2035 Vision Update

October 27, 2011
Ocala Vision 2035

- *Ocala is...a great place to live, work, and prosper!*
- Community consensus of how Ocala should look and function in the year 2035
- 18 member Leadership Group as “Champions”
- Adopted by City Council Fall 2010
Evaluation and Appraisal Report (EAR)

- Used the Vision 2035 process as basis for Public Participation and Major Issues Identification
- Found sufficient by DCA: April 2011
- Adopted by City Council: May 3, 2011
EAR-based Comprehensive Plan Amendments

- Implements the recommendations of the Ocala 2035 Vision
  - Future Land Use Element and Map
  - Transportation/Mobility Element
  - Recreation and Open Space Element

- EAR-based Amendments to the Comprehensive Plan are required within 12 months
How does it all fit together?

Ocala 2035 Vision
Ocala 2035 Vision

Future Land Use Map

Goals:

To be consistent with the Ocala 2035 Vision

To respect existing development rights

To simplify the City’s future land use map
## Proposed Future Land Use Classifications

<table>
<thead>
<tr>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
</tr>
<tr>
<td>Medium Intensity/Special District*</td>
</tr>
<tr>
<td>Low Intensity</td>
</tr>
<tr>
<td>Neighborhood</td>
</tr>
<tr>
<td>Employment</td>
</tr>
<tr>
<td>Public</td>
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</tbody>
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* Each Special District will be named (for example, SE 36th Ave & Maricamp) and described through a Sub Area Policy
Downtown

- “High Intensity” on Vision
- Includes Central Business District, North Magnolia, and Hospital area
Special District / Medium Intensity

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

- Primarily automobile-oriented retail/office; allows residential
- Form requirements are dependent on location
- Best Practices Design Guidelines encouraged
Neighborhood

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

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

- Transitions between districts
- Automobile oriented
- Required form based design guidelines
### Proposed Future Land Use Classifications Summary

<table>
<thead>
<tr>
<th>Name</th>
<th>Density</th>
<th>Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>24 to 60 units/acre</td>
<td>0.20 to 2.0 FAR</td>
</tr>
<tr>
<td>Medium Intensity/Special District</td>
<td>5 to 30 units/acre</td>
<td>0.15 to 1.0 FAR</td>
</tr>
<tr>
<td>Low Intensity</td>
<td>Up to 8 units/acre</td>
<td>Up to 0.25 FAR</td>
</tr>
<tr>
<td>Neighborhood</td>
<td>Up to 5 units/acre</td>
<td>Up to 0.25 FAR*</td>
</tr>
<tr>
<td>Employment</td>
<td>Up to 24 units/acre</td>
<td>Up to 2.0 FAR</td>
</tr>
<tr>
<td>Public</td>
<td>n/a</td>
<td>Up to 0.15 FAR</td>
</tr>
</tbody>
</table>

* Neighborhood-scale commercial or office must be compatible and complementary of surrounding neighborhood character and appearance
Ocala 2035 Vision

Future Land Use Map

Community Areas
Example Community Area Policy:

- “The intent of the SE 36th Ave & Maricamp Special District is to provide a walkable urban center that provides services to the surrounding neighborhoods. A future transit stop is planned for this District.”
How zoning defines a one-block parcel
Density, use, FAR (floor-area ratio), setbacks, parking requirements, and maximum building height(s) specified.

How design guidelines define a one-block parcel
Density, use, FAR (floor-area ratio), setbacks, parking requirements, maximum building height(s), frequency of openings, and surface articulation specified.

How form-based codes define a one-block parcel
Street and building types (or mix of types), build-to-lines, number of floors, and percentage of built site frontage specified.
How form-based codes define a one-block parcel

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.
Questions?
Major Transportation Corridors
- Alternative Roadway Section #1 for SR-40 through Downtown (Bridge to 8th Ave)
- Alternative Roadway Section #2 for SR-40 through Downtown (Bridge to 8th Ave)
- Alternative Roadway Section for Pine Ave (SR-40 to SW 17th St)