit a reduction is when the proposed use fronts U.S. Hwy 441. The City has established U.S. Hwy 441 as a commercial corridor, thereby directing commercial development to occur along this roadway. By reducing the separation requirement, the City is maximizing existing and future land use patterns along this corridor, which promotes a planned and logical development pattern. The proposed amendment reduces the minimum separation when this condition is met to 100 feet and 50 feet when an enhanced landscaped buffer is provided (except in the automobile repair and servicing use where the minimum separation is proposed to not reduce to less than 100 feet).

The City of Alachua continues to experience greenfield development; however, infill development has begun to occur as well, which will only continue to trend upward. As infill continues, the City has turned its focus on compact patterns of land use and development. The existing minimum separation standard for the “vehicle sales and services” uses disrupts the logical development pattern of the City’s commercial corridor, limiting compactness and function. The proposed amendment addresses this concern while protecting neighboring uses.

The existing minimum separation requirement also fails to incorporate enhanced landscaped buffering as a tool in separating uses. In some ways, landscaping can serve as a more effective buffering technique than distance separation alone. Through enhanced landscaped buffering, neighboring uses can be mitigated from sound and light sources, and provide more privacy than distance separation. The proposed amendment provides for this alternative.

In reviewing standards, it is helpful to consider neighboring communities and how similar uses are treated. This relates particularly to vehicle sales and services type uses. In contrast to the City of Alachua’s current separation of 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts, the City of Gainesville requires separation of 50 feet from residential districts or Planned Developments district with predominately residential uses. Meanwhile, Alachua County has no use specific separation requirement in standard commercial zoning and the County’s maximum separation between commercial uses and single family residential is 40 feet. The separation standards in the proposed amendment are well beyond these neighboring communities’ requirements.

By approving the proposed amendment, the City will be able to foster continued urban growth along its primary transportation and utility corridors, promoting a healthy and logical development pattern, while protecting neighboring uses.

Proposed LDR Text Amendment

~~Strikethrough~~ represents text to be stricken. Underline represents text to be added.

Sec. 4.3. Use specific standards.

4.3.4 Business uses.

(J) Vehicle sales and services.

- (2) *Automobile rental and sales; recreational vehicle rental and sales; truck or tractor rental or sales.* Automobile rental and sales and truck or tractor rental or sales shall comply with the following standards:

- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:

- (i) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
- (ii) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest

property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate vehicle or equipment displays within a required setback or buffer.
 - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
 - (d) *Vehicle display pad.* Not have more than one vehicle display pad for every 100 feet of street frontage. The vehicle display pad may be elevated up to two feet above adjacent displays or grade.
 - (e) *No display on top of building.* There shall be no vehicle display on top of a building.
 - (f) *Vehicle display pad.* Have no racks that tilt vehicles in any way to show the underside, unless they are located inside a show room.
 - (g) *Other materials for sale.* Display no other materials for sale between the principal structure and the street.
 - (h) *Testing.* Not test vehicles on residential streets.
- (3) *Automobile repair and servicing.* Automotive repair and servicing shall comply with the following standards:
- (a) *Minimum separation.* Separation distance shall be measured from lot line to lot line. Lots shall be located at least 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts-, unless one of the following conditions is met:
 - (i) The proposed automobile repair and servicing use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
 - (ii) The proposed automobile repair and servicing use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest

property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
 - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
 - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
 - (c) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
 - (d) *Ingress/egress.*
 - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
 - (ii) Methods of ingress/egress shall:
 - a. Not exceed 40 feet in width, exclusive of transitions.
 - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
 - c. Not be located closer than 15 feet to any other property line.
 - (e) *Enclosure.* Repair and store all vehicles within an enclosed building. Temporary vehicle storage may be allowed in an outdoor storage area that shall be no larger than 25 percent of the total lot area. Such areas shall be located to the rear of the principal structure and be screened from off-site views. The height of materials and equipment stored shall not exceed the height of the screening fence or wall.
 - (f) *Public address systems.* Have no outdoor speaker or public address system which is audible from single-family lands.
 - (g) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
 - (h) *Testing.* Not test vehicles on residential streets.
 - (i) *Parked vehicles.* Not park or store a vehicle as a source of parts, or park or store a vehicle for the purpose of sale or lease/rent.
 - (j) *Vehicle storage.* Not store or park a vehicle that has been repaired and is awaiting removal for more than 30 consecutive days. In cases where a vehicle has been abandoned by its lawful owner prior to or during the repair process, the vehicle may remain on site as long as is necessary after the 30 day period, provided the owner or operator of the establishment can demonstrate steps have been taken to remove the vehicle from the premises using the appropriate legal means.
 - (k) *Service bay orientation.* Service bay doors shall not be oriented toward any adjacent uses where the minimum separation requirements apply in (a) above.
- (4) *Boat and marine rental and sales.* Boat and marine rental and sales shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:
 - (i) The proposed boat and marine rental and sales use is located with an intervening arterial or collector street between such use and schools, day care

centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

- (ii) The proposed boat and marine rental and sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed boat and marine rental and sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate boat and marine equipment displays within a required setback or buffer.
- (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
- (d) *Vehicle display pad.* Not have more than one boat and marine display pad for every 100 feet of street frontage. The pad may be elevated up to two feet above adjacent displays or grade.
- (e) *Other materials for sale.* Not display other materials for sale between the principal structure and the street.
- (6) *Gasoline sales (automobile service station, mini-service and self-service).* Gasoline sales (full-service, mini-service and self-service) shall comply with the following standards:
 - (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:
 - (i) The proposed gasoline sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential

uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

- (ii) The proposed gasoline sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed gasoline sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
 - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
 - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *Methods of ingress/egress.*
 - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
 - (ii) Methods of ingress/egress shall:
 - a. Not exceed 40 feet in width, exclusive of transitions.
 - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
 - c. Not be located closer than 15 feet to any other property line.
- (d) *Location of gasoline pumps.* Locate no gasoline pump within 15 feet of any street right-of-way line; where a greater street setback line has been established, locate no gasoline pump within 15 feet of such setback line. Pumps shall be protected from vehicle impact with bollards or other physical structures.

- (e) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (f) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (g) *Storage and accessory sales of materials and equipment.*
 - (i) Have no outdoor displays of materials or equipment, including tires, except in a display rack for automobile products no more than four feet wide, maintained within three feet of a principal building. There shall be a limit of one display rack per street frontage.
 - (ii) Not store any unlicensed, inoperable or junked vehicles.
- (h) *No outdoor sale of oil, grease, auto parts.* Where mini-service and self-service facilities sell food, hardware, drugs and related items, in conjunction with gas, prohibit the outdoor sale of oil, grease, parts or accessories for automobiles and related items, and no service except for self-service water, air or carwash.
- (i) *Repair work.* In a full-service station, ensure all repair work, vehicle washing, lubrication, and installation of parts and accessories is performed within an enclosed structure.
- (j) *Storage of automobiles.* In a full-service station, store all automobile parts, dismantled vehicles, and similar materials within an enclosed building or totally screen them from view by a solid or privacy fence. A chainlink fence with slats shall not constitute acceptable screening or fencing.
- (k) *Automotive repair and servicing.* If a full-service gasoline sales use provides automotive repair and servicing, it shall comply with all the standards listed for automobile repair and service stations (Subsection 4.3.4(J)(3) of this section, Automobile repair and servicing).

LDR Section 2.4.1(E)(1) Analysis

The below analysis demonstrates consistency with Sec. 2.4.1(E)(1) (a) – (h).

(a) Consistent with Comprehensive Plan. Whether and the extent to which the proposed amendment is consistent with the Comprehensive Plan.

Vision Element, Vision Statement states, *“The City will be a business friendly community, encouraging economic development...Alachua will be a leader in fostering quality well-planned growth and redevelopment.”* The proposed amendment encourages economic development, focused along collector/arterial streets and U.S. Hwy 441, which serves as the City’s primary commercial corridor. By providing conditions by which the minimum separation for “vehicle sales and services” can be reduced, the City is promoting development to occur in a compact, logical pattern and well-planned pattern.

Vision Element, Goal 1: Economic Development states, *“The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the US 441 corridor.”* The proposed amendment expressly addresses enhancing the business environment and promoting the U.S. Hwy 441 corridor for business development, by providing reductions in the minimum separation requirement for “vehicle sales and services” for properties fronting U.S. Hwy 441.

Vision Element, Goal 3: Transportation Mobility states, *“The City will provide efficient traffic circulation that is safe and convenient, while maintaining or improving the level of service on roadways.”* The proposed amendment, by providing reductions in the minimum separation requirement, promotes compactness of development, following well-established urban/regional planning principles, which creates a more efficient transportation network.

Future Land Use Element, Objective 1.3: Commercial states, *“These land use categories shall provide a broad range of commercial uses including retail sales and services.”* The proposed amendment encourages the development of commercial properties consistent with this Objective by providing alternatives for reductions in the minimum separation requirements for “vehicle sales and services” uses. These uses are by nature sales and service related.

Future Land Use Element, Policy 1.3.e states, *“Infill within established commercial areas is preferred over extension of a strip commercial pattern,” and “Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.”* The proposed amendment encourages infill development by providing conditions to reduce the minimum separation requirement, discouraging a strip commercial pattern. Additionally, the proposed amendment provides for enhanced landscaped buffering alternatives to more fully mitigate visual impacts upon surrounding land uses.

Future Land Use Element, Policy 1.3.f states, *“The City shall establish and maintain the US 441 corridor as a Corporate Corridor Activity Center. The intent of establishing this activity center is to implement economic development objectives and to promote a coordinated development*

plan to maximize existing and future land use patterns and preserve the function of the US 441 corridor.” The proposed amendment provides for reductions in the minimum separation requirement for “vehicle sales and services” when proposed development fronts U.S. Hwy 441. By providing for reductions in the separation requirement, the proposed amendment encourages development of these uses to occur along the City’s Corporate Corridor Activity Center. Moreover, the reduction leads to more compact and efficient development, therefore maximizing existing and future land use patterns, and preserving the function of the corridor.

Future Land Use Element, Objective 2.7: Discouragement of Urban Sprawl states, *“The City shall discourage the proliferation of urban sprawl as set forth in Chapter 163, Florida Statutes.”* The proposed amendment, by providing for reductions in the minimum separation requirement for “vehicle sales and services,” promotes more compact development, maximizing existing and future public facilities and services, which follows a planned development pattern that encourages infill development.

Future Land Use Element, Policy 4.1.b states, *“The City shall establish flexible standards related to landscaping, buffering, stormwater (to the extent allowable), and parking requirements to encourage infill development.”* The proposed amendment provides for alternatives for buffering and landscaping to reduce the minimum separation requirement for “vehicle sales and services.” These reductions encourage infill development. By allowing enhanced landscape buffering to serve as a tool to mitigate impacts on neighboring properties, the proposed amendment provides flexibility as these uses are developed, thereby encouraging infill development.

Transportation Element, Policy 1.5.e states, *“Where feasible, the City will encourage strategies to facilitate development patterns that support multi-modal solutions, including urban design and appropriate land use mixes, including intensity and density.”* The proposed amendment promotes compactness and efficient transportation networks by providing for reductions in the minimum separation requirement for “vehicle sales and services” uses. By encouraging compactness, the proposed amendment facilitates development patterns that support multi-modal solutions.

(b) Consistent with ordinances. Whether the proposed amendment is in conflict with any provision of these LDRs or the City Code of Ordinances.

The proposed amendment provides reductions in the minimum separation requirement of Sec. 4.3.4(J) when certain conditions are met. If approved, no conflict with the LDRs or City Code of Ordinances would exist.

(c) Changed conditions. Whether and the extent to which there are changed conditions that require an amendment.

The City of Alachua’s economic growth has transitioned from primarily greenfield development to greenfield and infill development. Several years ago, minimum separation requirements were not as adversely impactful as new development occurred around undeveloped properties. As the City continues to develop, particularly along its U.S. Hwy 441 corridor, new commercial development will continue to occur near existing developed properties. The current separation requirement disrupts the City’s logical development

pattern. It also discourages compactness which runs counter to urban and regional planning principles. The natural growth of the community to infill development has provided for this changed condition that necessitates an amendment. The proposed amendment addresses this issue while protecting neighboring uses.

(d) *Community need.* Whether and the extent to which the proposed amendment addresses a demonstrated community need.

The City of Alachua has strategically focused on becoming a self-sustaining community. This includes having the necessary opportunities and amenities for its citizens within its corporate limits. A large component of reaching self-sustainability is offering residents access to a variety of retail and service amenities. The “vehicle sales and services” uses are in line with such amenities. The current minimum separation standard for these uses hinders the ability of commercial properties to be developed to provide these goods and services. The proposed amendment encourages the development of these commercial enterprises along primary transportation and utility corridors, for planned development to occur in a responsible manner.

(e) *Compatible with surrounding uses.* Whether and the extent to which the proposed amendment is consistent with the purpose and intent of the zone districts in these LDRs, or will improve compatibility among uses and will ensure efficient development within the City.

The proposed amendment addresses use specific separation standards for “vehicle sales and services.” These uses are generally permitted in business districts in the City. Of course, the uses contained within “vehicle sales and services” are required to occur on property that has the appropriate land use and zoning designations.

The Community Commercial District is intended, “to provide lands for business uses that provide goods and services to residents of the entire community.” The Central Business District is intended, “to encourage the development of the City's historic downtown as the focal point in Alachua for an intense mix of office, retail, service, restaurant, entertainment, cultural, government, civic, and residential uses.” The Commercial Intensive District is intended, “to provide lands and facilitate highway-oriented development opportunities within the City, for uses that require high public visibility and an accessible location.”

The proposed amendment is consistent with these intentions.

Additionally, the proposed amendment will improve the City’s ability to ensure efficient development, with conditions to reduce the minimum separation requirement promoting more compactness and introducing enhanced landscaped buffering into separation alternatives.

(f) *Development patterns.* Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.

The “vehicle sales and services” uses are required to be consistent with underlying future land use designations. Therefore, any such use would continue to have to occur on properly entitled properties. The proposed amendment would improve the City’s ability to have a

logical and orderly development pattern. By establishing conditions by which the minimum separation standards can be reduced, the City is maximizing existing and future land use patterns, while protecting neighboring properties. The proposed amendment also encourages development to occur along U.S. Hwy 441, which the City has designated a commercial corridor.

(g) *Effect on natural environment.* Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

The proposed amendment does not impact or change any LDR related to the protection of the natural environment.

(h) *Public facilities.* Whether and the extent to which the proposed amendment would result in development that is adequately served by public facilities (roads, potable water, sewage, stormwater management, parks, and solid wastes).

The proposed amendment addresses “vehicle sales and services” uses. These uses can only occur in business districts within the City. The proposed amendment would reduce minimum separation requirements when certain conditions are met, including intervening collector/arterial streets and U.S. Hwy 441 frontage. This amendment in fact encourages development to occur where the City’s primary public facilities exist along the collector and arterial streets. The proposed amendment will continue to ensure development is adequately served by public facilities.