

Ocala 2035 Vision



2035 Vision Leadership Group 3-29-12



Ocala 2035 Vision



Agenda

Proposed Future Land Use & Transportation Element Review

- a. Future Land Use Nomenclature
- b. Non-Residential uses within the Neighborhood FLU
- c. Water and Sewer Extension Requirements
- d. Mobility Fees











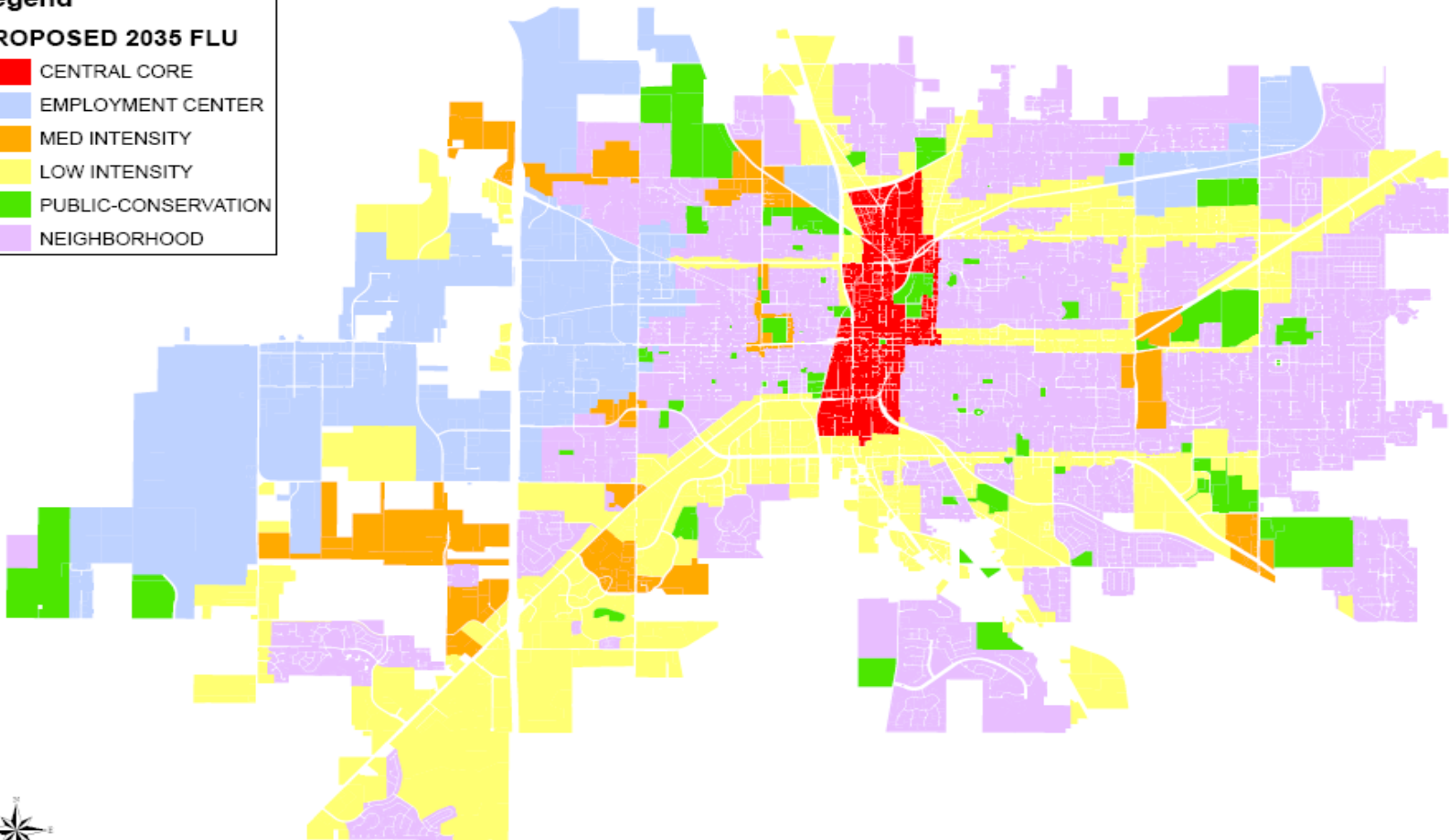
Future Land Use Nomenclature

2035 Proposed Future Land Use Designations Design Map

Legend

PROPOSED 2035 FLU

-  CENTRAL CORE
-  EMPLOYMENT CENTER
-  MED INTENSITY
-  LOW INTENSITY
-  PUBLIC-CONSERVATION
-  NEIGHBORHOOD





Central Core

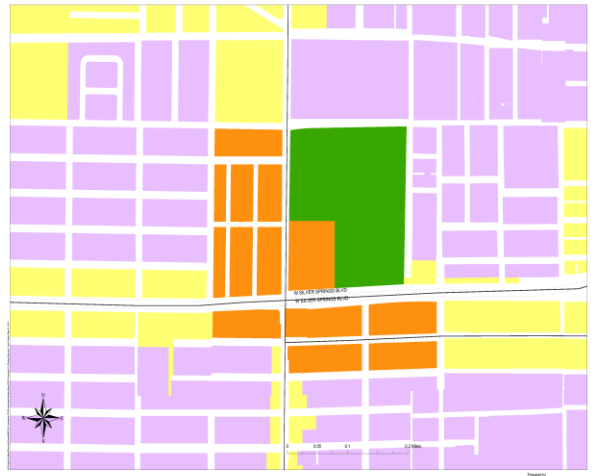
- Previously “High Intensity, Downtown”
- Includes Central Business District, North Magnolia, and Hospital area





Special District / Medium Intensity

- Previously “Medium High Intensity”
- Each Special District is unique
 - Croskey Park (MLK & SR40)
 - SE 36th Ave & Maricamp
- Neighborhood and Community serving





Neighborhood

- Existing and Future Residential
- Limited residential supporting uses
- Housing mix to be determined by zoning



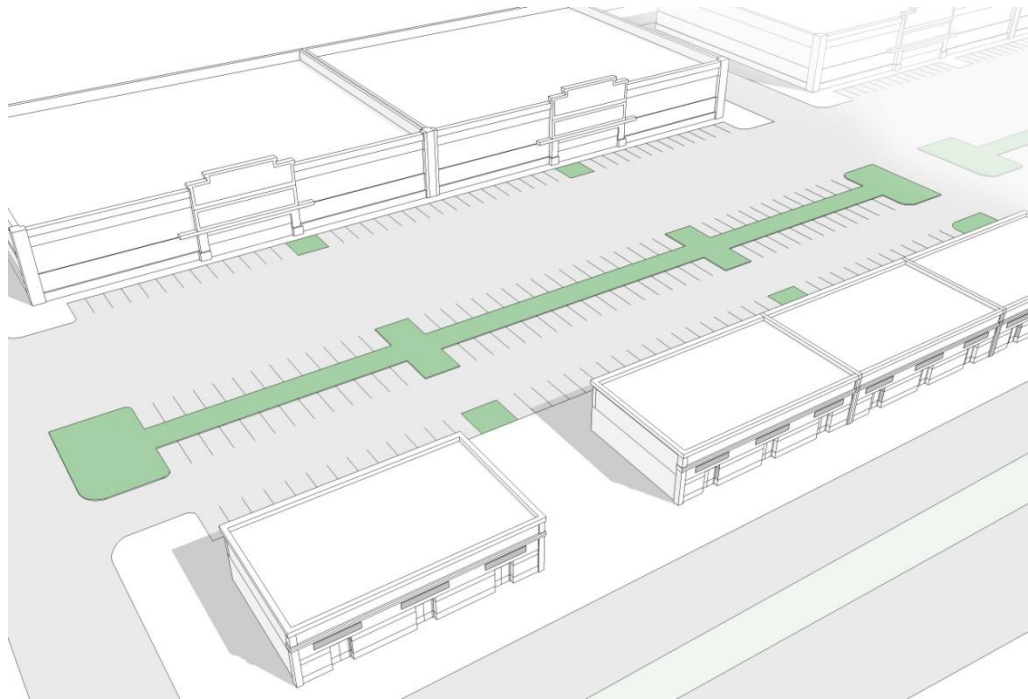
NEIGHBORHOOD STREET





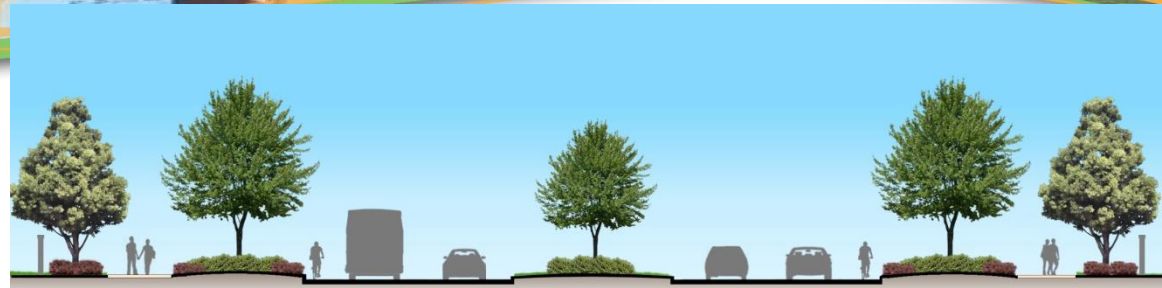
Employment Center

- Not subject to form based coding
- Designated for employment-based development





Corridor Overlay



- Automobile oriented
- Required form based design guidelines





Density/Intensity Summary of FLU Categories

Name	Density	Intensity
Central Core	12 to 60 units/acre	0.20 to 8.0 FAR
Medium Intensity/Special District	5 to 30 units/acre	0.15 to 4.0 FAR
Low Intensity	3 to 18 units/acre	Up to 0.50 FAR
Neighborhood	Up to 5 units/acre SFR Multifamily up to 12	Up to 0.25 FAR (1)
Employment	Up to 24 units/acre	Up to 2.0 FAR
Public	n/a	Up to 0.15 FAR



Non-Residential uses within the Neighborhood FLU

Limited neighborhood-scale commercial, office and institutional uses may be permitted if compatible and complementary of the surrounding neighborhood character and appearance. To preserve the character and scale of Neighborhood Districts, these uses should be located on collector roads or block corner lots, and generally not within one-half mile from each other. Specific location criteria shall be specified in the Land Development Code.



Water and Sewer Extension Requirements

Policy 12.2: The City shall permit new industrial development only when City sewer lines are available concurrent with the industrial development and have capacity sufficient to handle the wastewater. Industries with wastewater which do not meet City quality standards set forth in Ch. 24-164 shall be required to pre-treat their wastewater before transporting it to publicly owned sewage treatment facilities. New industrial development will be permitted to use septic tanks only if City sanitary sewer facilities are not available and the wastewater generated by that industry is "domestic" wastewater only, which is that wastewater generated by restrooms and employee kitchens.



Water and Sewer Extension Requirements

Policy 12.3.1: Construction of potable water and sanitary sewer infrastructure outside the city limits and within the potable water and sanitary sewer urban service area is subject to the following criteria: 1) The City's potable water and sanitary sewer facilities must have available capacity; 2) The developer pays all costs for extending the distribution, collection, and transmission facilities, unless otherwise specified in the Five (5) Year Potable Water and Sanitary Sewer Capital Improvements Program approved and adopted by the Ocala City Council; 3) The proposed extension area must be in an urban land use designated in the Marion County Comprehensive Plan; and 4) If a private utility has a prior legal right to provide potable water or sanitary sewer service to a parcel or development, the City shall not provide such service if the private utility has the present ability to promptly and efficiently meet its legal duty to provide such service to such parcel or development.



Transportation Mobility Fees

Policy 3.7: By December 2013, create a Mobility Plan and fee to replace the Concurrency Management System referenced in Policy 3.6 of this Element. The Mobility Plan will require all development and redevelopment to be responsible for mitigating segment and intersection improvements by paying a fee into a multi-modal Mobility Plan that (a) is designed to encourage development in specific locations; (b) includes assessments for roadways, transit, and bicycle/pedestrian facilities, including assessments on the Strategic Intermodal System; (c) promotes compact, mixed-use and energy efficient development; and (d) does not assess new development for transportation backlogs or an amount that is in excess of the amount that is proportionate to the impacts of the new development.

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Next Steps

■ *April 2012*

- April 9: Planning Commission Comprehensive Plan element revisions update
- Meeting with the State Department of Economic Opportunity (DEO)
- April 23rd and 24th: Wayfinding Meeting with Merje

■ *May 2012*

- May 14th: Planning Commission Public Hearing to recommend Comprehensive Plan Element revisions
- May 22nd: City Council Public Hearing to Approve and Transmit the Comprehensive Plan Element Revisions

■ *2012/2013*

- Revisions to zoning Ordinance/Adoption of a Form Based Code
- Priority Improvements

