

Article V

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ARTICLE V. DISTRICT REGULATIONS

DIVISION 1. GENERALLY

Section 30-5.1. Establishment of zoning districts.

In order to classify, regulate and restrict the use of land, water, buildings and structures; regulate the height and bulk of buildings; regulate the intensity of land use; implement the comprehensive plan; and promote orderly urban growth within the corporate area of the city, the following zoning districts are established:

A. Transect zones.

- T-3: Single-Family Residential
- T-4R: Urban Residential Low Density
- T-4OR: Urban Office/Residential
- T-4M1: Urban Mixed Use 1
- T-4C: Mixed-Use Corridor
- T-4M2: Urban-Mixed Use 2
- T-5: Urban Mixed-Use High Intensity
- T-6: Urban Core

B. Residential zoning districts.

- RSF-1 to 4: Single-family residential districts
- RSF-R: Single-family rural residential district
- RC: Residential conservation district
- MH: Mobile home residential district
- RMF-5: Single-family/multiple-family residential district
- RMF-6 to 8: Multiple-family residential districts

C. Non-residential zoning districts.

- MU-1 and 2: Mixed use districts
- OR: Office residential district
- OF: General office district
- CP: Corporate park district
- BUS: General business district
- BA: Automotive-oriented business district
- BT: Tourist-oriented business district
- BI: Business industrial district
- W: Warehousing and wholesaling district
- I-1 and 2: Industrial districts

D. Special use districts.

- AF: Airport facility district.
- AGR: Agriculture district.
- CON: Conservation district.
- ED: Educational services district.

- MD: Medical services district.
- PD: Planned development district
- PS: Public services and operations district.

E. Overlay districts.

- Airport hazard zoning overlay
- Heritage overlay district
- Historic preservation/conservation district
- Residential parking overlay
- Special Area Plan (SAP) districts

Section 30-5.2. Correspondence of zoning districts with future land use categories.

The following table establishes the zoning districts allowable within the future land use categories from the comprehensive plan. Zoning district changes to a new district which fall into a different future land use category shall require a change in the future land use category also.

Future Land Use Category	Zoning Districts/Transect Zones	Special Districts
Single-family (SF)	T-3, RSF-1 to 4, RSF-R	PD, CON, PS
Residential - Low (RL)	T-4R, RSF-4, RMF-5, MH, RC	PD, CON, PS
Residential - Medium (RM)	RMF-6 to 8	PD, CON, PS
Mixed use Office/Residential	T-4OR	PD, CON, PS
Mixed use - Low (MUL)	MU-1	PD, CON, PS
Mixed use - Medium (MUM)	MU-2, CP	PD, CON, PS
Urban Mixed Use (UMU)	T-4M1, T-4C, T-4M2	CON, PS, PD
Urban Mixed Use High Intensity (UMU-H)	T-5	CON, PS, PD
Urban Core	T-6	PD, CON, PS
Office (O)	OR, OF, CP	MD, PD, CON, PS
Commercial (C)	W, BA, BT, BUS	PD, CON, PS
Business industrial (BI)	BI, CP	PD, CON, PS
Industrial (IND)	W, I-1, I-2, BI	PD, CON, PS
Education (E)	N/A	ED, PD, CON, PS
Recreation (REC)	N/A	PD, CON, PS
Conservation (CON)	N/A	PD, CON, PS
Agriculture (AGR)	N/A	PD, AGR, CON, PS
Public facilities (PF)	N/A	AF, PD, CON, PS
Planned Use District (PUD)	N/A	PD,

Section 30-5.3. Zoning map.**A. Map adopted**

The zoning map of the city, as adopted by the city and amended from time to time by ordinance, which establishes the zoning categories on all real property in the city and shall be used to identify the particular zoning district categories on all real property, is hereby made a part of this chapter, including all explanatory matter thereon. Such map shall be maintained by the department of planning and development services.

B. Designation of district boundaries.

The boundaries of each district are designed and established as shown on the zoning map of the city. The regulations of this chapter concerning the use of land within particular districts shall apply within the boundaries of each district as shown upon the zoning map.

C. Rules for interpretation of district boundaries.

When uncertainty exists as to the boundaries of the various districts on the zoning map, the following rules shall apply:

1. Location of district boundary lines.

- a. Centerlines. Boundaries indicated as approximately following streets shall be construed to follow the centerlines of such streets.
- b. Lot and section lines. Boundaries indicated as approximately following platted lot lines or section lines shall be construed as following such lines.
- c. Municipal boundaries. Boundaries indicated as approximately following municipal boundaries shall be construed as following such municipal boundaries.
- d. Railroad lines. Boundaries indicated as following railroad lines shall be construed as following the right-of-way centerlines for such railroad lines.
- e. Water lines. Boundaries indicated as approximately following the centerlines of streams, creeks, canals or other bodies of water shall be construed to follow such centerlines.
- f. Parallel lines. Boundaries that are approximately parallel to the centerlines of alleys or the centerlines or right-of-way lines of streets or any other line shall be construed as being parallel thereto and at such distance therefrom as indicated on the zoning maps. If no distance is given, such dimension shall be determined by the use of the scale shown on the zoning map.
- g. Bisecting lines. Boundaries that approximately bisect a block, lot or tract shall be construed to follow the median lines of such blocks as indicated by rear property lines or as measured between the centerlines of boundary streets in the absence of rear property lines or, in the absence of both of the above, by use of the scale appearing on the zoning map.

2. Provisions for parcels divided by district boundaries.

Where any parcel of land is divided into two or more zoning districts or transect zones, the regulations of each individual district shall apply to that part of the parcel so zoned, except that, when a parcel is divided into two or more of the RMF-6, RMF-7, and RMF-8 residential districts, the permitted intensity of development may be averaged over the entire parcel as long as the remaining applicable dimensional requirements are followed.

3. Unzoned property generally.

If, because of error or omission in the zoning map, any property in the city is not shown as being in a zoning category; or if property in newly annexed territory is unzoned; or if the zoning of any property is vacated or invalidated, for any reason, either judicially or legislatively, then the classification of any of such properties shall be deemed to be CON, conservation district, unless and until a different zoning is provided for such property by ordinance amending the zoning map; and, until such amendment is provided for, no use may be made of any such property except in accordance with the regulations for the CON district.

Section 30-5.4. Corresponding zoning of annexed territory.

When additional lands are annexed into the city and such lands have previously been zoned by the county, the city commission, based on plan board recommendation, shall determine which zoning district category created by this chapter shall be imposed upon such lands. The use of such lands shall thereafter be in accordance with the district categories of this chapter, and the zoning map shall be amended to include the annexed lands and to reflect such classifications, until such classifications are changed, if at all, by rezoning ordinances. The county zoning district and standards shall apply prior to rezoning to a city zoning district.

Section 30-5.5. Interpretation of uses.

Any use not permitted by right, by special use permit, or as an accessory use in a zoning district shall be prohibited in such district. The City Manager or designee is responsible for determining whether a particular use that is not listed in the table of uses falls within one of the listed categories. In making such a determination, the City Manager shall consider the following:

- A. The relative amount of site and building area needed to operate the use;
- B. Hours of operation (including hours for service and deliveries);
- C. Building and site arrangement relative to the neighboring permitted uses;
- D. Types of vehicles used and parking requirements;
- E. The number of vehicle trips generated;
- F. General compatibility with surrounding development; and
- G. Whether the activity is likely to be found independent of the other activities on the site.

Section 30-5.6. Residential leases.

Certain designated districts within the corporate limits of the city are in many cases being plagued by violation of limitation as to single-family occupancy. The number of persons occupying a dwelling in certain designated districts, if increased above one family as defined in article II, is detrimental and hazardous to the public health, welfare, safety and morals of the citizens of this community. The result of more persons occupying a dwelling than is permitted by the aforementioned section is a public nuisance and causes deterioration of the surrounding property values.

- A. Designated districts. Districts RSF-1, RSF-2, RSF-3, RSF-4 and RC as specified by this chapter, and all properties zoned planned development, PD, on July 14, 1980, with an overall residential density limit of no more than five and four-tenths dwelling units per acre, all planned developments designed for residential use at a density of no more than eight dwelling units per acre, and all other planned developments as specified in the rezoning ordinance shall be subject to this section.
- B. Unlawful leases. No owner or landlord shall enter into any agreement, contract, lease or sublease which provides for, permits, allows, contemplates or facilitates occupancy of any single-family dwelling, two-family dwelling, three-family dwelling, four-family dwelling, multiple-family dwelling, rooming house, dormitory or

other dwelling unit in a designated district by more than one family as defined in article II. Any agreement, contract, lease or sublease which provides for, permits, allows, contemplates or facilitates such occupancy by more than one family is unlawful and is hereby declared to be contrary to public policy.

C. Prohibited acts. It shall be unlawful:

1. For any landlord or owner as defined in this chapter to rent, lease, sublease or allow the occupancy of his/her property by another person or persons not related by blood, marriage or legal adoption, excluding foster children and residents of community residential homes in a designated district, without having a permit as provided herein.
2. For any landlord as defined herein, for any owner of property, or for any tenant, subtenant, lessee, single-family dwelling, two-family dwelling, three-family dwelling, four-family dwelling, multiple-family dwelling, rooming house, dormitory or other dwelling unit, to violate or to cause or allow a violation of any of the ordinances of the city, including this section.
3. For any person, lessor, tenant, lessee, occupant, landlord, sublessee, owner, individual, firm or corporation to violate any of the provisions of this section.

D. Other relief. In addition to any other remedy provided for herein, if the city manager or designee has reasonable cause to believe that this subsection A is being violated, he/she may request the city attorney to file an appropriate action to correct the violation.

E. Excess occupancy creating a public nuisance. Whoever shall erect, establish, continue or maintain, own or lease, or occupy any place where any law of the state or ordinance of the city is violated, including this subsection A, shall be deemed guilty of maintaining a nuisance. All such places shall be abated and persons enjoined as provided in F.S. § 60.05(1) or F.S. § 60.06.

Section 30-5.7. Utility uses.

The following utility uses shall be allowed as permitted uses in all zoning districts:

A. Electric, cable, or fiberoptic facilities:

1. All underground transmission facilities;
2. All overhead utility transmission facilities not exceeding three feet in diameter and 75 feet in height;
3. All transformers, meters and associated appurtenances; and
4. Any electric structure or facility that is sited on property 10,000 square feet or less and no more than 20 feet in height (utility poles, light poles and telemetry towers shall not be considered a structure).

B. Water facilities: All water mains, valves, hydrants, services, backflow preventers or any other appurtenances required to distribute and deliver potable water and to satisfy fire safety requirements.

C. Wastewater facilities:

1. All underground wastewater collection facilities including gravity sewers, force mains, service laterals, manholes, valves or other appurtenances required to collect wastewater; and
2. Any lift station or similar structure that is sited on property 10,000 square feet or less with a structure height of 20 feet or less.

D. Gas facilities:

1. All gas distribution facilities including gas mains, valves, services, meters or any other appurtenances required to distribute and deliver natural or LP gas; and

2. Any gate station, regulator station or similar structure that is sited on property 5,625 square feet or less with a structure height of 20 feet or less.
- E. Chilled water:
1. All distribution facilities including mains, valves, services, meters or any other appurtenances required to distribute and deliver chilled water; and
 2. Chiller plants consistent with the screening and design requirements of Article VI.
- F. Utility uses exceeding the above requirements shall require PS zoning and special use permit approval.

Section 30-5.8. Development Compatibility

A. Setbacks:

1. Whenever a zero foot setback is allowed in a zoning district or transect zone, it may only be used if the abutting property is within a district or transect zone that allows the same setback.
2. The minimum required side and rear setback for non-residential and multifamily buildings located on property abutting a single-family zoning district or the T-3 district shall be the same as the setback required on the adjacent residential lot or as determined by the required buffer, whichever is greater.

B. Limitations on uses:

1. All industrial or commercial activity and uses, except storage of equipment and parking, shall be conducted within completely enclosed buildings when located within 300 feet of any property which is in a single-family zoning district or the T-3 district.
2. Multi-family development shall contain no more than six dwelling units per building and shall be in the form of single-family dwellings, attached dwellings, or small-scale multifamily when located within 100 feet of any property which is in a single-family zoning district, the T-3 district, or a designated historic district.

C. Building height and massing:

1. Within 100 feet of any property which is in a single-family zoning district, the T-3 district, or within 100 feet of a designated historic district (except University Heights-South), building heights shall be limited as follows:
 - a. 3 stories and 36 feet in height as measured to the peak of the roof, where a hip, gable, mansard or similar roof type is provided and the third floor is located above the roof line. Dormers may be provided within the roof to expand the area of the third floor; or
 - b. 3 stories and 36 feet in height measured to the top plate of the third floor, where a flat or similar roof type is provided.
2. Within 100 feet of any property which is in the University Heights-South Historic District, building heights shall be limited to 4 stories and 60 feet in height measured to the top plate of the fourth floor.
3. Within 100 feet of any property which is in a single-family zoning district, the T-3 district, or within 100 feet of a designated historic district, buildings shall be limited to a maximum width of 60 feet, and shall provide a minimum distance of 10 feet between individual buildings.
4. Within the Power District (see Appendix A, Figure 1-1), a maximum of three stories is permitted at the build-to line when located adjacent to residentially zoned properties, with a step back of 15 feet per additional building story up to the maximum permitted. The total maximum height within the Power District shall be six stories.

- D. Maximum number of bedrooms in multi-family developments located within the University of Florida Context Area:
1. Within the University of Florida Context Area, multi-family developments are limited to a maximum number of bedrooms based on the development's maximum residential density allowed by the zoning district multiplied by a 2.75 multiplier.
 2. If additional density is approved through a Special Use Permit, then the multiplier is applied to the total approved density inclusive of any additional units approved by Special Use Permit.
 3. In the case of decimal places, the maximum bedrooms would be rounded down to the next whole number.
 4. The bedroom mix in the development (i.e., the number of units with a specific number of bedrooms) is not regulated by these provisions.

Section 30-5.9. Building Height Bonus System

A. Improvements Eligible for Bonuses.

Development projects within transect zones may be eligible to construct additional building stories and allow for the corresponding increase in overall building height. The number of additional building stories and the overall building height cannot exceed what is allowed through bonuses within the zoning district, as noted in Table V-3, T-Zone Development Standards. The bonus may be approved based on the provision of development improvements within transect zones which exceed the minimum standards of this article. Possible bonuses for the specific improvements are as follows:

1. **Usable Open Space.** The development includes usable open space that is accessible to the public.
Possible Bonus: For developments that provide usable open space on site (of a minimum size of 20'x20'), additional building square footage above the number of stories allowed by right (and up to the maximum allowed by bonus) may be provided according to the following formula:
$$\text{Square Feet of Public Open Space} \times \text{Number of Stories Allowed by Right} = \text{Additional Square Feet}$$

For the purposes of this improvement, if the total additional square feet yielded by the above referenced formula meets or exceeds 20% of the total development site, one additional story is available. If the total additional square feet meets or exceeds 30% of the total development site, two stories are available.
2. **Preservation of Heritage trees.** The development is designed to ensure the continued protection of heritage trees.
Possible bonus: For developments that dedicate an area on site to preserve one or more heritage trees, the additional building square footage above the number of stories allowed by right (and up to the maximum allowed by bonus) may be provided according to the following formula:
$$\text{Square Feet of Tree Preservation Area} \times \text{Number of Stories Allowed by Right} = \text{Additional Square Feet}$$

For the purposes of this improvement, if the total additional square feet yielded by the above referenced formula meets or exceeds 20% of the total development site, one additional story is available. If the total additional square feet meets or exceeds 30% of the total development site, two stories are available.
3. **Structured parking.** The development includes structured parking, as defined in Article II.
Possible bonus: The maximum number of bonus stories is available where structured parking is provided. Additionally, within T-5 and T-6, up to two levels of parking that are constructed within a habitable building are not counted as stories for the purposes of calculating the total number of stories, provided the footprint of the parking structure falls within 75% to 100% of the footprint of the habitable floors directly above the parking levels.

4. **Transit Support Facilities.** The development includes construction of facilities to serve existing or planned public transit, beyond what is required by other provisions in this Chapter or by other City requirements. These facilities may include, but are not limited to: bus bays, bus lanes, and park and ride lots.

Possible Bonus: One story is available for transit facilities located within the site.

5. **Undergrounding/Relocating Utility Lines.** Undergrounding of overhead utility lines beyond those required as part of the development plan approval, or relocating an existing underground line in order to facilitate the appropriate placement of street trees or buildings along streets.

Possible Bonus: Up to two stories are available for every street segment completed (from intersection to intersection); one story is available for the undergrounding/relocation of utilities along the street frontage of the development.

6. **Provision of affordable housing.** Providing affordable housing as a percentage of the total number of dwelling units within a development.

Possible Bonus: One story is available for providing at least 5% of the total development units as affordable housing units reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the 80 percent of the Alachua County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners dues).

Two stories are available for either providing 10% of the total development units as affordable housing units reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the 80 percent of the Alachua County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners dues) or 5% of the total development units as affordable housing units reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the 50 percent of the Alachua County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners dues)

B. Review and approval.

Each request for a height bonus shall be subject to the approval of the applicable reviewing board, or by the development review board for projects which would otherwise require administrative review only. Approval of the request shall be based on the following criteria and the criteria used to review special use permits (see Art. IV).

1. The improvement proposed by the applicant provides a significant public benefit in light of the bonus requested; and
2. The proposed design, intensity, and any mix of uses relating to the requested bonus will meet the intent of the transect zone and will be compatible with the surrounding neighborhood.

Section 30-5.10. Reserved.

Section 30-5.11. Reserved.

Section 30-5.12. Reserved.

Section 30-5.13. Reserved.

Section 30-5.14. Reserved.

DIVISION 2. TRANSECT ZONES

Section 30-5.15. Generally

A. Intent

The intent of this Division is to establish development standards that will encourage a more efficient and sustainable urban form by allowing a range of housing, employment, shopping and recreation choices and opportunities in a compact, pedestrian-friendly environment.

B. Transect Zones

The transect zone area is incorporated into the official zoning map, and is the principal tool for implementing the standards in this Division and identifies the transect zone(s) permitted in specific areas within the City. A transect is a geographical cross-section of a region that reveals a sequence of environments that ranges from rural to urban. Using the transect to regulate development ensures that a community offers a full diversity of development types, and that each has appropriate characteristics for its location. There are typically six transect zones organizing the components of place-making: T-1 Natural Zone, T-2 Rural Zone, T-3 Urban Neighborhood Zone, T-4 General Urban Zone, T-5 Urban Center Zone, and T-6 Urban Core. This code assigns eight transect zones that are tailored to the unique character of the City of Gainesville: T-3, T-4R, T-4OR, T-4M1, T-4C, T-4M2, T-5, T-6. The allowed uses, dimensional standards, and development requirements for these zones are described within this division.

C. Street Types

The zoning map also identifies a hierarchy of street types. The street types determine the relationship of buildings to the street and the standards for the design of street landscaping and sidewalks. Certain standards within the transect zones are based upon the following street types: Urban Street (Type 1, 2, & 3), Urban Throughway, and Local Streets. Urban Streets and Urban Throughways are designated on the Official Zoning Map. All other undesignated existing streets are assumed to be Local Streets. Below is a detailed description of the general function and character of each street type.

a. Urban Streets.

Type 1 Urban Streets carry high volumes of all transportation modes, including pedestrians. These streets are characterized by higher traffic volumes at moderate speeds and may be 2-lane or 4-lane streets. Higher intensity and density uses front this street type. Due to the level of activity on this street type, first floor residential development requires a 1.5 foot elevation above grade (3 feet recommended) for the privacy and comfort of residents. Building front entrances shall be oriented to this street type when there are multiple street frontages for the property.

Type 2 Urban Streets carry lower volumes of vehicular traffic at slower speeds, generally are two lanes, and may include significant pedestrian activity. These streets may have smaller-scale non-residential or residential uses on the first floor with the building orientation directed to this street type. This street type is located in mixed-use areas where the traffic volume is anticipated to be higher than on local streets. Due to the potential activity level on this street type, it is encouraged that first floor residential be located a minimum of 1.5 feet above grade with a preferred 3 feet above grade.

Type 3 Urban Streets carry relatively high volumes of through traffic, generally include 4 lanes, and may include less pedestrian traffic than Urban Street Types 1 & 2. This street type allows for some auto-oriented uses with a special use permit.

- b. Urban Throughways are streets that carry high volumes of through traffic at higher speeds with less pedestrian activity and higher vehicular speeds than other street types. These streets are often fronted by larger scale commercial development and are usually 4-lane or 6-lane streets.
- c. Local Streets are intended to have slow speeds and provide for connections within neighborhoods and between residential areas and commercial areas. Local Streets are not identified on the zoning map, but make up the vast majority of the street types within the transect zones. Any street that is not identified as an Urban Street or Urban Throughway should be assumed to be a local street.
- d. Urban Walkways are pedestrian/bicycle pathways that serve to improve pedestrian/bicycle connectivity, delineate blocks and provide for expanded pedestrian space. These may be established as alternatives to new streets in some locations.
- e. Alleys are smaller streets that are primarily used for service access to developments, or vehicular access to rear parking areas. Alleys are encouraged to be preserved, improved, or established in conjunction with development.

D. Applicability

The regulations contained in this Division shall apply as follows:

1. **New development:** All new development shall comply with all the regulations contained in this division.
2. **Substantial expansion or redevelopment of existing buildings or sites:**
 - a. Full compliance. An entire development site shall be brought into compliance with this division if one or more of the following conditions are met:
 - i. The building floor area is being increased by more than fifty (50) percent; or
 - ii. More than fifty (50) percent of the existing building floor area is being replaced; or
 - iii. There is a combination of floor area increase and existing floor area replacement exceeding fifty (50) percent of the original building floor area.
 - b. Exceptions.
 - i. Building setback. Only the new buildings within the redevelopment site will be required to meet the building setback provisions. Existing buildings will not be required to be moved or expanded to meet the setback requirements.
 - ii. Floor-to-ceiling height. Existing buildings undergoing redevelopment will not be required to meet the *minimum* building height. Any new buildings within the redevelopment site, however, shall meet the requirement.
 - iii. Building frontage. Existing buildings will not be required to meet the minimum building frontage requirement. However, new buildings and additions to existing buildings will.

3. **Non-substantial expansion or redevelopment of existing buildings:** For building expansions or redevelopment not meeting the criteria of Subection 2, above, only the addition or building modification shall comply with the regulations contained in this Division. The rest of the building may remain unchanged.
4. **Interior changes:** Interior changes do not trigger compliance with the requirements of this division. However, they are required to meet the standards of the Building Code.
5. **Non-conforming uses:** Any changes to non-conforming uses shall be conducted per the requirements of Article III, Division 2.

E. Phasing

Development phases shall be required to meet code independently from other phases. No phase shall be dependent on the completion of subsequent phases to be consistent with any required approvals and/or conditions, including, but not limited to setbacks, building frontage, and building placement, configuration, function and design. The required landscaping and parking improvements shall be provided within each phase.

F. Conflicts

The provisions of the land development code apply within the area mapped with Transect Zones, except as specifically noted in this Division. When in conflict with other sections of the Code, the provisions of this Division shall take precedence over those of other codes, ordinances, regulations and standards.

This Division does not abrogate or affect any easements, covenants, deed restrictions, property owner association rules, or agreements between private parties. Where the regulations set out in this Division are more restrictive than such easements, covenants, deed restrictions, homeowner association rules, or agreements between private parties, the restrictions of this Code shall govern.

The provisions of this division are not intended to supersede restrictions imposed within historic districts. In the case of a conflict, the site layout and building design regulations of the historic district ordinance will prevail.

Section 30-5.16. Permitted Uses within Transect Zones

Buildings in each Transect Zone shall conform to the uses listed in Table V-1. The uses listed shall be conducted within buildings and sites that meet the requirements of this code. No modifications or variances from the requirements of this section shall be allowed. Uses and activities must also conform to the performance of standards in 30-9.45.

Table V - 1: Permitted Uses Within Transect Zones

	See section	T-3	T-4					T-5	T-6
			R	OR	M1	C	M2		
RESIDENTIAL									
Single family house		P	P	P	P	P	P	P	P
Attached dwellings (up to 6 attached units)		-	P	P	P	P	P	P	P
Multiple family, small scale (2-4 units per building)	30-6.19	-	P	P	P	P	P	P	P
Multiple family dwelling	30-6.19	-	-	P	P	P	P	P	P
Accessory dwelling unit	30-6.41	-	P	P	P	P	P	-	-
Adult day care home	30-6.2	P	P	P	P	P	P	P	P
Community residential homes (up to 6 residents)	30-6.6	P	P	P	P	P	P	-	-
Community residential homes (more than 6 residents)	30-6.6	-	-	P	P	P	P	P	-
Dormitory (small)	30-6.8	-	P	P	P	P	P	-	-
Dormitory (large)	30-6.8	-	-	P	P	P	P	P	P
Family child care home	30-6.10	P	P	P	P	P	P	P	-
NON-RESIDENTIAL									
Alcoholic beverage establishment	30-6.3	-	-	-	-	P	P	P	P
Assisted living facility		-	-	P	P	P	P	P	P
Bed & Breakfast establishments	30-6.4	-	S	P	P	P	P	P	P
Business services		-	-	P	P	P	P	P	P
Car wash facilities	30-6.5	-	-	-	-	P	P	-	-
Civic, social & fraternal organizations		S	P	P	P	P	P	P	P
Day care center	30-6.7	-	S	P	P	P	P	P	P
Drive-through facility	30-6.9	-	-	-	-	P	P	P	P
Emergency shelter		-	-	-	-	P	P	P	P
Equipment rental and leasing, light		-	-	-	-	P	P	P	P

Article V. District/Zone Regulations

	See section	T-3	T-4				T-5	T-6	
			R	OR	M1	C	M2		
Farmers market	30-6.11	-	-	-	P	P	P	P	P
Food distribution for the needy	30-6.12	-	-	-	-	-	S	S	S
Funeral homes and crematories	30-6.13	-	-	-	-	-	P	P	P
Gasoline/alternative fuel station	30-6.14	-	-	-	S*	P	P	-	-
Hotel		-	-	-	-	P	P	P	P
Itinerant food vendor	Ch. 19, Art. IV	-	-	-	-	P	P	P	P
Laboratory, medical & dental		-	-	P	P	P	P	P	P
Library		-	-	-	P	P	P	P	P
Light assembly, fabrication and processing	30-6.17	-	-	-	-	-	P	P	P
Mini-warehouse/self-storage	30-6.18	-	-	-	-	-	P	P	-
Museums and art galleries		-	-	P	P	P	P	P	P
Office		-	-	P	P	P	P	P	P
Office- medical, dental, & other health related services		-	-	P	P	P	P	P	P
Parking, surface (principal use)	30-6.21	-	-	-	-	-	-	S	S
Parking, structured (principal use)	30-5.18.C	-	-	-	-	P	P	P	P
Passenger transit station		-	-	-	-	-	P	P	P
Personal services		-	-	S	P	P	P	P	P
Places of religious assembly	30-6.22	S	P	P	P	P	P	P	P
Public administration buildings		-	-	S	S	P	P	P	P
Public parks		S	S	P	P	P	P	P	P
Recreation, indoor		-	-	-	-	P	P	P	P
Recreation, outdoor		-	-	-	-	P	P	P	-
Research development & testing facilities		-	-	-	-	P	P	P	P
Residences for destitute people	30-6.24	-	-	-	-	-	S	S	S
Restaurant		-	-	S	P	P	P	P	P
Retail sales		-	-	S	P	P	P	P	P
School, elementary, middle & high (public & private)	30-6.26	S	S	P	P	P	P	P	P
Scooter and electric golf cart sales	30-6.27	-	-	-	-	P	P	P	-
Social service facilities	30-6.30	-	-	-	-	-	P	P	P

Article V. District/Zone Regulations

	See section	T-3	T-4				T-5	T-6	
			R	OR	M1	C	M2		
Skilled nursing facility		-	-	P	P	P	P	P	
Vehicle sales and rental (no outdoor display)	30-6.32	-	-	-	-	P	P	P	
Vehicle services	30-6.33	-	-	-	-	P	P	-	
Vehicle repair	30-6.33	-	-	-	-	P	-	-	
Veterinary services	30-6.34	-	-	P	P	P	P	P	
Vocational/Trade school		-	-	-	S	P	P	P	
Wireless communication services		See 30-6.35							

* When located along a Type 3 Urban Street.

Section 30-5.17. Building Form Standards in Transect Zones

Table V-2 contains the building form standards, which determine the location, scale and massing of buildings. .The standards apply to all buildings within the transect zones, except for civic buildings, which are exempt from certain standards. Section 30-5.17.A through F contain a description of each standard, supplemental regulations, and the exceptions applicable to civic buildings.

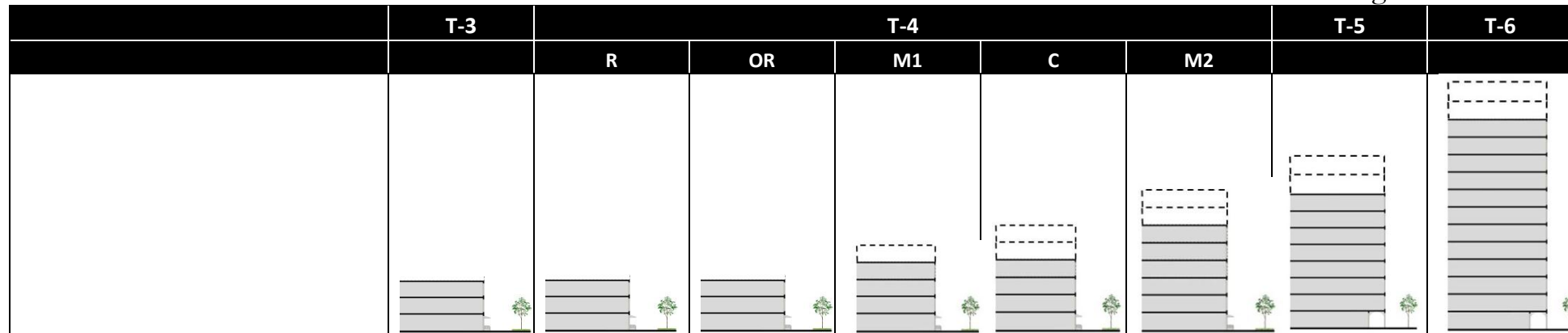
Table V - 2: T-Zone Development Standards

	T-3	T-4					T-5	T-6
		R	OR	M1	C	M2		
A. BLOCK STANDARDS								
Block Perimeter (max. feet)	2,600'	2,600'					2,000'	1,600'
B. LOT CONFIGURATION								
Lot Width (min. feet)	34'	18'					18'	18'
C. DEVELOPMENT INTENSITY								
Non-Residential Building Coverage (max.)	60%	80%					90%	100%
Residential Density by right/ with SUP* (max. units per acre)	8	15	20	50/60	50/60	100/125	150/175	200/225
Non-Residential Ground Floor Area (max sq. ft. per building)	NA	NA	5,000	10,000	20,000**	NA	NA	NA
D. BUILDING FRONTAGE								
Primary Frontage (min.)	50%	60%					70%	80%
Secondary Frontage (min.)	30%	40%					50%	60%
E. BUILDING SETBACKS								
Street (min/max from curb)*** (min. landscape/min. sidewalk)								
Local	15' - 35' (5'/5')	15' - 20' (5'/5')					16' - 21' (5'/6')	15' - 20' (4'/6')
Urban Type 1 & 2	NA	15' - 20' (5'/5')					16' - 21' (5'/6')	15' - 20' (4'/6')
Urban Type 3	17' - 37' (6'/6')	17' - 27' (6'/6')					17' - 27' (6'/6')	NA
Urban Throughway	NA	19' - 100' (8'/6')					19' - 100' (8'/6')	NA
Side Setback (min.)	5'	5'	5'	10'	5'	0'	0'	0'
Rear Setback (min.)	15'	3' (alley) 10' (no alley)					3' (alley) 5' (no alley)	3' (alley) 0' (no alley)

* See Section 30-5.8 for Development Compatibility standards and Section 30-5.7E for landscape zone and sidewalk requirements.

** May allow up to 50,000 square feet through the special use permit process.

*** Minimum landscape zone and public sidewalk widths shown in parentheses, respectively. In addition to the landscape zone and public sidewalk, a minimum 5-foot wide building frontage zone is required for all T-zones and street types.



F. BUILDING HEIGHT								
Minimum feet	NA	NA	NA	NA	18	18	18	18
Maximum stories (by right ¹ /with bonus ²)	3	3	3	4/5	4/6	6/8	8/10	12/14
Maximum feet (by right/with bonus ²)	36	36	42	60/74	60/88	88/116	116/154	172/200
G. FLOOR HEIGHT								
Minimum First Floor Height (residential/non-residential)	NA/10'	NA/12'	NA/12'	NA/12'	NA/12'	NA/15'	12'/15'	12'/15'
Minimum First Floor Elevation (residential only)	NA	NA	NA	1.5 ft.	NA	1.5 ft.	1.5 ft.	1.5 ft.
H. GLAZING								
Non-residential 1st floor	NA						65%	65%
	Urban Type 1 All other streets	NA						50%
Multi-family 1st floor	NA						30%	30%
Non-res and multifamily upper floors	15%						15%	15%

¹See Development Compatibility - Section 30-5.8 for Development Compatibility standards

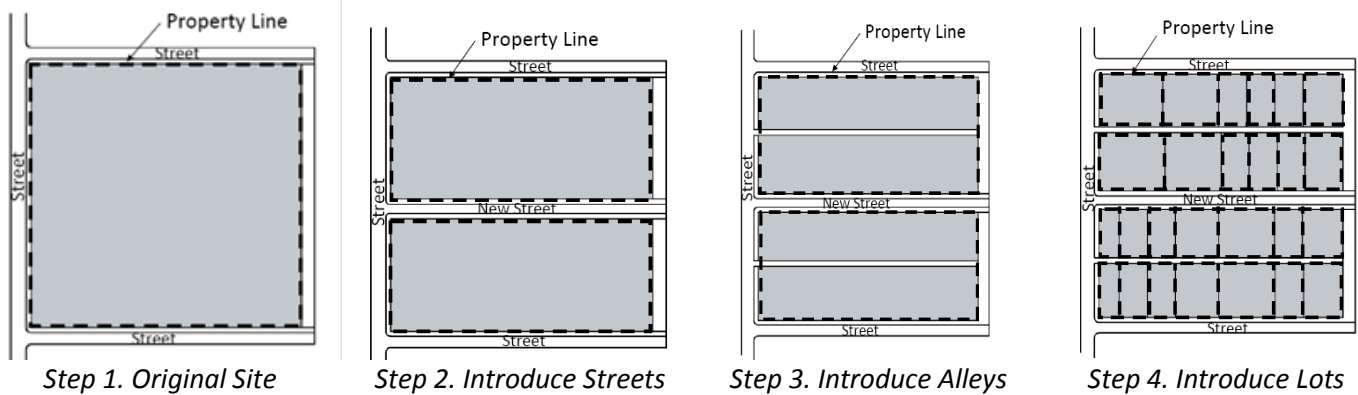
²See Bonus System requirements – Section 30-5.9 Building Height Bonus system

A. Block Standards

1. Maximum Block Perimeter

Maximum block perimeters are defined Table V-2 for each transect zone. Any new subdivisions, minor subdivisions, lot splits, and development on sites greater than two acres which propose new development on more than 50 percent of the site shall be required to include new local streets or urban walkways within the subdivision, minor subdivision, lot split or development so that the resulting block(s) will not exceed the prescribed maximum block perimeter. Figure V-2 below depicts a recommended approach to breaking down large blocks to provide a new street grid on a large site.

Figure V - 1: Creating Blocks



2. Construction of New Streets

- a. The required local streets or urban walkways shall be constructed at the expense of the owner/developer as part of the subdivision, minor subdivision, lot split or development, to serve the subdivision, minor subdivision, lot split or development, and shall be constructed according to the appropriate city standards as determined through the development review, subdivision, minor subdivision or lot split process, but may be sited and configured in a manner so that they provide the most appropriate access to the development, subdivision, minor subdivision or lot split. Where a street is planned to continue beyond the extent of a development, subdivision, minor subdivision or lot split, the development shall provide for the continuation of the street by stubbing out the improvements as close as is practicable to edge of the property boundary.
- b. The required local streets or urban walkways may be dedicated for public right-of-way after construction, if the city desires to accept same for maintenance, or may be privately owned streets, multi-use paths or urban walkways provided the streets, multi-use paths or urban walkways remain open for public ingress and egress.
- c. Notwithstanding any other provision in this chapter, a subdivision, minor subdivision, lot split, or development may receive final approval prior to construction of the required local streets or urban walkways if the city, upon approval of the city commission, has executed a binding agreement with the owner/developer that:
 - 1. requires the city and/or the Gainesville community redevelopment agency to construct the required local streets as public streets within two years of final approval; and
 - 2. provides for the conveyance or dedication of the associated right-of-way from the property owner to the city, at no cost to the city.

The city may enter into such an agreement only when the city determines that doing so would be in the public interest and when the city and/or the Gainesville community redevelopment agency has budgeted legally available funds for the construction of the required local streets. The form and content of the agreement shall be provided by and acceptable to the city in its sole discretion.

- d. Board modifications from the requirement to construct new streets may be granted in accordance with Section 30-4.82, with specific consideration given to situations where the construction of a street is limited by: access management standards, regulated environmental features, regulated natural or archeological resources, public stormwater facilities, existing utility facilities, contamination sites, inconsistencies with plans for a future city street network, parks, or schools. Where it is determined that it is not possible to construct the streets that would be required to meet block perimeter standards, the block perimeter shall be completed with the provision of sidewalk and bicycle connections or multi-use paths or urban walkways, subject to approval by the city.

3. New Street Requirements

When required new streets or urban walkways are constructed as part of a subdivision or development, their design and construction shall conform to the Public Works Design and Construction Manual and the following standards:

- a. Where feasible, new streets or urban walkways shall connect to existing streets on abutting properties, or be constructed in alignment with existing streets so that that an interconnected network is developed over time.
- b. Where only a portion of a new street or urban walkway is constructed as part of a subdivision or development, that street should be appropriately designed so that it may be extended in the future with the redevelopment of the abutting parcel(s). Street stub-outs shall extend all the way to the property line.
- c. Urban walkways shall be a minimum of 26 feet wide and may be designed with a single or divided paved pathway. The pathway(s) shall be at least 10 feet wide in total width and shall provide for both bicycles and pedestrians. An urban walkway must be landscaped with shade trees on minimum 50-foot centers on both sides of the paved path. Unpaved areas may also contain stormwater facilities. Urban walkways may contain benches, fountains, outdoor cafes or other outdoor uses as long as a minimum sidewalk width as specified above is maintained. Cross-sections for Urban Walkways must be submitted as part of a required Circulation Plan or as part of a development plan when a Circulation Plan is not required. The cross-section must illustrate paved areas, landscape areas, and any other proposed improvements. The total width and cross-section of Urban Walkways are subject to review and approval by the City.



B. Lot Configuration.

No maximum lot width is prescribed for development within some of the transect zones. However, the width of a lot shall not be justification for not meeting the building frontage requirements. If the lot is too wide for a particular type of building, the applicant has the option of subdividing the lot into smaller, narrower lots.

C. Development Intensity.

The maximum development intensity on a site is determined by a combination of maximum building heights and building coverage. The intent of building coverage restrictions is to provide more open areas within the less urban transect zones while allowing more intensive development in the more urban transect zones.

D. Building Frontage.

The purpose of the building frontage requirements is to create a relatively continuous building presence along streets.

1. The building frontage standards are stated as a proportion of the building length (within the required street setback) relative to the width of the development site measured at the site frontage line (see Figure V - 3).
2. When a development has frontage along multiple street types, the Urban Street (Type 1, 2, or 3 in that order of hierarchy) shall be considered the primary street for the front face of the building. However, when a development has frontage on an Urban Throughway and any other street type, the Urban Throughway shall be considered the primary street, and the development must also meet the standards for setbacks and glazing for the other street type(s). Where a development has frontage on two streets of equal type (e.g. two Urban Streets Type 1), then the city manager or designee shall make a determination as to which street frontage shall be considered primary.
3. In the case where the required building frontage cannot be met due to the need to provide vehicular access from the primary frontage, a gateway, arch or similar feature may be provided to preserve the block continuity and may be counted toward meeting the building frontage requirement (see Figure V -).

Figure V - 3: Building Frontage

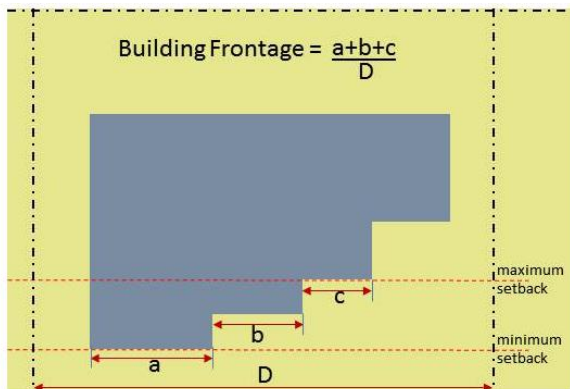


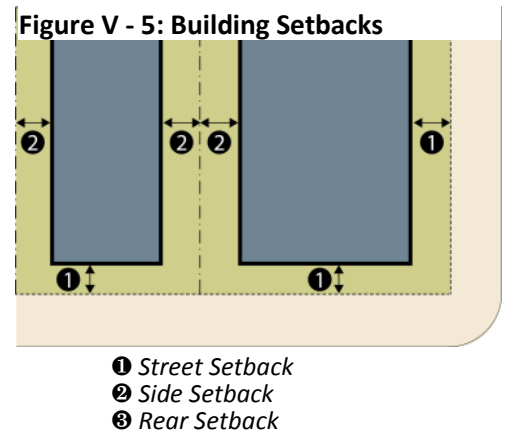
Figure V - 4: Example of Gateway



4. On Urban Type 1 and 2 streets, as defined in Section 30-5.15.C, the ground floor along the street frontage shall contain active uses oriented to the street. Active uses may include, but are not limited to, display or floor areas for retail uses, waiting and seating areas for restaurants, atriums or lobbies for offices, and lobbies or dining areas for hotels or multifamily residential buildings.

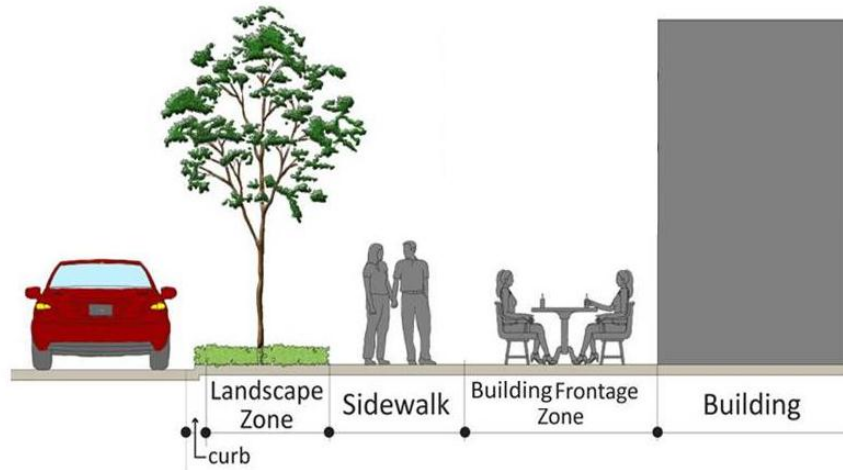
E. Building Setbacks.

The placement of a building on a site is a critical to creating a vital and coherent public realm. The intent of the building setback standards is to shape the public realm, and strengthen the physical and functional character of the area. Figure V - depicts the types of setbacks.



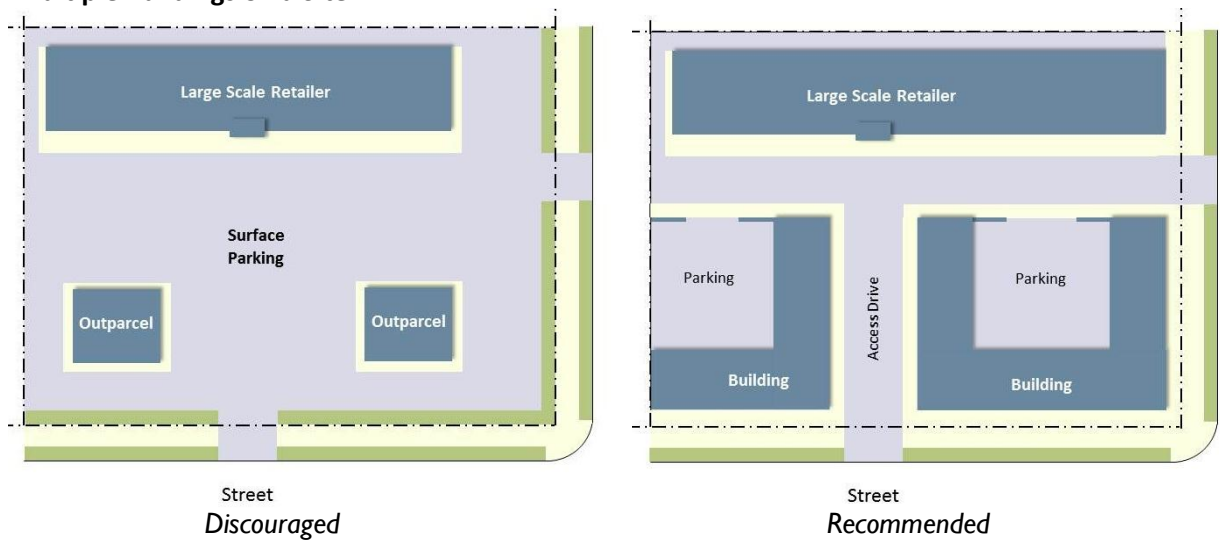
1. Side and rear setbacks are minimums and shall be measured from shared property lines.
2. Street setbacks are provided as a range (minimum to maximum), and shall be measured from the back of curb instead of the front property line, with the following exceptions:
 - a. In the absence of curbs, the street setback shall be measured from the edge of pavement (the swale becomes the landscape zone).
 - b. Where the required maximum street setback falls within a public right-of-way, it shall be shifted to the property line instead.
 - c. Setbacks from a rail-trail or similar feature shall be determined on a case-by-case basis by the City Manager or designee, by evaluating the space needed to provide additional landscaping or sidewalks between the building and the rail trail.
3. Setbacks may be increased where necessary to allow for the distances necessary to meet utility separation standards.
4. The street setback is comprised of a landscape zone, a public sidewalk zone and a building frontage zone. Figure V - depicts the required configuration of these zones in relation to the street curb and building. Where existing utility lines prevent the planting of trees within a landscape zone next to the street curb, then the locations of the sidewalk and landscape zone may be switched to allow the planting of street trees. The required minimum widths for the landscape and sidewalks zones vary according to transect zone and street type, and are listed within Table V - 2. The additional building frontage zone is required to be a minimum of 5 feet wide in all locations. Section 30-5.17.F contains additional standards for the design of the building frontage zone.

Figure V - 6: Street Setback Components



5. The construction of the landscape zone and public sidewalk, as well as the installation of required street landscaping within the landscape zone (see Article VII), is the responsibility of the applicant in conjunction with the development of a site. Construction specifications for the sidewalk can be found in the City of Gainesville Engineering Design and Construction Manual. Street furniture such as benches, trash receptacles and bicycle racks shall not be located within the public sidewalk zone.
6. Where multiple buildings are proposed within a development, the placement of buildings at the rear of a site is allowed as long as one or more buildings are placed along the front of the site meeting the street setback and building frontage requirements of this division. Figure V - depicts the preferred configuration of multiple buildings on a site, such as within a shopping center. Streets or access drives must be incorporated into the site to break it down into smaller lots/blocks (platting will not be required). The main access drive shall be centered on the anchor building and shall be lined with buildings, which shall meet the required frontage standards along the street and access drive.

Figure V - 7: Multiple Buildings on a Site



F. Building Frontage Zone Requirements

All development shall provide for a minimum 5-foot-wide building frontage zone behind the public sidewalk, and buildings shall have at least one type of building frontage incorporated into its design. Table V-3 contains the dimensional requirements for the various types of building frontages allowed. The intent of the building frontage zone is to provide a transition between the public street/sidewalk and the building. The type of activity conducted in the private frontage zone depends on the nature of the proposed use. For a commercial building, for instance, the intent of the private frontage zone is to attract customers into the business (Figure V-8). For a residential site, the intent of the private frontage zone is to provide for a private outdoor space and establish a separation from the public sidewalk for the ground floor rooms (Figure V-8).

Figure V - 8: Examples of Building Frontage Zone Activity

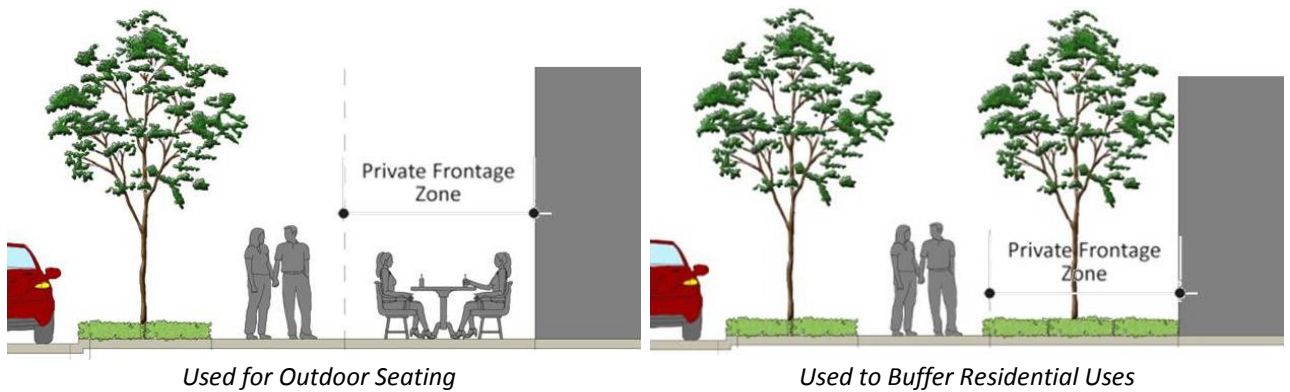
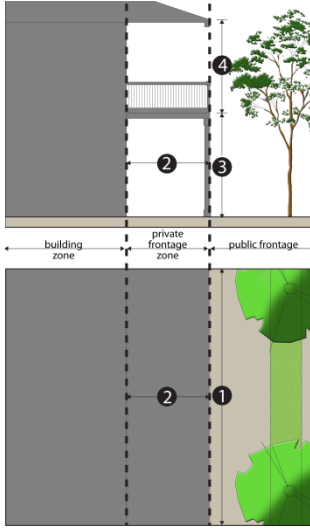
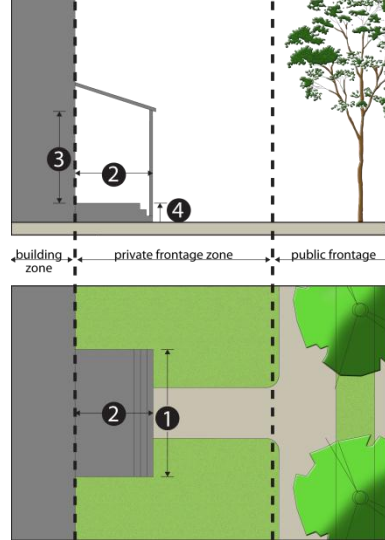


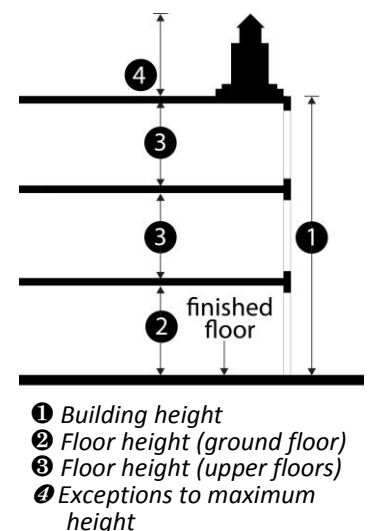
Table V - 3: Building Frontage Dimensional Standards

Storefront	Gallery	Arcade
		
<ol style="list-style-type: none"> 1. Width: 25% of façade width min. 2. Depth: 5' min. 3. Clear Height: 8' min. 	<ol style="list-style-type: none"> 1. Width: 75% of façade width min. 2. Depth: 8' min. 3. Clear Height: 12' min. (1st floor) 	<ol style="list-style-type: none"> 1. Width: 75% of façade width min. 2. Depth: 8' min. 3. Clear Height: 12' min. (1st floor)
Forecourt	Stoop	Porch
		
<ol style="list-style-type: none"> 1. Width: 10' min. to 50% of façade width max. 2. Depth: 10' min/20' max. 3. Elevation: 18" max. above grade. 	<ol style="list-style-type: none"> 1. Width: 5' min. to 16' max. 2. Depth: 5' to 8' 3. Clear Height: 8' 4. Elevation: 21" min. above grade. 	<ol style="list-style-type: none"> 1. Width: 12' min. 2. Depth: 8' min. 3. Clear Height: 8' min. 4. Elevation: 21" min. above grade.

Note: See Article II for definitions of frontages.

1. Building Frontage Standards, General.
 - a. Building frontage zones in front of uses that do not require pedestrian interaction along the façade (e.g. offices, hotels, vehicle service uses, industrial) may be landscaped with a combination of trees, shrubs, vines and/or ground covers, or other landscape treatments in lieu of providing one of the building frontage standards listed in Table V-3.
 - b. In addition to the encroachments listed in Table V - , cantilevered balconies, bay windows, and roof overhangs are allowed to encroach into the building frontage zone.
 - c. Street furniture such as benches, trash receptacles, and/or bicycle racks may be installed within the building frontage zone.
 - d. Outdoor cafes are permitted in conjunction with building frontages subject to meeting the standards of Section 30-6.10.
 - e. Elements within the building frontage zone (landscaping and architectural features) must comply with the vision triangle requirements.
2. Standards for storefronts, awnings and canopies.
 - a. Storefront doors shall not be recessed more than 5 feet from the front façade. If the doors are recessed more than 3 feet, angled walls leading to the door are recommended to promote the visibility of the entrance.
 - b. Awnings and canopies shall not cover architectural elements such as cornices or ornamental features.
 - c. High gloss or plasticized fabrics and aluminum are not allowed for awnings.
 - d. Backlit awnings are not permitted.
 - e. Awning should be at minimum match the width of the window or door opening and shall be in keeping with the character of the building.
3. Standards for galleries and arcades.
 - a. Along Urban Type 1 streets, gallery/arcade openings shall correspond to storefront entrances.
 - b. Galleries may be one (1) or two (2) stories.
 - c. Arcades and galleries must have consistent depth along a frontage.
4. Standards for forecourts.
 - a. Forecourts shall be paved and/or enhanced with landscaping.
 - b. Forecourts are not intended to be covered; however, awnings and umbrellas are allowed and encouraged.
5. Standards for stoops and porches.
 - a. Stoops must correspond directly with the building entry.
 - b. Porches may be one (1) or two (2) stories.
 - c. Porches shall be open and not air conditioned to be allowed to encroach into the building frontage zone.

Figure V - 9: Building Height



G. Building Height.

1. The heights of parking structures shall be limited in accordance with the maximum feet within each district, but shall not be limited to the maximum number of stories.
2. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.
3. The building height limitations contained in Table V - 2 do not apply to spires, belfries, cupolas, antennas, water tanks, ventilators, chimneys, or other appurtenances required to be placed on the roof and not intended for human occupancy. Other exceptions include:
 - a. Roof structures above eave line can vary in height up to a maximum of fifteen (15) feet above eave line.
 - b. Trellises may extend above the maximum height up to eight (8) feet.
 - c. Stair, elevator or mechanical enclosures shall be limited to ten (10) feet above the maximum height and shall not exceed twenty (20) percent of the roof area.

H. Floor Height

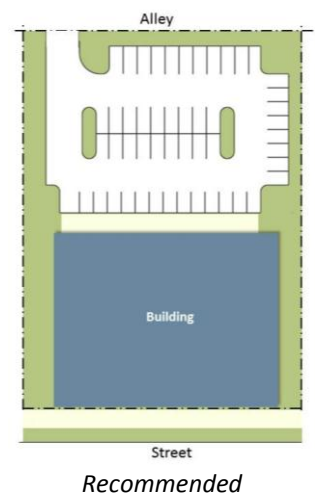
1. Floor height shall be measured from finished floor to finished ceiling (clear height).
2. Parking garages are exempt from the minimum floor height requirements.
3. The minimum first floor elevation only applies to the portions of buildings located along a street.

Section 30-5.18. Parking Requirements**A. Parking Amounts**

1. No minimum vehicular parking is required within the T-6, T-5, T-4M2, T-4M1, and T-4OR transect zones. Within the T-4C transect zone, vehicular parking shall be provided at 25% of the amounts prescribed by Article VIII. Within T-4R and T-3, vehicular parking shall be provided in the amounts prescribed by Article VIII.
2. Within the T-5 and T-4M1 transect zones, bicycle parking is required at a minimum rate of one space per 2000 square feet of gross floor area for nonresidential uses, and one space per three bedrooms for residential uses. A minimum of 10 percent of the provided bicycle parking shall be located between the building and the street. Bicycle parking shall be provided in the amounts prescribed by Article VIII within the other transect zones.
3. Within T-5 and T-4M1 transect zones, scooter parking is required at a minimum rate of one space per 6 bedrooms for residential uses. No minimum scooter parking is required within the other transect zones.

B. Location of Parking Facilities

1. Surface parking lots shall be located to the rear or side of buildings in the development. A portion of the parking area should only be located to the side of the building if the minimum building frontage requirements are met. Surface parking in the form of a single level of ground floor parking located within the building footprint (see Figure V-11) shall provide a minimum of 20' of active ground floor commercial,

Figure V - 10: Parking Location

residential, or office uses along Urban Type 1 or 2 streets. All other street frontages shall be screened with decorative screening walls, perimeter parking landscaping per Article IX, or a combination thereof.

2. Surface and structured parking areas shall be accessed from rear alleys or rear lanes where available (see Figure V-10), from an adjacent property (shared use agreement necessary) (see Figure V - 12), or from a local, Urban Type 3, or urban throughway street (see Section 30-5.15.C for street hierarchy). Vehicular access from an Urban Type 1 or 2 street shall only be allowed in the absence of the four options mentioned above.
3. Within the T-6 district, any surface parking areas located along a public street or urban walkway shall be screened from street view by a masonry garden wall with a minimum height of 3 feet. In the other T-zones, the parking lot may be screened in accordance with the perimeter parking landscaping standards per Article IX.

Figure V - 11: Parking Structures and Liner building along Urban Type 1 Street

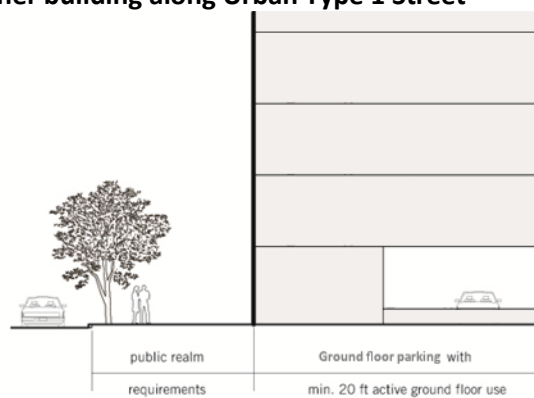
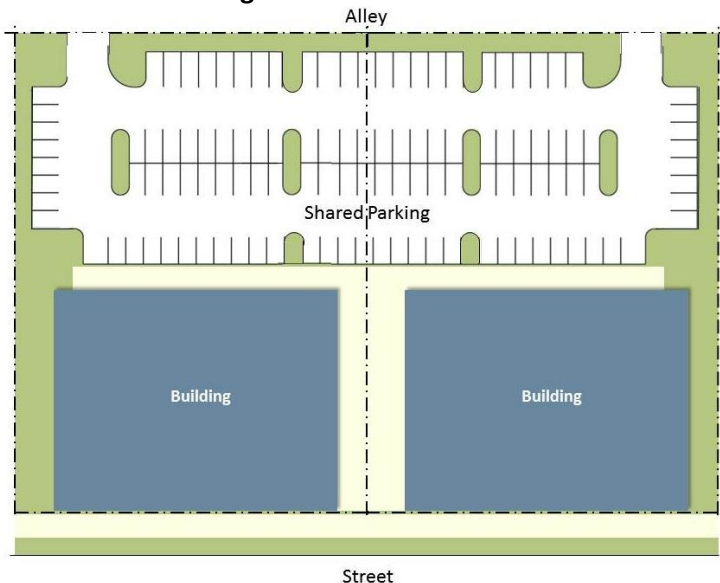


Figure V - 12: Shared Parking.

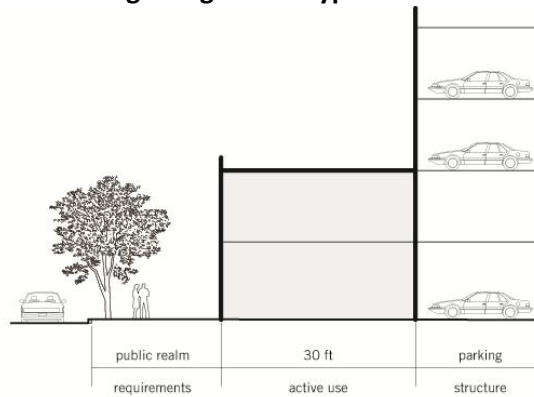


C. Design of Parking Structures

1. Parking structures located along Urban Type 1 street must be concealed by liner buildings, which may be attached or detached from the parking structure (see Figure V - 13). The liner building shall have a minimum

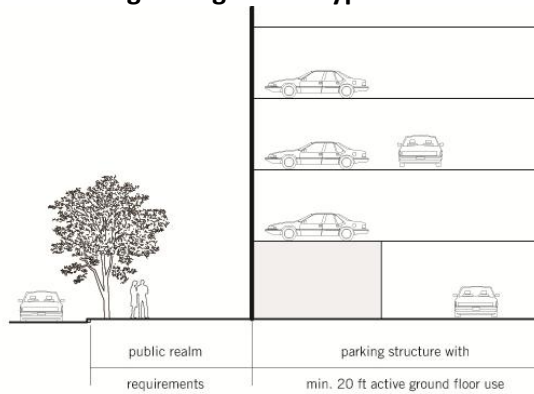
height of 2 stories or 34 feet and a minimum depth of thirty (30) feet along the entire length of the parking structure.

Figure V - 13: Parking Structures and Liner building along Urban Type 1 Street



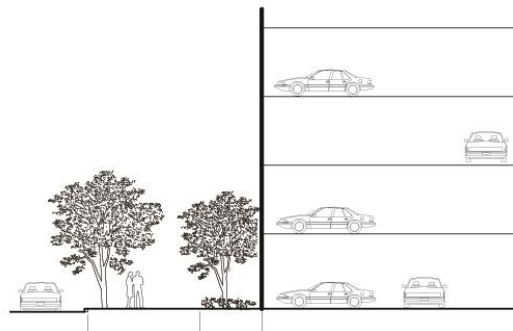
2. Parking structures located along Urban Type 2 streets shall be required to provide ground floor commercial or office space along the street frontage (see Figure V-14).

Figure V - 14: Parking Structures and Liner Buildings along Urban Type 2 Street



3. On all other streets, any portion structured parking that is not concealed behind a liner building or ground floor commercial or office space shall provide decorative screening walls, perimeter parking landscaping per Article IX, or a combination thereof to screen ground floor parking (see Figure V-15).

Figure V - 15: Parking Structures along Other Streets



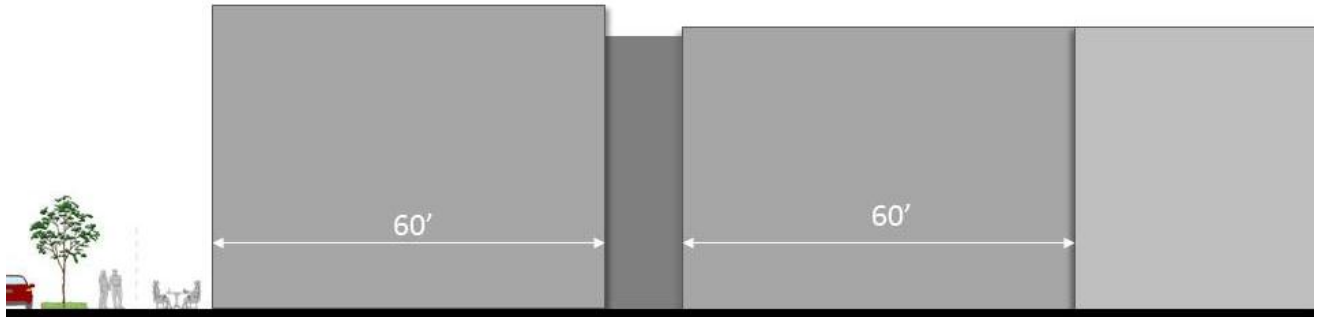
4. Parking structures shall meet setback, height, façade articulation and glazing standards applicable to the transect zone, but are exempt from the minimum floor-to-ceiling height requirement and the building frontage zone requirements of Section 30-5.17.F.

Section 30-5.19. Building Design Standards

A. Building Massing

Large building volumes shall be divided to appear as smaller volumes grouped together. Volume breaks may be achieved by volume projections and recesses, and varying heights and roof lines. Therefore, building facades shall not exceed sixty (60) feet along a street frontage without providing a substantial volume break such as a volume recess, a tower or bay, or an architecturally prominent public entrance. The recesses and projections shall have a minimum depth of three (3) feet.

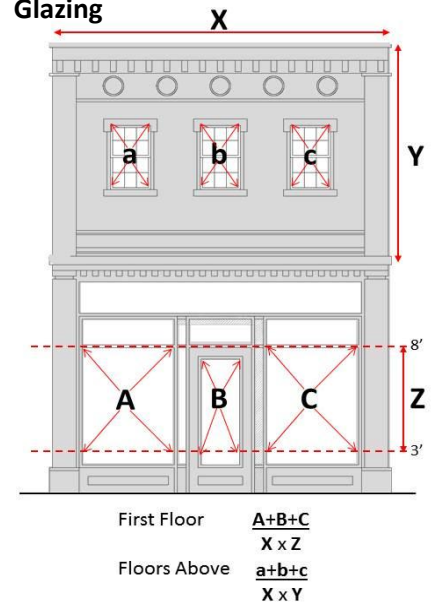
Figure V - 16: Building Massing



B. Glazing Requirements

1. Glazing percentages shall be calculated as follows:
 - a. Non-Residential First Floor: The area of glass between 3 feet and 8 feet above finished floor, divided by the area of the building façade also between 3 feet and 8 feet above finished floor.
 - b. Non-Residential above First Floor: The combined area of glass on all floors above the first divided by the total area of the building façade for those floors.
 - c. Residential: The area of glass divided by the area of the façade.
2. The approving authority may allow reduced glazing and/or glass transmittance for places of religious assembly and schools.
3. There is no maximum limit on how much glazing may be provided. However, if glass walls are utilized, an architectural feature, such as a canopy/marquee, overhang, or a horizontal change in plane shall be provided between the first and second floors to ensure pedestrian scale at the sidewalk level.
4. Windows and glass doors shall be glazed in clear glass with 80% minimum transmittance. The use of reflective glass and reflective film is prohibited on the ground floor of all buildings.

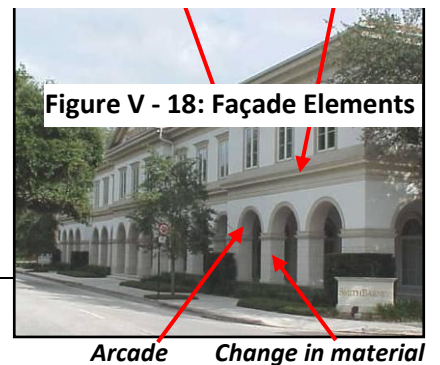
Figure V - 17: Non-Residential Glazing



C. Facade Articulation

The standards contained in this section apply to multi-family, non-residential and mixed-use buildings.

Figure V - 18: Façade Elements



Building facades along streets shall maintain a pedestrian scale by integrating the following architectural elements:

5. Façades shall not exceed twenty (20) horizontal feet without including at least one (1) of the following elements:
 - A window or door
 - Awning, canopy or marquee.
 - An offset, column, reveal, void, projecting rib, band, cornice, or similar element with a minimum depth of six (6) inches.
 - Arcade, gallery or stoop.
 - Complementary changes in materials or texture.
1. An expression line is required between the first and second stories delineating the transition between ground and upper floors.
2. Architectural treatments on the façade, such as cornices or expression lines, shall be continued around the sides of the building.
3. All building elevations (including secondary/interior side façades) shall utilize the same color and materials as the front/street facade.

D. Building Entrances

1. Each building shall provide a main entrance oriented toward the public right-of-way. When a building is located at the intersection of two Urban Type 1 or 2 streets, the main entrance shall be located at the corner facing the intersection. Additional entrances may be provided on other sides of the building.
2. Main entrances shall be operable, clearly-defined and highly-visible. In order to emphasize entrances they shall be accented by a change in materials around the door, recessed into the façade (alcove), or accented by an overhang, awning, canopy or marquee.
3. Building frontages along the street shall have functional entrances at least every 150 feet.

Section 30-5.20. Reserved

DIVISION 3. RESIDENTIAL ZONING DISTRICTS

Section 30-5.21. Purpose of districts**A. Single-family residential districts (RSF-1, RSF-2, RSF-3 and RSF-4).****1. Purpose.**

The single-family districts are established for the purpose of providing areas for low density single-family residential development with complete public services at locations convenient to service and shopping facilities. These districts are characterized by single-family residential structures designed and located so as to protect the character of single-family residential neighborhoods.

2. Objectives.

The provisions of these districts are designed to:

- a. Protect and stabilize the essential characteristics of such existing development;
- b. Encourage such future development to occur on vacant land where the natural characteristics of such land are suitable for this type of development;
- c. Enable single-family development to occur at appropriate locations and with sufficient density so as to facilitate the provision of urban services and facilities in an economical and efficient manner;
- d. Encourage low density development where higher density development would be detrimental to the health, safety and welfare of the community by reason of environmental constraints, open space or other factors; and
- e. Discourage any activities not compatible with such residential development.

B. Single-family rural residential district (RSF-R).**1. Purpose.**

The single-family rural residential district is established for the purpose of providing areas for low density single-family residential development that allows for the ownership of fowl and livestock. This district is characterized by single-family residential structures designed and located so as to protect the character of single-family rural residential neighborhoods.

2. Objectives.

The provisions of this district are designed to:

- a. Protect and stabilize the essential characteristics of existing rural development;
- b. Encourage such future development to occur on vacant land where the natural characteristics of such land are suitable for this type of development;
- c. Enable single-family rural development to occur at appropriate locations and with sufficient density so as to facilitate the provision of urban services and facilities in an economical and efficient manner; and
- d. Allow low density development where higher density development would be detrimental to the health, safety and welfare of the community by reason of environmental constraints, open space or other factors.

3. Limitation.

This district shall only be used in city-initiated rezoning of annexed property.

C. Residential conservation district (RC).**1. Purpose.**

The RC district is established to provide suitable zoning protection to those areas where single-family development has occurred on properties with minimum lot sizes and where such development patterns are desirable to maintain due to unique neighborhood, social and physical characteristics which are present.

2. Objectives.

The provisions of these districts are designed to:

- a. Maintain the character of older single-family neighborhoods with smaller lots;
- b. Provide for a variety of dwelling unit types compatible with traditional single-family residential development;
- c. Provide for low density residential development in areas where such development could be logically integrated with or located near traditional single-family residential development or in transitional areas on land where the clustering of units would permit the most effective use of such land, while preserving open space and other natural features;
- d. Encourage privacy, internal stability, attractiveness, order and efficiency in these areas by providing for adequate light, air and usable open space for residential purposes through the careful design and consideration of the proper functional relationships among uses permitted; and
- e. Provide for such residential development to occur where public facilities and services are present.

D. Mobile home residential district (MH).**1. Purpose.**

The MH district is established to provide for mobile home neighborhoods of sufficient size to sustain a stable and sound micro-environment with individual lots of dimensions necessary to provide safe and healthful residential living.

2. Objectives.

The provisions of these districts are designed to:

- a. Provide an affordable housing option that is safe and located near urban services;
- b. Provide for low density residential development in areas where such development could be logically integrated with or located near urban services or in transitional areas on land where the clustering of units would permit the most effective use of such land, while preserving open space and other natural features; and
- c. Provide for such residential development to occur where stable and sustainable neighborhoods can be maintained.

E. Single-family/multiple-family residential district (RMF-5).**1. Purpose.**

The single-family/multiple-family residential low density district is established to provide suitable areas for low density residential development with various dwelling unit types compatible with single-family dwellings. This district is designed and located so as to provide a desirable residential environment and transition between differing intensities of land use.

2. Objectives.

The provisions of this district are designed to:

- a. Create transition areas between low intensity land uses and other more intense land uses;
- b. Provide for a variety of dwelling unit types compatible with traditional single-family residential development;
- c. Provide for low density residential development in areas where such development could be logically integrated with or located near traditional single-family residential development or in transitional areas on land where the clustering of units would permit the most effective use of such land, while preserving open space and other natural features;
- d. Encourage privacy, internal stability, attractiveness, order and efficiency in these areas by providing for adequate light, air and usable open space for residential purposes through the careful design and consideration of the proper functional relationships among uses permitted; and
- e. Allow residential developments that provide housing types that can be used by cross generational age groups.

F. Multiple-family residential districts (RMF-6, RMF-7 and RMF-8).**1. Purpose.**

The multiple-family residential districts are established to provide for the efficient use of land for multifamily residential developments. These districts are designed to encourage the establishment and maintenance of a suitable residential environment for medium density housing. Due to the existing residential environment and the goals and objectives as outlined by the comprehensive plan, particular development criteria must be instituted in order to harmonize the existing patterns of growth with the needs of the community.

2. Objectives.

The provisions of these districts are intended to:

- a. Provide for the development of such projects with population densities and development patterns generally compatible with medium density residential areas or in transitional areas on land where the clustering of units would permit the most effective utilization of such land, while preserving open space and other natural features;
- b. Encourage such development projects to locate near urban services including but not limited to transit, shopping, schools and recreation;
- c. Encourage privacy, internal stability, attractiveness, order and efficiency in these areas by providing for adequate light, air and usable open space for dwellings and related facilities through the careful design and consideration of the proper functional relationships among uses permitted; and

- d. Encourage such residential development to occur where sufficient public facilities and services exist or where urban service improvements are planned.

Section 30-5.22. Permitted uses in residential districts

The following tables contain a list of uses allowed in each conventional zoning district and specify whether the uses are allowed by right (P), accessory to a principal use (A), or if they require special use permit approval (SUP). Blank cells indicate that the use is not allowed. Uses and activities must also conform to the performance of standards in 30-9.45.

Table V - 4: Permitted Uses in Residential Districts

USES	Sec.*	RSF-R	RSF-1 to 4	RC	MH	RMF-5	RMF-6 to 8
Accessory dwelling units	30-6.41	-	-	A	A	A	A
Adult day care homes	30-6.2	P	P	P	P	P	P
Assisted living facilities	-	-	-	-	-	P	P
Attached dwellings (up to 6 attached units)	-	-	-	-	-	P	P
Bed and breakfast establishments	30-6.4	-	-	S	S	S	S
Community residential homes (up to 6 residents)	30-6.6	P	P	P	P	P	P
Community residential homes (7 to 14 residents)	30-6.6	-	-	-	-	-	P
Community residential homes (over 14 residents)	30-6.6	-	-	-	-	-	P
Day care centers	30-6.7	-	-	P	P	P	P
Dormitory, small	30-6.8	-	-	-	-	-	P
Dormitory, large	30-6.8	-	-	-	-	-	S
Emergency shelters	-	-	-	-	-	-	P
Family child care homes	30-6.10	P	P	P	P	P	P
Fowl or livestock (as an accessory use)	30-6.43	A	-	-	-	-	-
Mobile homes	-	-	-	-	P	-	-
Multiple family dwellings	30-6.19	-	-	-	-	P	P
Multiple family, small scale (2-4 units per building)	30-6.19	-	-	P(1)	-	P	P
Places of religious assembly	30-6.22	S	S	P	P	P	P
Public libraries	-	-	-	S	S	S	S
Public parks (passive)	-	P	-	-	-	-	-
Schools (elementary, middle and high)	30-6.2	S	S	P	P	P	P
Single-family dwellings	-	P	P	P	P	P	P
Skilled nursing facility	-	-	-	-	-	-	S
Social service homes/halfway houses	30-6.31	-	-	-	-	-	S

LEGEND:

P = Permitted by right; S = Special Use Permit; A = Accessory

* = See section listed for additional standards

FOOTNOTES:

¹No more than 2 dwellings units per building is permitted in the RC district.

Section 30-5.23. Dimensional standards in residential zoning districts

The following tables contain the dimensional standards for the various uses allowed in each district.

Table V - 5: Residential Districts Dimensional Standards

	RSF- R	RSF- 1	RSF- 2	RSF- 3	RSF- 4	RC	MH	RMF- 5	RMF- 6	RMF- 7	RMF- 8
DENSITY/INTENSITY											
Residential density (units/acre)											
Minimum	None	None	None	None	None	None	None	None	8 ¹	8 ¹	8 ¹
Maximum by right	1	3.5	4.6	5.8	8	12	12	12	10	14	20
With density bonus points	-	-	-	-	-	-	-	-	See Table V-6	See Table V-6	See Table V-6
Non-residential building coverage (%)	35	35	35	40	40	50	50	50	50	50	50
LOT STANDARDS											
Min. lot area (sq. ft)	21,780	8,500	7,500	6,000	4,300	3,000	3,000	None	None	None	None
Min. lot width (ft.)											
Single family	120	85	75	60	50	35	35	35	35	35	35
Two-family ²	NA	NA	NA	NA	NA	40	NA	40	40	40	40
Other uses	120	85	75	60	50	35	35	75	75	75	75
Min. lot depth (ft.)	None	90 ³	90 ³	90 ³	80 ³	None	None	90	90	90	90
MINIMUM SETBACKS (ft.)											
Front	20	20 ³	20 ³	20 ³	20 ³	10 ⁴	15	15 ⁴	15 ⁴	15 ⁴	15 ⁴
Side (street)	15	10	10	7.5	7.5	7.5 ⁴	7.5	15 ⁴	15 ⁴	15 ⁴	15 ⁴
Side (interior) ^{5,6}	15	7.5	7.5	7.5	7.5	5	5	5	7.5	7.5	7.5
Rear ^{6,7}	20	20	20	15	10	15	15	15	15	15	15
Rear, Accessory	7.5	7.5	7.5	5	5	5	5	5	5	5	5
MAXIMUM BUILDING HEIGHT (stories)											
By right	3	3	3	3	3	3	3	3	3	3	3
With SUP	NA	NA	NA	NA	NA	NA	NA	NA	5	5	5

¹ Parcels 0.5 acres or smaller existing on November 13, 1991, are exempt from minimum density requirements.

² Assumes both units on one lot. Lot may not be split, unless each individual lot meets minimum lot width requirement for single family.

³ Lots abutting a collector or arterial street shall have a minimum depth of 150 feet and a minimum building setback of 50 feet along that street.

⁴ Attached stoops or porches meeting the standards for Section 30-5.17.I are permitted to encroach up to 5 feet into the minimum front yard setback.

⁵ Except where the units are separated by a common wall on the property line of two adjoining lots. In such instances, only the side yard setback for the end unit is required.

⁶ Accessory pre-engineered or pre-manufactured structures of 100 square feet or less and one story in height may be erected in the rear or side yard as long as the structure has a minimum yard setback of three (3) feet from the rear or side property line, is properly anchored to the ground, and is separated from neighboring properties by a fence or wall which is at least 75 percent opaque.

⁷ Accessory screened enclosure structures, whether or not attached to the principal structure, may be erected in the rear yard as long as the enclosure has a minimum yard setback of three (3) feet from the rear property line. The maximum height of the enclosure at the setback line shall not exceed eight (8) feet. The roof and all sides of the enclosure not attached to the principal structure must be made of screening material.

Section 30-5.24. Permitted intensity using density bonus points.

Development criteria, as described in the density bonus points manual, which, when met, shall allow increases in development intensity based upon the limits in this section. These increases in intensity shall be allowed should a developer propose to undertake a project which will result in a development sensitive to the unique environmental and developmental needs of the area. For each criterion met by the developer, certain points shall be credited to the project. Those points, calculated in accordance with the Density Bonus Points Manual, shall determine the maximum allowable density.

Table V - 6: Permitted density using density bonus points

RMF-6		RMF-7		RMF-8	
POINTS	MAXIMUM RESIDENTIAL DENSITY (DU/AC)	POINTS	MAXIMUM RESIDENTIAL DENSITY (DU/AC)	POINTS	MAXIMUM RESIDENTIAL DENSITY (DU/AC)
0	10	0	14	0	20
26	11	20	15	16	21
52	12	39	16	30	22
79	13	59	17	46	23
108	14	79	18	59	24
138+	15	98	19	75	25

Section 30-5.25. Reserved

DIVISION 4. MIXED USE AND NONRESIDENTIAL ZONING DISTRICTS

Section 30-5.26. Purpose of districts**A. Mixed use low intensity district (MU-1).****1. Purpose.**

The mixed-use low intensity district is established for the purpose of allowing coordinated developments designed to offer a mixture of residential, convenience-type retail, professional and consumer service uses primarily for residents of mixed-use and adjacent residential neighborhoods, and places of religious assembly. The district is intended to reduce the length and number of vehicular trips by providing for basic needs within close proximity to residential areas, by encouraging pedestrian access, and by the combining of trips. This district is established to allow uses compatible with each other and with surrounding residential areas to be developed near each other. The MU-1 district may be located in areas where analysis of residential characteristics demonstrates that such facilities are required. This district is intended to encourage the development of planned and unified neighborhood shopping centers in a relationship harmonious with adjoining residential activities. It is also intended to accommodate traditional neighborhoods that include nonresidential uses and neighborhood centers.

2. Objectives.

The provisions of this district are intended to:

- a. Permit compatible commercial, office, service and residential developments that benefit from being located near each other.
- b. Provide an adequate mix of residential uses including multifamily, townhouse, zero lot line, and detached single-family at urban densities.
- c. Minimize traffic congestion by:
 - i. Requiring that shopping center and/or mixed-use developments be located on appropriate major collector and arterial roadways, as defined in the comprehensive plan;
 - ii. Minimizing the number and regulating the location of driveway connections; and
 - iii. Encouraging pedestrian and nonautomotive access.
- d. Ensure, through development plan approval, that nonresidential and mixed-use developments are designed to promote the most efficient use of the land, and that they coordinate the internal activities of the site as well as establish a harmonious relationship between such developments and their environment.
- e. Require buffering or screening around nonresidential and/or mixed-use development in accordance with the land development code when the development abuts any property zoned for residential use or shown as residential on the future land use map.
- f. Accommodate neighborhood-level services and retail uses along existing business corridors.
- g. Coordinate the location and size of mixed-use developments commensurate with the character and density of the areas to be served.
- h. Allow the market some flexibility in determining locations of new nonresidential development, and the ability to expand such areas in relation to the population densities achieved.

- i. Encourage nonresidential and/or mixed-use developments to locate on land that is physically capable of supporting the particular type of development.

B. Mixed use medium intensity district (MU-2).**1. 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.

2. Objectives.

The provisions of this district are intended to:

- a. 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;
- b. Encourage large, mixed-use developments to locate on land that is physically capable of supporting the proposed development;
- c. 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;
- d. 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;
- e. 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);
- f. Integrate all outparcel development through landscaping; shared parking, traffic access management and circulation; and stormwater management; and
- g. Require appropriate buffering or screening around large mixed-use development to maintain its compatibility with surrounding land uses.

C. Office districts (OR and OF).**1. Purpose.**

The office districts are established for the purpose of encouraging the development of professional offices, low to medium density residential and studio uses at locations where such uses of land would be compatible with surrounding residential uses and be in keeping with the land use policies of the comprehensive plan. In addition, some non-office type uses such as restaurants and retail uses of limited size are allowed in this zoning by a special use permit process.

2. Objectives.

The provisions of the office districts are intended to:

- a. Encourage the mixture of compatible residential and office activities at suitable locations;
- b. Permit development to locate in close proximity to residential areas, provided that such development will not be incompatible with its surroundings;
- c. Promote, through development plan approval, the most efficient use of the land, as well as establish a harmonious relationship between such development and its environment;
- d. Require appropriate buffering or screening around such development when it abuts any residential district boundary, to maintain its compatibility with such abutting district;
- e. Create transitional areas between low intensity land uses and other intense land uses; and
- f. Encourage major office development to locate along the community's major transportation arterials identified in the comprehensive plan, which will provide adequate access to such development.

D. Corporate park district (CP).**1. Purpose.**

The CP corporate park district is established for the purpose of creating a district of at least three and one-half (3.5) acres which provides appropriate locations for corporate facilities and mixed use office-oriented developments.

2. Objectives.

The provisions of this district are intended to:

- a. Encourage corporate park development in areas served by arterial roads and public transit. Frontage roads or internal roads shall provide for the efficient movement of traffic and emergency vehicles into such sites and along arterials.
- b. Encourage development proximate to activity centers and major intersections, especially where intervening roads, creeks or landscaped areas can provide necessary buffering to surrounding neighborhoods.
- c. Require landscaping, appropriate buffering and design techniques to enhance the character of such sites and to create an integrated design.
- d. Provide adequate parking to ensure the desirability of the site's development and to prevent parking problems off-site.
- e. Promote the most efficient use of land as well as the harmonious relationship of uses by encouraging the unified development of large tracts of land for integrated land uses.
- f. Encourage mixed-use office and residential development.

3. District Requirements.

- a. Minimum size: A site or combination of sites proposed for rezoning to CP must comprise a total of at least three and one half acres in size. Once rezoned, the site(s) may be further subdivided provided that all resultant lots are served by joint access, parking and stormwater management and other improvements as required in an approved development plan for the whole lot. Evidence of deed

restrictions, cross-access easements or property owner association for maintenance of common facilities is required for issuance of any building permit.

- a. Maximum proportion of gross floor area devoted to uses permitted by special use permit: 40 percent, except that when a minimum of 60 percent of the required parking is accommodated within a parking structure, the proportion of gross floor area devoted to uses permitted by special use permit may be increased to 50 percent.

E. General business district (BUS).

1. Purpose.

The general business district is established to provide for a wide range of commercial, business and office uses located along major transportation arteries and frontage roads. The district shall be located so as to promote compatibility with residential uses while maintaining flexibility for commercial uses. If appropriate transitional zones between residential and general business areas do not exist, they must be provided through the use of design features under the development plan provisions of this chapter. Residential uses are encouraged both to buffer the more intense aspects of these areas and to provide greater flexibility in areas of existing strip development.

2. Objectives.

The provisions of this district are intended to:

- a. Permit compatible commercial, office and service developments that benefit from being located in close proximity to each other;
- b. Minimize traffic congestion on public streets;
- c. Ensure, through development plan approval, that major commercial developments are designed to promote the most efficient use of the land, as well as establish a harmonious relationship between such development and its environment;
- d. Require appropriate buffering or screening around such development when it abuts any residential district boundary, to maintain its compatibility with such abutting district;
- e. Discourage, as much as possible, encroachment by industrial or other uses considered capable of adversely affecting the basic commercial characteristics of the district; and
- f. Provide community level services and retail uses.

F. Automotive-oriented business district (BA).

1. Purpose.

The BA district is established to identify and delineate those commercial land uses involved in automotive sales, services and related activities as well as other large scale commercial uses with similar locational needs. An additional purpose is to provide suitable locations for activities that are compatible with and mutually supportive of those uses.

2. Objectives.

The provisions of this district are intended to:

- a. Encourage automotive-oriented business development to occur along major transportation arteries where sites are adequate for an integrated design of automotive services and where such development

could most adequately serve the needs of the community's residents without resorting to excessive quantities of strip development;

- b. Provide for, and accommodate as efficiently as possible, those commercial land uses commonly associated with automotive business and, therefore, prevent the indiscriminate application of this district along the community's arteries;
- c. Minimize traffic congestion on public streets;
- d. Ensure, through development plan approval, that major commercial developments are designed to promote the most efficient use of the land, as well as establish a harmonious relationship between such development and its environment;
- e. Require appropriate buffering or screening around such development, to maintain its compatibility with adjacent and surrounding land uses;
- f. Discourage, as much as possible, any encroachment by industrial, residential and commercial uses generally understood to be capable of adversely affecting the basic commercial automotive characteristics of the district; and
- g. Permit outdoor storage and sale of retail goods.

G. Tourist-oriented business district (BT)

1. Purpose.

The BT district is established for the purpose of accommodating businesses that primarily serve the needs of the traveling public, by providing adequate and convenient commercial locations along major transportation arteries.

2. Objectives.

The provisions of this district are intended to:

- a. Encourage tourist-oriented businesses to locate along major arteries or frontage roads where sites are adequate for a variety of complementary travel-related services. The best location for this district is adjacent to major intersections where such development could most effectively serve the needs of the community's residents and those of the traveling public without excessive strip development;
- b. Provide for, and accommodate as efficiently as possible, those commercial land uses commonly associated with tourist businesses and, therefore, prevent the indiscriminate application of this district along the community's arteries;
- c. Ensure, through development plan approval, that major commercial developments are designed to promote the most efficient use of the land, as well as establish a harmonious relationship between such development and its environment;
- d. Require appropriate buffering or screening around such development, to maintain its compatibility with adjacent and surrounding land uses;
- e. Discourage, as much as possible, any encroachment by industrial, residential and commercial uses generally understood to be capable of adversely affecting the basic commercial tourist characteristics of the district; and
- f. Minimize traffic congestion on public streets.

H. Business industrial district (BI).**1. Purpose.**

The BI district is established for the purpose of providing sufficient space in appropriate locations physically suitable for the development of certain office, business and industrial uses in a combined setting. This district will facilitate the development of a business park that will cater to a variety of uses that support and complement each other and reduce external trips for goods and services. This district supports enterprises engaging in light manufacturing, processing or fabrication of products and machinery, research and development operations, business retail, medical uses and wholesale or storage distribution concerns. This district contains uses which generally are not objectionable because of noise, heavy truck traffic or fumes, or uses that can be adequately regulated for mitigation of nuisances by performance standards.

2. Objectives.

The provisions of this district are intended to:

- a. Provide a business/employment center that allows a variety of uses where employees have access to goods and services without having to leave the business park environment;
- b. Accommodate enterprises with functions requiring access to transportation services by providing them with locations that are in close proximity to necessary transportation facilities such as major thoroughfares, railroads or air terminals for the reception and distribution of goods or services;
- c. Encourage business park development in appropriate locations throughout the community where public facilities and services exist or are planned.
- d. Allow a mix of uses that are compatible with airport operations in appropriate areas near the Gainesville Regional Airport;
- e. Encourage such future development to occur on vacant land where the natural characteristics of such land are suitable for this type of development; and
- f. Encourage the infill and/or redevelopment of existing areas that would benefit from the opportunity to combine business and industrial uses.

I. Warehousing and wholesaling district (W).**1. Purpose.**

The W district is established to provide for locations for light industry, business, services, warehousing, wholesaling, packaging, offices, retail and residential dwellings in settings where such uses are compatible with each other and with surrounding uses.

2. Objectives.

The provisions of this district are intended to:

- a. Accommodate enterprises with functions requiring access to transportation services by providing them with locations that are in close proximity to necessary transportation facilities such as major thoroughfares, railroads or air terminals for the reception and eventual distribution of their goods or services;
- b. Promote, through development plan approval, the most efficient use of the land used for such development, as well as a harmonious relationship between such development and the land;

- c. Require appropriate buffering or screening around such development, to maintain its compatibility with surrounding land uses;
- d. Encourage such future development to occur on vacant land where the natural characteristics of such land are suitable for this type of development; and
- e. Require such development to occur where public facilities and services exist or are planned.

J. Limited industrial district (I-1).

1. Purpose.

The I-1 district is established for the purpose of providing sufficient space in appropriate locations physically suitable for the development of certain types of retail-commercial sales and services, as well as research operations, wholesale or storage distribution concerns, and enterprises engaged in light manufacturing, processing or fabrication of products and machinery. This district contains those industries which generally are not objectionable because of noise, heavy truck traffic or fumes, or which generate nuisances which may be mitigated adequately by performance standards. In many instances, this district serves as a transition zone between intensive industrial activities and uses that are relatively sensitive to nuisance, such as residential and commercial areas and arterial streets.

2. Objectives.

The provisions of this district are intended to:

- a. Accommodate enterprises with functions requiring access to transportation services by providing them with locations that are in close proximity to necessary transportation facilities such as major thoroughfares, railroads or air terminals for the reception and eventual distribution of their goods or services;
- b. Promote, through development plan approval, the most efficient use of the land used for such development, as well as a harmonious relationship between such development and the land;
- c. Require appropriate buffering or screening around such development, to maintain its compatibility with surrounding land uses;
- d. Encourage such future development to occur on vacant land where the natural characteristics of such land are suitable for this type of development; and
- e. Require such development to occur where public facilities and services are existing or are within plans for improvement.

K. General industrial district (I-2).

1. Purpose.

The I-2 district is established for the purpose of providing areas in appropriate locations where various heavy and extensive industrial operations can be conducted without creating hazards or property devaluation to surrounding land uses. It is generally inappropriate to locate this district adjacent to residential zoning districts or most arterial streets.

2. Objectives.

The provisions of this district are intended to:

- a. Accommodate enterprises with functions requiring access to transportation services by providing them with locations that are in close proximity to necessary transportation facilities such as major

thoroughfares, railroads or air terminals for the reception and eventual distribution of their goods or services;

- b. Promote, through development plan approval, the most efficient use of the land used for such development, as well as a harmonious relationship between such development and the land;
- c. Require appropriate buffering or screening around such development, to maintain its compatibility with surrounding land uses;
- d. Encourage such future development to occur on vacant land where the natural characteristics of such land are suitable for this type of development; and
- e. Provide policies which will require such development to occur where public facilities and services are existing or are within plans for improvement.

Section 30-5.27. Permitted uses in mixed-use and non-residential districts

The following tables contain a list of uses allowed in each zoning district and specify whether the uses are allowed by right (P), accessory to a principal use (A), or if they require special use permit approval (SUP). Blank cells indicate that the use is not allowed. Uses and activities must also conform to the performance of standards in 30-9.45.

Table V - 7: Permitted Uses in Mixed-Use and Non-Residential Districts

Use	See Section*	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Accessory dwelling units	30-6.41	A	A	A	A	-	-	-	-	-	P	-	-
Adult day care homes	30-6.2	P	P	P	P	P	P	-	-	P	-	-	-
Alcoholic beverage establishments	30-6.3	S	S	-	-	-	P	-	P	P	-	P	P
Assisted living facility	-	P	P	-	-	-	-	-	-	-	P	-	-
Attached dwellings	-	P	P	P	P	-	-	-	-	-	-	-	-
Bed and breakfast establishments	30-6.4	P	P	S	S	-	P	-	P	-	-	-	-
Business services	-	P	P	-	P	P	P	P	P	P	P	P	P
Car wash facilities	30-6.5	S	S	-	-	-	P	P	S	P	P	P	P
Civic, social & fraternal organizations	-	P	P	-	-	-	P	P	P	P	-	-	-
Community residential homes (up to 6 residents)	30-6.6	P	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (more than 14 residents)	30-6.6	-	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (7 to 14 residents)	30-6.6	P	P	P	P	-	-	-	-	-	P	-	-
Daycare center	30-6.7	P	P	P	P	P	P	-	-	P	P	-	-
Dormitory, large	30-6.8	-	-	-	S	-	-	-	-	-	-	-	-
Dormitory, small	30-6.8	S	S	S	P	-	S	-	-	-	-	-	-
Drive-through facility	30-6.9	P	P	-	-	-	P	P	P	P	P	P	P
Emergency shelters	30-6.53	-	P	P	P	-	P	-	-	-	-	-	-
Equipment sales, rental and leasing, heavy	-	-	-	-	-	-	-	-	-	-	-	P	P

Use	See Section*	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Equipment sales, rental and leasing, light	-	-	P	P	P	-	P	P	-	P	P	P	P
Fabric dyeing, printing and finishing (for wholesale distribution)	-	P	P	-	-	-	P	P	-	-	P	P	P
Family child care homes	30-6.10	P	-	P	P	-	-	-	-	-	P	-	-
Food distribution center for the needy	30-6.12	-	-	-	-	-	S	-	S	S	-	-	-
Fuel dealers	-	S	S	-	-	-	S	P	-	-	-	P	P
Funeral homes and crematories	30-6.13	S	P	P	P	-	P	P	-	-	-	-	-
Gasoline/alternative fuel stations	30-6.14	S	S	-	-	-	P	P	P	S	P	S	S
Go-cart raceway and rentals (indoor and outdoor)	-	-	-	-	-	-	-	-	-	-	-	S	S
Health services (not elsewhere classified)	-	P	P	P	P	P	-	-	-	-	P	-	-
Hotels and motels	-	S	S	-	-	S	P	-	P	P	S	-	-
Ice manufacturing/vending machines	30-6.45	-	-	-	-	-	AS	AS	AS	A	P	A	A
Industrial	30-6.15	-	-	-	-	-	-	-	-	-	-	P	P
Itinerant food vendor	Ch. 19, Art. IV	A	A	-	-	-	A(1)	-	-	-	-	-	-
Job training and vocational rehabilitation services	-	-	P	-	-	-	P	-	-	P	P	P	-
Junkyard/Salvage Yard	30-6.16	-	-	-	-	-	-	-	-	-	-	S	S
Laboratories, medical and dental	-	P	P	P	P	P	P	-	-	P	P	P	P
Large-scale retail	-	-	P	-	-	-	P	P	P	P	-	-	-
Libraries	-	-	P	-	-	P	-	-	-	-	P	-	-
Light assembly, fabrication, and processing	30-6.17	S	S	-	-	S	S	P	-	P	P	P	P
Liquor stores	-	P	P	-	-	-	P	P	P	-	P	-	-
Membership sports and recreational clubs	-	-	S	S	S	-	S	P	P	P	P	P	-
Mini-warehouses, self-storage	-	-	-	-	-	-	-	-	-	P	P	P	P
Multiple-family dwellings	30-6.19	P	P	P	P	S	-	-	-	-	P	-	-
Museums and art galleries	-	P	P	P	P	P	P	-	P	P	P	-	-
Offices (not elsewhere classified)	-	P	P	P	P	P	P	P	P	P	P	P	P
Offices, medical and dental	-	P	P	P	P	P	P	-	P	-	P	-	-
Outdoor storage, principal use	30-6.20	-	-	-	-	-	-	-	-	S	P	P	P
Parking, surface (as a principal use)	30-6.21	-	S	-	-	-	S	P	-	P	P	-	-
Passenger transit or rail stations	-	S	S	-	-	P	P	P	P	P	P	P	-
Personal services (not elsewhere classified)	-	P	P	P	P	S	P	P	P	P	P	P	P
Places of religious assembly	30-6.22	P	P	P	P	P	P	P	P	P	P	-	-

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Use	See Section*	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Public administration buildings	-	P	P	P	P	P	P	P	P	P	P	P	-
Public maintenance and storage facilities	-	-	-	-	-	-	-	-	-	P	P	P	P
Public parks	-	S	S	S	S	P	P	P	P	P	P	P	P
Recreation, indoor	-	P	P	P	P	P	P	P	P	P	P	P	P
Recreation, outdoor	-	-	-	-	-	-	S	P	P	S	-	P	P
Recycling centers	30-6.23	-	S	-	-	-	S	-	-	-	S	S	S
Rehabilitation centers	30-6.24	S	S	S	S	-	S	-	-	S	-	S	-
Research, development and testing facilities	-	-	-	-	-	P	-	-	-	P	P	P	P
Residences for destitute people	30-6.25	S	S	S	S	-	S	-	S	-	-	-	-
Restaurants	-	P	P	-	S	P	P	P	P	P	P	P	P
Retail nurseries, lawn and garden supply stores	-	P	P	-	S	-	P	-	-	-	P	-	-
Retail sales (not elsewhere classified)	-	P	P	-	S	S	P	P	P	P	P	S	S
Schools, elementary, middle & high (public & private)	30-6.26	P	P	S	S	-	P	-	-	-	P	-	-
Schools, professional/technical	30-6.26	-	P	P	P	-	P	P	-	P	P	P	P
Scooter or electric golf cart sales	30-6.27	P	P	-	-	-	P	P	-	P	-	P	-
Sexually-oriented cabarets	30-6.28	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented motion picture theaters	30-6.28	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented retail store	30-6.28	-	-	-	-	-	P	-	P	-	-	-	P
Single-family dwellings	-	P	-	P	P	-	-	-	-	-	P	-	-
Skilled nursing facility	-	P	P	S	S	-	P	-	-	-	P	-	-
Social service facility (not classified elsewhere)	30-6.30	S	S	S	S	-	-	-	-	-	P	S	S
Solar generation station	30-6.32	-	-	-	-	-	-	-	-	P	-	P	P
Truck or bus terminal/maintenance facilities	-	-	-	-	-	-	-	P	P	P	P	P	P
Vehicle repair	30-6.33	-	-	-	-	-	-	P	P	P	-	P	P
Vehicle rental	-	-	-	-	-	-	P(2)	P	P	-	P	-	-
Vehicle sales (no outdoor display)	-	-	-	-	-	-	P	P	P	P	-	P	-
Vehicle sales (with outdoor display)	-	-	-	-	-	-	-	P	-	P	-	P	P
Vehicle services	30-6.33	S	S	-	-	-	P	P	P	P	S	P	P
Veterinary services	30-6.34	P	P	P	P	P	P	-	P	P	P	P	P
Warehouse/distribution facilities (<100,000 SF)	-	-	-	-	-	-	-	-	-	-	S	P	P
Warehouse/distribution facilities (>100,000 SF)	-	-	-	-	-	-	-	-	-	S	-	P	P
Waste management facilities	-	-	-	-	-	-	-	-	-	S	-	P	P
Wholesale trade	-	-	-	-	-	-	-	S	-	S	P	P	P
Wireless communication													See 30-6.35

Use	See Section*	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
facilities													

LEGEND:

P = Permitted by right; S = Special Use Permit; A = Accessory use in accordance with Art. VI; AS = Accessory use subject to special use permit approval.

* = Use subject to standards contained in Section listed.

FOOTNOTES:

¹ Per Ch. 19, Art. IV and only on parcels that contain a retail store with a minimum gross floor area of 50,000 square feet.

² Only within completely enclosed buildings.

Section 30-5.28. Dimensional standards in mixed-use and non-residential zoning districts

The following tables contain the dimensional standards for the various uses allowed in each district.

Table V - 8: Non-Residential and Mixed-Use Districts Dimensional Standards

	MU-1	MU-2	OF	CP	BUS	BA	BI	I-1	I-2
DENSITY/INTENSITY									
Residential density (units/ acre)									
Minimum ¹	8	12	None	10	None	None	None	None	None
Maximum	30	30	20	30	None	None	None	None	None
Non-residential building coverage (%)	60	75	50	50	None	None	None	None	None
Non-residential GLA (max)	30,000	None ²	20,000 ³	None	None	None	None	None	None
LOT STANDARDS									
Min. Lot Area (sq. ft.)	None	None	6,000	None	None	None	None	None	None
Min. Lot Width (ft.)	None	None	60	None	None	None	None	None	None
Min. Lot Depth (ft.)	None	None	90	None	None	None	None	None	None
SETBACKS (ft.)									
Front	10 min 80 max	10 min 80 max	10 min 80 max	10 min 80 max	10 min 80 max	15	0 min 20 max	25	25
Side (street)	15	15	10	10	10	15	20	25	25
Side (interior)	10	10	10	10	10	10	10	10 ⁴	20 ⁴
Rear	10	10	10	10	10	15	20	10 ⁴	10 ⁴
MAXIMUM BUILDING HEIGHT (stories)									
By right	5	5	3	5	5	5	5	5	5
With SUP ⁵	8	8	8	8	8	8	-	8	8

- 1 Lots that existed on November 13, 1991 as recorded in the Planning and Development Services Department and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
- 2 Developments of 50,000 sq. ft. or more of GLA shall be located along arterials or arterials and collectors, as defined in the city comprehensive plan.
- 3 Only applies to retail sales, retail nurseries, lawn and garden supply stores, and restaurants by Special Use Permit.
- 4 Where the yard abuts and is used for access to a railroad siding, the minimum setback shall be zero feet.
- 5 Where the rear or side yard abuts T-3 or single-family residential zoning or a historic district, Section 30-5.8. Development Compatibility standards shall apply.

Section 30-5.29. Design standards in mixed-use and non-residential zoning districts

1. Parking.

- a. Motor vehicle parking is required in accordance with Article VIII, Off Street Park and Loading Regulations. All motor vehicle parking except a double-loaded row of parking is to be located in the rear or interior side, or both, of the building, unless topography, stormwater retention, or significant trees, as determined by the appropriate reviewing board, city manager or designee, prevent such a location. In no case shall more than 50 percent of the parking be located between the front facade and the primary abutting street, unless modified by the appropriate reviewing board. However, driveway entrances and exits to parking areas shall be allowed on the front side of the building. The number of motor vehicle parking spaces required by section 30-8.6 is the maximum allowed. However, there shall be no limit on the number of parking spaces in parking structures.
- b. Bicycle parking spaces shall be installed as called for by section 30-8.6. Such parking may encroach into the public right-of-way or beyond the build-to line provided that at least 5 feet of unobstructed sidewalk width and any required tree strip is retained. Bicycle parking requirements may be waived if public bicycle parking exists to serve the use.

2. Sidewalks

- a. All developments unless noted otherwise must provide sidewalks along all street *frontage*. All developments must provide pedestrian connections from the public sidewalk to the principal building. Entrance sidewalks shall be a minimum of 5 feet of clear width.
- b. Minimum sidewalk widths (1):

Street Classification	Multi-Family Residential/ Industrial(2) (feet)	Commercial/ Institutional/Office/ Mixed Use (feet)
Local	6	7
Collector	7	8
Arterial	7	10

- 1. The minimum unobstructed width shall be 2 feet less than the required sidewalk width, as long as at least 5 feet of unobstructed width is retained. At transit stops, the minimum width is 8 feet of unobstructed width. Minimum width for a tree strip shall be 4 feet, or such other width as may be adequate for tree placement, unless the tree strip requirement is waived by the appropriate reviewing board, city manager or designee. In areas where a sidewalk pattern as to materials and width has been adopted, the appropriate reviewing board, city manager or designee can allow the pattern to be continued by each new development. If the sidewalks installed are less than the minimums provided above, sufficient space shall be provided in order for these minimum sidewalk widths to be added in the future.
- 2. Properties designated I-1 and I-2 may be exempted from the sidewalk standards, however internal pedestrian connections from parking areas must be provided.

3. Building orientation

- a. The main entrance of buildings or units must be located on the first floor on the more primary street.

4. Building wall articulation

- a. Building walls facing the more primary street shall have non-reflective, transparent windows or glazed area covering at least 25 percent of their surface at pedestrian level (between 3 feet above grade and 8 feet above grade) on the first floor. Operable transparent entrance doors may be included in the calculation of total facade surface area.

5. Mechanical equipment

- a. All mechanical equipment must be placed on the roof, in the rear, or side of the building, or otherwise visually screened from the street. In no case shall mechanical equipment be allowed along street frontage(s). Mechanical equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening.

Section 30-5.30. Reserved

DIVISION 5. SPECIAL USE DISTRICTS

Section 30-5.31. Purpose of districts**A. Agriculture district (AGR).****1. Purpose.**

The AGR district is established for the purpose of providing for a diversity of agricultural activities, including limited processing and sale of agricultural products raised on the premises and including some agricultural activities which may be objectionable if conducted in close proximity to residential developments.

2. Objectives.

The provisions of this district are intended to:

- a. Protect watersheds, wilderness and scenic areas and conserve wildlife, as well as preserve open space;
- b. Promote forestry, the growing of crops and grazing;
- c. Provide for spacious developments; and
- d. Encourage the orderly expansion of urban development.

B. Airport facility district (AF).**1. Purpose.**

The AF district is established for the purpose of assuring the proper and safe operation of the Gainesville Regional Airport, to protect the public investment in the airport, and to protect and promote the public utility of the airport. Recognizing the unique conditions pertaining to the airport, this district provides a means of balancing conformance to applicable state and federal regulations with local concerns.

2. Objectives.

The provisions of this district are intended to:

- a. Ensure public health, safety and welfare by adherence to all applicable local, state and federal standards and regulations.
- b. Protect the public investment through development plan review, where applicable, to accommodate efficient and harmonious use of the facility.
- c. Be consistent with the city's comprehensive plan and be compatible with surrounding land uses through adoption and implementation of the airport facility zoning map.

3. Additional requirements.**a. Airport facility zoning map.**

The airport facility zoning map shall be adopted and amended by ordinance.

b. Rezoning.

- i. Applications for rezoning to the "AF" district shall be accompanied by an airport facility zoning map as described herein, which shall become and be made a part of the ordinance rezoning the property. Additionally, the Gainesville-Alachua County Regional Airport Authority (the authority), or city commission may require a development plan to be included as part of any petition to rezone property to this classification provided the authority, or city commission, find that such a plan is

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essential to the orderly development of the airport and necessary to protect the health, safety and general welfare of the flying public and surrounding properties.

- ii. The petition shall be initially reviewed by the authority. The review of the authority shall be primarily in the context of: the relationship of the proposed rezoning to the adopted airport master plan, the relationship and effect of the proposed rezoning to or on any existing land use on the airport, and the impact of the proposed rezoning on the airport. After such review, which shall be made within 60 days of the filing of the application for rezoning, the authority shall submit a written recommendation to the city plan board which shall become a permanent part of the public record. The application shall then continue to be processed as any other zoning map amendment petition under the procedures set forth in this land development code. If a written recommendation is not made within the time provided, then the city plan board may act on the application.
- iii. The airport facility zoning map shall include, at a minimum, the following:
 - (1) Scale, date, north arrow and general location map showing the boundaries of the area for rezoning;
 - (2) Within the site and within 300 feet of the surrounding area, the location of all existing or proposed runways; and
 - (3) All areas proposed for exemption from the parking and/or landscaping requirements.
 - (4) The airport development area, airfield infrastructure area, and non-development area designated as sub-areas. Limitations on the types of development, infrastructure or facility that may occur within these sub-areas are provided in subsection c below:
- iv. Amendments to the approved and adopted airport facility zoning map shall be processed in the same manner as an application for rezoning.

c. Sub areas.

i. Airport development area:

Airport Uses	Existing Development	Proposed Development		Defined Uses
Passenger terminal	54,000 sq. ft.	200,000 sq. ft.		Local suburban and interurban highway passenger transportation
				Transportation by air
				Communications
				Automobile parking
Air Cargo	2,000 sq. ft.	150,000 sq. ft.		Transportation by air
Air Traffic Control Tower	3,000 sq. ft.	15,000 sq. ft.		Transportation by air
Rental Car Service Center	1,900 sq. ft.	40,000 sq. ft.		Automotive rental and leasing, without drivers
				Automobile parking
				Automotive repair shops
Airport Maintenance	10,000 sq. ft.	40,000 sq. ft.		Transportation by air
Aircraft Hangars	303,000 sq. ft.	700,000 sq. ft.		Aircraft and parts
				Transportation by air
Fuel Storage	80,000 gallons	350,000 gallons		Petroleum and petroleum products wholesalers, except bulk stations and terminals

Airport Uses	Existing Development	Proposed Development		Defined Uses
Aviation Related	85,000 sq. ft.	325,000 sq. ft.		Transportation by air
				Transportation services
				Vocational schools
				Schools and educational services, not elsewhere classified
				Fire protection
Misc. Development	1,000 sq. ft.	10,000 sq. ft.		Memberships sports and recreation clubs
				Public golf courses
				In accordance with Article VI
				Public lands designated for open space or conservation
				Search, detection, navigation, guidance, aeronautical, and nautical systems, instruments, and equipment
Revenue Support (Office Development)	N/A	200,000 sq. ft.		Finance, insurance and real estate (excluding cemetery subdividers and developers)
				Business services
				Health services
				Engineering, accounting, research, management, and related services
Revenue Support (Retail, Service and Wholesale Development)	N/A	200,000 sq. ft.		Eating and drinking places Gasoline service stations, in accordance with Article VI. Pet boarding, only within enclosed buildings
				Miscellaneous retail
Revenue Support (Limited Industrial)	N/A	150 acres		Motor freight transportation and warehousing Electronic and other electrical equipment and components, except computer equipment
				Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks
				Miscellaneous manufacturing industries
				Engineering, accounting, research, management, and related services
Revenue Support (Hotel)	N/A	200 Rooms		Hotels and motels
Solar generation station, as defined in Article II		150 acres		In accordance with Article VI
For all Airport Uses, See NOTE				

Conditions for airport development area:

- (1) The airport development area summarizes vertical development only and does not include pavement or other similar horizontal accessory infrastructure.
- (2) All development shall be built in general conformance with the adopted airport facility zoning map and the uses permitted in Table V - 9: Permitted Uses in Special Districts.
- (3) Aviation-related is defined as a use or development that supports aviation activity. Typical buildings and uses include fixed based operators, flight training schools, NAVAID structures, corporate flight departments, airport rescue and firefighting (ARFF) buildings, electrical vaults, FAA operated buildings, and similar related uses.
- (4) Revenue support includes developments with long-term leases with the airport that help generate revenue to support the continued operations of the airport. Some typical uses include hotels/motels, office, limited industrial and retail development.

ii. Airfield infrastructure area:

Development within the airfield infrastructure area means development, such as NAVAIDS, equipment shelters, pavements and other related items that support aviation operations. Solar generation station, as defined in Article II, and in accordance with Article VI, is a permitted use in this area.

iii. Non-development area:

Non-development area means internal access roads, fencing, storm water management, NAVAIDS, and other security related items necessary to support aviation operations. Solar generation station, as defined in Article II, and in accordance with article VI, is a permitted use in this area.

d. **Development plan approval.**

Development plan approval in accord with article VII shall be required for all development, except that the authority shall review any preliminary development plans within the "AF" district, excluding wireless communications facilities which, in accord with article VI, are subject to review and approval by the development review board or by the city plan board. Wireless communications facilities used exclusively for aeronautical purposes to serve the airport are subject to preliminary development plan approval by the authority. The authority shall specify any objections to the preliminary development plans that are subject to review by the development review board or city plan board as provided herein, and may make recommendations for modifications. In addition to the requirements of article VII, the authority shall also review the development plan in the context of: the relationship and effect of the proposed development plan to or on the adopted airport master plan; the relationship and effect of the proposed development plan to or on any standard, rule, regulation or applicable contractual agreements on the airport; and the impact of the proposed use on the airport. Upon completion of its review of a preliminary development plan, the authority shall either:

- i. Find that all requirements have been met and issue a preliminary development order; or
- ii. Find that all requirements can be met with reasonable modifications which the developer proffers at the hearing and issue a preliminary development order; or
- iii. Refuse to issue a preliminary development order because the plan as presented fails to meet the requirements of this chapter, the comprehensive plan, or other federal, state or regional laws and regulations as applicable.

e. Parking.

Any development within the AF district shall comply with the parking requirements as set forth in article IX, except, in development plan review, if the authority finds that the necessity or desirability of such parking is inappropriate due to the unique nature of the proposed use or the location upon the airport, it may waive or modify the off-street parking requirements.

f. Landscaping.

Any development within the AF district shall comply with the landscaping requirements as set forth in article IX, except, in development plan review, if the authority finds that such landscaping is in conflict with Federal Aviation Administration safety requirements, it may waive or modify the landscaping requirements.

4. Development of regional impact.

This section does not permit or allow any development within the airport development area that exceeds the thresholds of a development of regional impact (DRI) as defined in F.S. Ch. 380, unless application is made to local, regional, or/and state agencies for development that would exceed DRI thresholds. All future applications for development plan approval at the Gainesville Regional Airport shall include a statement by the airport authority, accompanied by supporting documentation that the proposed development either does or does not exceed any threshold that requires the proposed development to undergo DRI review.

If any proposed airport runway or airport runway extension, or any proposed development at Gainesville Regional Airport exceeds DRI thresholds as defined in F.S. Ch. 380, the airport authority may either submit an application for development approval (ADA) of a DRI, or, submit an amendment to the city's comprehensive plan that, pursuant to F.S. § 163.3177(3)(k), would allow for the development or the expansion of the airport consistent with the adopted airport master plan that would be incorporated into the local comprehensive plan in compliance with F.S. § 163.3177(3)(k), and not be a development of regional impact.

C. Conservation district (CON).**1. Purpose.**

The CON district is established for the purpose of conserving, restoring and protecting environmentally significant lands within the city and for establishing natural buffers between incompatible uses. It is intended that this district shall protect, restore and preserve natural features and open space so that the present and future residents of the city shall be able to enjoy the benefits of the natural environment of the city.

2. Objectives.

The provisions of this district are intended to:

- a. Conserve parks, recreational areas, open space, floodplains and unique natural features.
- b. Protect and restore the natural features of the city, environmentally significant lands along creeks, wetlands, uplands and lakes, areas subject to detrimental erosion, and areas subject to noise disturbance due to aircraft-generated sound levels in close proximity to an airport or under a flight path.
- c. Restrict the development of lands upon which a more intensive development would cause adverse environmental impact.
- d. Provide the assurance of natural buffering between incompatible land uses.

D. Educational services district (ED).**1. Purpose.**

The ED district is established to identify and locate public educational facilities at appropriate locations throughout the community.

2. Objectives.

The provisions of this district are intended to locate such uses so as to provide easy accessibility and convenience to the users.

E. Medical services district (MD).**1. Purpose.**

The MD district is established to provide adequate space in appropriate locations suitable for accommodating the health and related medical needs of the community.

2. Objectives.

The provisions of this district are intended to:

- a. Encourage such development to locate in close proximity to the community's major transportation arteries so as to provide maximum accessibility for emergency vehicles and the general public;
- b. Discourage encroachment by unrelated retail and office activities and other incompatible uses; and
- c. Ensure through development plan review that development is undertaken in a manner compatible with less intense uses of land or buildings in the area.

F. Planned development district (PD)**1. Purpose and intent.**

It is the purpose of this district to provide a method for landowners or developers to submit unique proposals which are not provided for or allowed in the zoning districts otherwise established by this chapter. In particular, these provisions allow a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in the district, but they must conform to all aspects of the comprehensive plan. Rezoning for planned developments (PDs) is an entirely voluntary procedure.

2. Objectives.

The PD provisions are intended to promote flexibility of design and integration of uses and structures, while at the same time retaining in the city commission the absolute authority to establish limitations and regulations thereon for the benefit of the public health, welfare and safety. By encouraging flexibility in the proposals which may be considered, while at the same time retaining control in the city commission over the approval or disapproval of such proposals, the PD provisions are designed to:

- a. Permit outstanding and innovative residential and nonresidential developments with a building orientation generally toward streets and sidewalks; provide for an integration of housing types and accommodation of changing lifestyles within neighborhoods; and provide for design which encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as narrow streets, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.
- b. Provide flexibility to meet changing needs, technologies, economics and consumer preferences.

- c. Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features, high quality heritage trees, and scenic vistas.
- d. Lower development and building costs by permitting smaller networks of utilities, a network of narrower streets, and the use of more economical development patterns and shared facilities.
- e. Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.
- f. Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.
- g. Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, streets canopied by large shade trees located within wide tree lawns or in tree wells constructed to allow sufficient space, and formal landscaping along streets and sidewalks.

3. **Unified control.**

All land included in any PD shall be under the complete, unified, legal, otherwise-encumbered control of the applicant, whether the applicant be an individual, partnership, corporation, other entity, group or agency. Upon request of the city manager or designee, the applicant shall furnish the city sufficient evidence to the satisfaction of the city attorney that the applicant is in the complete, legal and unified control of the entire area of the proposed PD. Upon request of the city manager or designee, the applicant shall provide the city, for approval by the city attorney, all agreements, contracts, guarantees and other necessary documents and information that may be required by the city attorney to assure the city that the development project may be lawfully completed according to the plans sought to be approved. If any such documents are requested, the application shall not be considered by the city commission until the city attorney has certified in writing that the legal requirements of this section have been fully met. The applicant shall submit an agreement stating that the applicant will bind the successors and assigns in title to any commitments made in the adopted PD ordinance.

G. Public services and operations district (PS).

1. **Purpose.**

The PS district is established for the purpose of identifying and providing suitable locations for the necessary public and private utility, public-private partnerships or other legal arrangements where the land title is vested in a government and the use(s) serves a public purpose, and recreation activities that serve and are used directly by the public for their own benefit and are necessary to the normal conduct of the community's activities. This district may be isolated and surrounded by any other zoning district compatible with the intended use of the facility.

2. **Objectives.**

The provisions of this district are intended to:

- a. Accommodate utilities, recreation and public facilities, at appropriate locations, necessary to serve the public;
- b. Ensure public awareness of the location of existing or potential utilities, recreation and public facilities; and
- c. Ensure, by requiring development plan review where necessary, that such uses are designed to minimize negative impacts on surrounding properties.

3. Additional requirements.

The following criteria shall apply to all uses within the PS district:

a. Site design.

- i. Building scale and massing shall relate to that of adjacent buildings to the extent practical.
- ii. Public developments shall be exemplary in their use of signage and landscaping and in the preservation of existing trees.
- iii. Pedestrian areas shall be separated from vehicular areas wherever possible. Traffic circulation should be safe, convenient and designed according to sound engineering practices.
- iv. The design of the site and facilities shall promote energy conservation through proper solar access, shading and other measures, where appropriate.
- v. Appropriate access for emergency vehicles, garbage trucks and other service vehicles shall be provided.
- vi. All site elements shall be designed to protect natural and community resources, such as wildlife habitats, historic structures and ecologically sensitive areas.

b. External compatibility.

- i. Buffering and screening of public service facilities shall be provided commensurate with the facility's degree of impact and incompatibility with surrounding developments.
- ii. Electrical transformers and other utility equipment shall be screened from public view.
- iii. Site illumination and public address systems, particularly for recreation areas, shall be designed so as to create no interference with the privacy of adjoining properties.
- iv. Adverse impacts on adjacent properties, such as noise, smoke, glare and odor, shall be mitigated through site design. Where necessary, building construction methods or mechanical equipment should also be utilized to mitigate these adverse impacts.

c. Preliminary development plan in conjunction with rezoning.

When a property is rezoned to the PS district, the plan board shall recommend to the city commission whether a preliminary development plan is required before the property is rezoned or the uses permitted on the property are changed. The city commission may require such development plan, or those specific items or portions of a preliminary development plan that the city commission deems necessary, to be included as part of any petition to rezone property to this classification or to change the permitted uses on the property if the newly permitted use has not been previously approved. Should the city commission deem such a plan is needed in order to judge whether the proposed use can be accommodated on the site without detriment to the health, safety and general welfare of surrounding properties the development plan shall meet the requirements of article IV.

A preliminary development plan is intended to help further the purpose of this district by providing the plan board and city commission with additional information on site-specific conditions which will assist the city plan board and city commission in their decision-making process relating to the accommodation of the proposed use(s) at appropriate locations necessary to serve the public; the assurance of public awareness of the proposed location of potential public facilities, utilities and recreation; and the assurance that the conditions placed upon the rezoning are designed to minimize any potential negative impacts on surrounding properties.

Section 30-5.32. Permitted uses in special districts

The following table contains a list of uses allowed in each special zoning district and specifies whether they are allowed by right (P), accessory to a principal use (A), or if they require special use permit approval (SUP). Blank cells indicate that the use is not allowed. Uses and activities must also conform to the performance of standards in 30-9.45.

Table V - 9: Permitted Uses in Special Districts

Use	See Section*	AGR	AF	CON	ED	MD	PS**
Agricultural, forestry and fishing uses	-	P	-	-	-	-	-
Airports	-	-	S	-	-	-	-
Animal specialty services	-	P	-	-	-	-	P
Arboreta and botanical or zoological gardens	-	-	-	P	-	-	P
Assisted living facility	-	-	-	-	-	P	-
Business services	-	-	P	-	-	P	P
Campgrounds	-	P	-	-	-	-	P
Cemeteries	-	-	-	-	-	-	P
Community residential homes (up to 6 residents)	30-6.6	P	-	P	-	-	-
Correctional institutions	-	-	-	-	-	-	P
Day care center	30-6.7	-	-	-	-	P	P
Drive-through facilities	30-6.9	-	P	-	-	-	-
Emergency shelters	-	-	-	P	P	P	P
Equipment rental and leasing, heavy	-	P	P	-	-	P	-
Equipment rental and leasing, light	-	P	P	-	P	P	-
Farmers markets	-	P	-	-	-	-	P
Food distribution center for the needy	30-6.12	-	-	-	-	P	P
Fuel dealers	-	-	P	-	-	-	-
Funeral service and crematories	30-6.13	S	-	-	-	P	-
Gasoline/alternative fuel stations	30-6.14	-	S	-	-	-	P
Golf courses	-	P	P	-	-	-	P
Health services	-	-	-	-	-	P	P
Heliports	-	-	P	-	-	S	-
Hospitals	-	-	-	-	-	P	-
Hotels and motels	-	-	P	-	-	P	-
Itinerant food vendor	Ch 19, Art IV	-	-	-	-	-	P
Libraries	-	-	-	-	-	-	P
Light assembly, fabrication and processing	-	-	P	-	-	-	-
Medical and dental laboratories	-	-	P	-	-	P	-
Membership sports and recreation clubs	-	P	P	-	-	-	P
Mini-warehouses, self-storage	-	-	P	-	-	-	-
Museums and art galleries	-	-	-	-	P	-	P
Offices	-	-	P	-	-	P	P
Offices, medical and dental	-	-	-	-	-	P	-
Outdoor storage, principal use	30-6.20	S	S	-	-	-	-
Parking, surface (as a principal use)	30-6.21	-	S	-	-	-	P

Use	See Section*	AGR	AF	CON	ED	MD	PS**
Pet boarding, pounds, shelters and kennels	-	P	-	-	-	-	P
Places of religious assembly	30-6.22	-	-	-	P	-	-
Public administration buildings	-	-	P	-	-	-	P
Public maintenance and storage facilities	-	-	P	-	-	-	P
Public parks and recreational facilities	-	P	P	P	P	P	P
Recreation, indoor	-	P	P	-	P	-	P
Recreation, outdoor	-	-	P	-	P	-	P
Recreational vehicle parks and campsites	-	-	-	-	-	-	P
Rehabilitation centers	30-6.24	-	-	-	-	P	P
Research, development and testing service	-	-	-	-	-	P	-
Residences for destitute people	30-6.25	-	-	-	-	P	P
Restaurants	-	-	P	-	-	P	-
Retail nurseries, lawn and garden supply stores	-	S	-	-	-	-	-
Retail sales	-	-	S	-	-	A	-
Sale of agricultural products	-	A	-	-	-	-	P
Schools, elementary, middle & high (public & private)	30-6.26	-	-	-	P	-	-
Schools, professional	30-6.26	-	P	-	P	-	-
Shooting ranges, outdoor	30-6.28	S	-	-	-	-	-
Single-family dwellings	-	P	-	P	-	-	-
Skilled nursing facility	-	-	-	-	-	P	-
Social service facilities (not elsewhere classified)	30-6.30	-	-	-	-	P	-
Solar generation station	30-6.32	P	P	-	-	-	P
Stadiums and athletic/sports arenas	-	-	-	-	P	-	P
Theaters, drive-in	-	-	S	-	-	-	-
Truck, train or bus terminal/maintenance facilities	-	-	S	-	-	-	P
Utilities	-	-	-	-	-	-	P
Vehicle repair	-	-	P	-	-	-	P
Vehicles sales and rental	-	-	P	-	-	-	-
Veterinary services	30-6.34	P	-	-	-	-	-
Warehouse/distribution facilities (≤50,000 SF)	-	-	P	-	-	-	-
Warehouse/distribution facilities (>50,000 SF)	-	-	P	-	-	-	-
Waste management facilities	-	-	-	-	-	-	S
Water conservation areas, water reservoirs and control structures, drainage wells and water wells.	-	-	-	P	-	-	P
Wholesale trade	-	-	P	-	-	-	-
Wireless communication facilities	See 30-6.35						

LEGEND: P = Permitted by right; S = Special Use Permit; A = Accessory use in accordance with Art. VI.

* = Use subject to standards contained in Section listed

** = Other uses may be allowed as designated by the ordinance rezoning a property to PS.

Section 30-5.33. Dimensional standards in special districts

The following table contains the dimensional standards for the various uses allowed in each special zoning district.

Table V - 10: Special Districts Dimensional Standards

	AGR	AF	CON	ED	MD	PS⁵
DENSITY/INTENSITY						
Max. Density (units/acre)	0.2		0.2			
Max. Lot Coverage	20	None	10 ¹	None	40 ²	
LOT STANDARDS						
Min. Lot Area	5 acres	None	5 acres	None	6,000 sq. ft.	
Min. Lot Width (ft.)	300	None	None	None	60	
Min. lot depth (ft.)	300	None	None	None	None	
SETBACKS						
Front	50 ⁴	25	50	25 ⁷	20	
Side (street)	50 ⁴	⁶	50	25 ⁷	15	
Side (interior)	25 ⁴	⁶	25	15 ⁷	15	
Rear	50 ⁴	⁶	50	50	15	
BUILDING HEIGHT						
All uses (maximum)	3 stories	None	3 stories	None	5 stories	
With SUP	NA	NA	NA	NA	14 stories ⁸	

¹ By impervious cover of any kind.

² 50% when a minimum of 75% of parking is accommodated within a parking structure.

³ Intensive recreation uses such as fairgrounds, stadia, community assembly buildings, performing arts halls, arenas, etc.

⁴ Hog raising operations, buildings for commercial poultry raising, dog kennels and open runs or cages, and stables shall be located a minimum of 200 feet from any property line.

⁵ Development standards to be determined at the time of rezoning.

⁶ Per FAA and airport regulations

⁷ If the development abuts land shown as SF or RL on the Future Land Use Map, the setback along that property line shall be 50 ft. plus an additional 10-ft. setback per every floor above the second.

⁸ Building heights may be increased through the special use permit process only for hospitals and large-scale medical office facilities.

Section 30-5.34. Reserved

Section 30-5.35. Reserved

DIVISION 6. OVERLAY DISTRICTS

Section 30-5.36. Airport hazard zoning overlay.

A. Purpose.

The purpose of the Airport Hazard Zoning overlay regulations is to provide both airspace protection and land use compatibility in relation to the normal operation of public-use airports located within the city. These regulations attempt to promote:

1. The maximum safety of residents and property within the areas surrounding the airport;

2. The maximum safety of aircraft arriving at and departing from the Gainesville Regional Airport and all public-use airports;
3. The full utility of the public-use airport;
4. Compatible development standards for land uses within the prescribed Airport Zones of Influence associated with the normal operation of the airport;
5. Building/structure height standards for use within the Airport Zones of Influence and other zones prescribed in the Federal Aviation Regulations through the use of variance procedures in cases of justifiable hardship; and
6. Proper enforcement of these regulations in compliance with state and federal laws in a manner which provides the greatest degree of safety, comfort, and well-being to both the users of the airport facility and the property owners within the vicinity of the airport.

B. Findings.

The regulations set forth herein are adopted pursuant to the authority conferred by Section 333.03, Florida Statutes. It is hereby found that an airport hazard has the potential for being hazardous to aircraft operations as well as to persons and property on the ground in the vicinity of the hazard. A hazard may affect land use in its vicinity and may reduce the size of areas available for the taking off, maneuvering and landing of aircraft, thus tending to impair or destroy the utility of the airport and the public investment therein. In addition, it is found that certain activities and uses of land in the immediate vicinity of airports are not compatible with normal airport operations, and may, if not regulated, negatively impact airport operations, as well as endanger the safety of residents and their property, adversely affect the health of residents, or otherwise limit the accomplishment of the residents normal activities. It is hereby found that excessive aircraft noise may be an annoyance or may be objectionable to residents in the city. Accordingly, it is declared that:

1. The creating or establishment of an airport hazard which reduces the size of the areas available for such operations, or which inhibits the safe and efficient use of airspace or the airport, creates a public nuisance and injury to the city and no variance by the city shall be granted to authorize any such obstruction;
2. It is the interest of the public health, safety and welfare that the creation of airport hazards and incompatible use of land within the airport overlay district or the airport noise zones be prevented;
3. The creating or establishment of anything affecting the safety of aircraft or pilots or passengers, or which inhibits the safe operation of aircraft operating to or from the airport shall be prevented;
4. The prevention of these hazards and incompatible land uses is desirable and that this should be accomplished, to the extent legally possible, by exercise of the police power, without compensation, in accordance with Chapter 333, Florida Statutes; and
5. The prevention of the creation of airport hazards and incompatible land uses, and the elimination, removal, alteration, mitigation or marking and lighting of existing airport obstructions, are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

C. Administration of the Airport Regulations.

All airport zoning regulations shall be administered and enforced by the City Manager or designee.

D. Airport Zones of Influence.

The City of Gainesville hereby adopts three airport zones of influence. These zones are established to regulate land development in relation to the Gainesville Regional Airport as licensed for public use. The location of these

airport zones of influence, and restrictions on the use of land within said zones, are hereby established by these regulations. The boundaries of said zones, and restrictions on the use of land within said zones, shall be changed only through the amendment of these regulations by the city commission of the City of Gainesville. Any application for land development within these airport zones of influence shall comply with these regulations, any applicable state or federal regulations, and any applicable requirements of the land development regulations of the City of Gainesville. The airport zones of influence established in these regulations include:

- the Airport Height Notification Zone;
- the Airport Runway Clear Zone; and
- the Airport Noise Zone.

1. Airport Height Notification Zone and Regulations.

a. Establishment of Zone.

The Airport Height Notification Zone is hereby established as an overly zone on the adopted city zoning map atlas. The Airport Height Notification Zone is established to regulate the height of structures and objects of natural growth in areas around the Gainesville Regional Airport. The Airport Height Notification Zone consists of two subzones, defined as follows:

Airport Height Notification Subzone 1: The area surrounding the Gainesville Regional Airport extending outward 20,000 feet from the ends and each side of all active runways.

Airport Height Notification Subzone 2: The area within the city limits not within Airport Height Notification Subzone 1.

For the Gainesville Regional Airport the boundary of the Airport Height Notification Zone established in these regulations is based on the runway configuration which is planned and documented as such in its approved airport layout plan.

The Airport Height Notification Zone map is attached as Attachment 1 and is adopted and made a part of these regulations as if set forth fully herein. When future Airport Height Notification Zone maps are prepared, the City shall consider revisions to the boundary of the Airport Height Notification Zone and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.

In the event a discrepancy arises between an Airport Height Notification Zone boundary depicted on the maps attached at Attachment 1 and an Airport Height Notification Zone boundary located by application of the definition of said boundary as set forth in these regulations, the boundary as prescribed by the latter shall prevail.

b. Airport Height Notification Regulations.

- i. All development proposals for land lying within an Airport Height Notification Zone shall be reviewed for conformance with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations (CFR), Part 77, for civil airports.
- ii. A proposed development shall be considered a "potential airport obstruction," if the proposed development would result in a structure or object of natural growth having a height that would exceed:
 - an imaginary surface extending outward and upward from the ends and sides of a runway at a slope of one foot vertically for every 100 feet horizontally, for a distance of 20,000 feet, in Airport Height Notification Subzone 1; or
 - 200 feet above ground level in Airport Height Notification Subzone 2.

iii. The applicant for any land development proposal determined to result in a structure or object of natural growth that constitutes a "potential airport obstruction" shall be issued a Notice of Potential Airport Obstruction during the development review process by the Planning Division. No land development proposal determined to result in a structure or object of natural growth that constitutes a potential airport obstruction shall be approved for construction unless:

- an Airport Obstruction Permit is issued by the city manager or designee; or
- The development review board grants an Airport Obstruction Variance, if applicable.
- Any land development proposal that has been determined to include no "potential airport obstruction" is exempt from any Airport Height Notification Zone permitting and variance requirements contained herein.

c. Airport Obstruction Permit Procedures and Criteria for Approval.

Any applicant receiving a Notice of Potential Airport Obstruction may apply to the Planning Division for an Airport Obstruction Permit.

i. Procedures for Obtaining an Airport Obstruction Permit.

- (1) The applicant shall submit a completed Airport Obstruction Permit application, as provided by City, and shall provide documentation that the required Notice of Proposed Construction or Alteration has been filed with the Federal Aviation Administration (FAA). The city manager or designee may consider permit requests concurrent with the development plan approval consideration.
- (2) Prior to any such permit request being scheduled for consideration by the city manager or designee, the applicant shall submit a copy of the final written Determination, as issued by the FAA based on its review of the applicant's Notice of Proposed Construction or Alteration, in accordance with the provisions of 14 CFR Part 77.

ii. Criteria for Granting an Airport Obstruction Permit.

- (1) If the FAA has reviewed a proposed land development and determined it would not exceed any federal obstruction standard contained in 14 CFR Part 77, the city manager or designee shall grant an Airport Obstruction Permit for the proposed development. The permit shall include conditions to ensure the installation, operation, and maintenance of appropriate obstruction marking, lighting, and/or flagging, if such obstruction marking, lighting, and/or flagging is required by either Chapter 333, Florida Statutes, Chapter 14-60, Florida Administrative Code, or by the FAA in its written Determination. No Airport Obstruction Permit shall be issued after the expiration date indicated on the FAA's written Determination. Each Airport Obstruction Permit issued shall specify a reasonable expiration date as a condition.
- (2) Where the FAA has reviewed a proposed land development and determined it would exceed the federal obstruction standards contained in 14 CFR Part 77, no Airport Obstruction Permit shall be granted by the city manager or designee. In order for the proposed land development to proceed, an applicant must apply for and obtain an Airport Obstruction Variance from the development review board of the City of Gainesville.

d. Airport Obstruction Variance Procedures and Criteria for Approval.

i. Procedures for Obtaining an Airport Obstruction Variance.

- (1) The applicant shall submit to the Planning Division a completed Airport Obstruction Variance application, as provided by the City. At the time of filing an Airport Obstruction Variance application, the applicant must provide proof to the city that a copy of said application has been forwarded by certified mail, return receipt requested, to the Florida Department of

Article V. District Regulations

Transportation (FDOT) Central Aviation Office in Tallahassee, Florida. The FDOT shall have 45 days from the receipt of the application to provide comments to the development review board, after which time its right is waived. The board may approve, deny or approve the application with conditions.

- (2) Prior to the variance request being scheduled for consideration by the board, comments must be received from the FDOT or the applicant must submit a copy of the return receipt showing that the FDOT has waived its right to comment. In addition, the applicant shall submit to the Planning Division the following:

- a copy of the notice of proposed construction form submitted to the FAA; and
- a copy of the final written Determination issued by the FAA, based on its review of the applicant's Notice of Proposed Construction or Alteration, in accordance with the provisions of 14 CFR Part 77.

- ii. **Criteria for Granting an Airport Obstruction Variance.**

- (1) The development review board shall consider the criteria enumerated in Section 333.025(6), Florida Statutes, and Chapter 14-60, Florida Administrative Code, in its consideration of an Airport Obstruction Variance request.
- (2) The board may grant an Airport Obstruction Variance if it determines that:
 - (a) a literal application or enforcement of these regulations would result in practical difficulty or unnecessary hardship and that the relief granted would not be contrary to the public interest but would do substantial justice and be in accordance with the spirit of these regulations, and Chapter 333, Florida Statutes, and Chapter 14-60, Florida Administrative Code, and
 - (b) the proposed development can be accommodated in navigable airspace without adverse impact to Gainesville Regional Airport aviation operations.
- (3) In granting an Airport Obstruction Variance, the board may prescribe appropriate conditions, requirements and safeguards in conformity with these regulations and the intent hereof, including avigation easements if deemed necessary and shall require the owner of the structure or tree in question to install, operate, and maintain thereon, at his or her own expense, such marking and lighting as may be necessary to indicated to the aircraft pilots the presence of an obstruction. Such marking and lighting shall conform to the specific standards established by Chapter 333, Florida Statutes, and Chapter 14-60, Florida Administrative Code.

2. Airport Runway Clear Zone and Regulations.

a. Establishment of Zone.

There is hereby established the Airport Runway Clear Zone as an airport zone of influence. The Airport Runway Clear Zone is established to regulate the uses of land lying in specified areas above which aircraft must routinely operate at low altitudes and climb from or descend to the runways of the Gainesville Regional Airport. Within the Airport Runway Clear Zone, certain land uses are restricted or prohibited due to land use characteristics which could result in further death, injury, and property damage in the event of an aircraft accident, as such areas are more likely, statistically, to be exposed to accidents involving aircraft climbing from, or descending to, the runway at low altitudes.

The Airport Runway Clear Zone includes the area over which aircraft routinely operate at altitudes of 50 feet or less above the runway end elevation, and is defined as follows:

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That portion of the Approach Surface, as defined by 14 CFR Part 77.25, that extends outward from, and perpendicular to, its common boundary with the Primary Surface, as defined in 14 CFR Part 77.25, for a horizontal distance of:

- 1,000 feet for utility/visual runways,
- 1,700 feet for nonprecision instrument/other-than-utility runways, and
- 2,500 feet for precision instrument runways.

The Airport Runway Clear Zone map is attached as Attachment 2 and is adopted and made a part of these regulations as if set forth fully herein. When future Airport Runway Clear Zone maps are prepared, the City shall consider revisions to the boundary of the Airport Runway Clear Zone and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.

In the event a discrepancy arises between an Airport Runway Clear Zone boundary depicted on the maps attached as Attachment 2 and an Airport Runway Clear Zone boundary located by application of the definition of said boundary as set forth in these regulations, the boundary as prescribed by the latter shall prevail.

b. Airport Runway Clear Zone Regulations.

i. Prohibited uses.

The following types of land uses shall be prohibited within the established Airport Runway Clear Zone:

- educational facilities (including all types of schools, pre-schools, and child-care facilities);
- hospitals, medical and health-related facilities;
- places of religious assembly;
- hotels and motels (including transient lodging, recreational vehicle and mobile home parks); and
- other similar land uses wherein or whereabouts persons are concentrated or assembled;

ii. Allowable uses.

Any use that is not prohibited in an Airport Runway Clear Zone as determined above, is allowable within such zone, subject to compliance with applicable Airport Noise and Height Notification Zone and zoning district regulations.

3. Airport Noise Zone and Regulations.

a. Establishment of Zone.

There is hereby established the Airport Noise Zone as an airport zone of influence. The Airport Noise Zone is established around the Gainesville Regional Airport to regulate land uses sensitive to sound levels generated by the routine operation of the Airport. Within the Airport Noise Zone, land use restrictions and special construction standards are established to minimize impacts of airport-generated noise. The Airport Noise Zone consists of three subzones, defined as follows:

Airport Noise Subzone A: The area commencing at the airport reference point and extending outward therefrom to that boundary which approximates a Day Night Average Sound Level of 65 dB DNL.

Airport Noise Subzone B: The area commencing at the airport reference point and extending outward therefrom to that boundary which approximates a Day Night Average Sound Level of 60 dB DNL, excluding Subzone A.

Airport Noise Subzone C: The area commencing at the airport reference point and extending outward therefrom to that boundary which approximates a Day Night Average Sound Level of 55 dB DNL, excluding Subzones A and B.

For the Gainesville Regional Airport, the boundary of the Airport Noise Zone established in these regulations is based on the forecast of Day Night Average Sound Level noise contours documented in the 2012 Noise Exposure Map prepared for the Gainesville Regional Airport by RS&H and determined compliant by the FAA on April 20, 2009.

The Airport Noise Zone Map based on the 2012 Noise Exposure Map is attached as Attachment 3 and is adopted and made a part of these regulations as if set forth fully herein. When future Noise Exposure Maps are prepared and determined compliant by the FAA, the City shall consider revisions to the boundary of the Airport Noise Zones and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.

b. Airport Noise Zone Land Use Regulations.

The provisions of this section shall apply to the construction, expansion, alteration, moving, repair, replacement, use, and changes of use or occupancy of any occupied structure located within any Airport Noise Zone defined by these regulations and to any structure that is moved into or within any Airport Noise Zone, and those proposed to be constructed within any Airport Noise Zone.

i. Existing Structures.

Structures located within any Airport Noise Zone at the time of the adoption of these regulations to which additions, expansions, alterations, repairs, replacement, and changes of use or occupancy are made shall comply with the requirements of these regulations, except for structures for which the cost of such additions, expansions, alterations, or repairs made within any five-year period does not exceed 50 percent of the value of such structures.

ii. Moved Structures.

Structures moved into or within any Airport Noise Zone defined by these regulations shall comply with requirements of these regulations before permanent occupancy is permitted.

iii. New Structures.

New structures proposed within any Airport Noise Zone defined by these regulations shall comply with the requirements of these regulations before permanent occupancy is permitted.

iv. Regulated Uses within the Airport Noise Zone.

Table V - 11: Airport Land Use Regulation Chart

Subzones	A 65 dB DNL	B 65—60 dB DNL	C 60—55 dB DNL
Dwelling, intended for residential occupancy (excluding hotels, motels, and similar short-term transient occupancies)	Prohibited	Restricted (1)	Permitted (2)
Places of religious assembly, auditoriums, concert halls, libraries and similar assembly uses (primarily indoor uses)	Prohibited	Restricted (1)	Permitted (2)
Hospital	Prohibited	Prohibited	Permitted (2)
Correctional institution	Prohibited	Restricted (1)	Permitted (2)
Nursing homes, assisted living facilities, social service facilities and halfway houses	Prohibited	Restricted (1)	Permitted (2)
Public and private school, daycare centers, and other	Prohibited	Restricted (1)	Permitted (2)

educational facilities (excluding aviation-related schools)			
Outdoor Sports Arenas, amphitheaters and similar uses (primarily outdoor uses)	Prohibited	Permitted (2)	Permitted (2)
(1) Development shall be allowed only on isolated lots within neighborhoods or developments that were constructed prior to December 3, 2009 (i.e., "infill development lots.") Any such development that is allowed shall provide a minimum of 25 dB of exterior-to-interior noise level reduction and the property owner shall provide the City and the Gainesville Regional Airport with a permanent avigation easement in accordance with (g) below.			
(2) All development shall provide a minimum of 25 dB of exterior-to-interior noise level reduction and the property owner shall provide the City and the Gainesville Regional Airport with a permanent avigation easement in accordance with vii below.			

v. Other uses not specified.

Uses that are not specified in Table V-6 may be allowed in the Airport Noise Zone if permitted by the underlying zoning and other applicable Land Development regulations, provided all development shall provide a minimum of 25 dB of exterior-to-interior noise level reduction and the property owner shall provide the City and the Gainesville Regional Airport with a permanent avigation easement in accordance with (g) below.

vi. Variances

Any property owner desiring to erect a structure or otherwise use his/her/its property in violation of these regulations may apply to the development review board for a variance from the airport noise zone regulation in question. All such appeals to the development review board shall be filed, reviewed, and heard in a manner consistent with section 333.07, Florida Statutes.

vii. Avigation Easements.

Property owners required or choosing to provide an avigation easement shall grant said easement to the City of Gainesville and to the Gainesville-Alachua County Regional Airport Authority, and to their respective successors and/or assigns. The easement shall be in the form provided by the city attorney and airport authority and shall be executed by the property owner and recorded by the property owner in the Public Records of Alachua County, upon the first to occur of the following:

- prior to release of a development site plan,
- prior to recording of a lot split, minor subdivision or final plat, or
- prior to issuance of a building permit, as applicable.

The property owner shall provide a copy of the recorded easement to the city and to the airport authority.

E. Special Requirements.

Notwithstanding any of the provisions of this section, no use of land, air or water shall be made in such a manner to interfere with the operation of any airborne aircraft or aircraft operation at the Gainesville Regional Airport. The following special requirements shall apply to proposed developments.

1. Aircraft Bird Strike Hazard.

No land use shall be permitted to store, handle, or process organic or any other materials that foster or harbor the growth of insects, rodents, amphibians, or other similar organisms, in such a way as to significantly increase the potential for aircraft bird strike hazard to aircraft operations at the Gainesville Regional Airport:

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- a. within 10,000 feet of the nearest point of any runway used or planned to be used by turbine powered aircraft;
- b. within 5,000 feet of the nearest point of any runway used or planned to be used only by conventional piston engine powered aircraft;
- c. within the lateral limits of the airport imaginary surfaces defined in 14 CFR Part 77.25; or
- d. in locations where the passage of a significant volume of bird traffic originating from or destined to bird feeding, watering, or roosting areas is induced across any Primary Surface or Approach Surface, as defined in 14 CFR Part 77.25, of the airport.

2. In-Flight Visual or Electronic Interference.

No land use shall produce smoke, steam, glare, or other visual impairment within three statute miles of any runway of the Gainesville Regional Airport. Furthermore, no land use shall:

- a. produce electronic interference with navigation signals or radio communications of any airborne aircraft or aircraft operations at the airport;
- b. utilize high energy beam devices that interfere with aircraft operations at the airport, and for which such energy transmission is not fully contained within a structure, or absorbing or masking vessel; or
- c. utilize lights or illumination arranged or operated in such manner that either misleads or obscures the vision of pilots during take-off and landing stages of aircraft operations at the airport.

Proposed developments which produce light or illumination, smoke, glare or other visual hazards, or produce electronic interference with airport/airplane navigation signals are subject to the standards specified in the FAA Procedures Manual 7400-2C, consistent with Chapter 333.03(3), Fla. Stat., as may be applied and enforced by the state and/or federal governments.

3. Restrictions on the Educational Facilities of Public and Private Schools.**a. Educational Facilities Restricted.**

The construction of any educational facility of a public or private school, with the exception of aviation school facilities, is prohibited within an area that extends five miles out from either end of any runway, along the extended runway centerline, and which has a width measuring one-half the length of the longest runway of the Gainesville Regional Airport. The Restrictions on the Educational Facilities of Public and Private Schools map is attached as Attachment 4 and is adopted and made a part of these regulations as if set forth fully herein. When future Restrictions on the Educational Facilities of Public and Private Schools maps are prepared, the City shall consider revisions to the boundary of the Restrictions on the Educational Facilities of Public and Private Schools and to these regulations. Any such revisions shall not be operative or effective for purposes of these regulations, until adopted by ordinance of the City.

b. Existing Educational Facilities.

These restrictions shall not be construed to require the removal, alteration, sound conditioning, or other change, or to interfere with the continued use or adjacent expansion of any non-conforming educational structure or site, or be construed to prohibit the construction of any new structure for which a site has been determined as provided in Section 1013.36, Florida Statutes.

c. Exceptions.

Exceptions approving construction of an educational facility within the delineated area(s) shall only be granted when the development review board makes specific findings detailing how public policy reasons for allowing the construction outweigh health and safety concerns prohibiting such a location.

d. Criteria for Granting Exceptions.

The development review board shall consider, at a minimum, the following criteria in determining whether or not to grant exceptions approving construction of educational facilities within the delineated area(s):

- i. Physical attributes of the proposed site, including the nature of the terrain and topography, and the density of planned/existing land uses;
- ii. Situation of the proposed site relative to other geographic features, either natural or man-made, and other planned/existing land uses and activities;
- iii. Public and private interests and investments;
- iv. Safety of persons on the ground and in the air;
- v. Any other applicable airport zoning restrictions;
- vi. Availability of alternate sites;
- vii. Any unique attributes of the proposed site;
- viii. Planned approach type of the runway: either precision instrument, nonprecision instrument, or visual;
- ix. Type(s) of aircraft using the runway, including the number and type of engine(s) used by, and gross weight of, aircraft; and
- x. Inbound approach or outbound departure bearing relative to the extended runway centerline.

F. Determination of Boundaries.

In determining the location of airport zone of influence boundaries, the following rules shall apply:

1. Where boundaries are shown to follow streets or alleys, the centerline of such streets or alleys shall be the airport zone boundary;
2. Where boundaries are shown to enter or cross platted lots, property lines of the lots shall be the airport zone boundary;
3. Notwithstanding the above, where boundaries are shown on any platted lot, provisions of the more restrictive airport zone that crosses the platted lot shall apply to the entire platted lot;
4. Where boundaries are shown to enter or cross unsubdivided property of less than five acres in area, property lines of the unsubdivided parcel shall be the airport zone boundary;
5. Notwithstanding the above, where boundaries are shown on unsubdivided property of less than five acres in area, provisions of the more restrictive airport zone that crosses the unsubdivided parcel shall apply to the entire unsubdivided parcel; and
6. Where boundaries are shown on unsubdivided property of five or more acres in area, the location shall be determined by the Airport Noise Zone boundary shown in Attachment 3, or the Airport Height Notification Zone or Airport Runway Clear Zone boundary located by application of the definition of said zone boundaries set forth in these regulations.

G. Nonconforming Uses.

No use of land, structure or development may be permitted in any airport zone of influence unless it conforms to the specific limitations set forth in these regulations. The requirements of these regulations shall not be construed to necessitate the removal, lowering, alteration, or other change of any nonconforming use. Any nonconforming use that is an object of natural growth shall not be allowed to exceed the height of said object as it was on May 10, 1999, unless permitted by the city manager or designee. Nothing in these regulations should be construed to require sound conditioning or other alteration of any nonconforming use.

The provisions of Section 333.07, Florida Statutes, and Article III, Division 2 of the land development regulations (to the extent not in conflict or inconsistent with section 333.07, Florida Statutes) also apply to non-conformities.

H. Future Uses.

No change shall be made in the use of land, and no structure shall be altered or otherwise established in any airport zone of influence created by these regulations except in conformance with the requirements of this section. Land use and zoning changes that would allow a prohibited use within an airport zone of influence shall be prohibited.

Properties with an incompatible land use and zoning map designation may be changed to a compatible land use and zoning by ordinance, Planned Use District (PUD) land use and Planned Development (PD) zoning may be used to designate new uses of properties within airport noise zones.

I. Appeals.

Any person aggrieved, or taxpayer affected, by any decision of the City Manager, or designee, made in the administration of these airport hazard zoning regulations; or any governing body of a political subdivision, or the Department of Transportation, or any joint airport zoning board, which is of the opinion that a decision of the City Manager, or designee, is an improper application of airport hazard zoning regulations of concern to such governing body or board, may appeal to the development review board, which is hereby authorized to hear and decide appeals from the decisions of the City Manager, or designee. All such appeals to the development review board shall be filed, reviewed and heard in a manner consistent with sections 333.08 and 333.10, Florida Statutes.

J. Judicial Review.

Any person aggrieved by any decision of the development review board regarding these regulations may appeal to the Circuit Court as provided by Section 333.11, Florida Statutes.

K. Conflicting Regulations.

Where there exists a conflict between any of the requirements or limitations prescribed in these regulations and any other requirements, regulations or zoning applicable to the same area, whether the conflict be with respect to the height of structures or objects of natural growth, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail. The variance to or waive of any such more stringent limitation or requirement shall not constitute automatic variance or waiver of the less stringent limitations or requirements of these regulations.

L. Severability.

If any of the provisions of these regulations or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of these regulations that can be given effect without the invalid provisions or applications, and to this end the provisions of these regulations are declared to be severable.

M. Penalties.

In addition to other remedies for violation of these regulations provided in the Land Development Code, the City may institute in any court of competent jurisdiction an action to prevent, restrain, correct, or abate any violation of chapter 333, Fla. Stat., these regulations, or any order or ruling made in connection with their administration or enforcement. The court shall adjudge to the City such relief, by way of injunction (which may be mandatory) or otherwise, as may be proper under all the facts and circumstances of the case in order to fully effectuate the purposes of ch. 333, Fla. Stat. and of these regulations, and the orders and rulings made pursuant thereto.

Section 30-5.37. Heritage overlay district.**A. Purpose.**

The heritage overlay district is established as an overlay zoning district designation to maintain, protect, conserve and preserve residential areas with a distinct visual identity by regulating development to ensure compatibility with the existing style, character or identity of the district area. The purpose of this section is to create the process by which property owners can request that the city impose additional regulatory requirements upon their residential area in order to help conserve the design and visual characteristics that give the area a distinct identity and a harmonious appearance.

B. Objectives.

The objectives of the heritage overlay district are to promote the economic, educational, aesthetic, cultural and general welfare of the city's residential neighborhoods by:

1. Encouraging property owners to participate in the development process within their general geographic areas;
2. Encouraging the use of existing buildings through adaptive rehabilitation;
3. Enhancing the diversity of the city's housing stock;
4. Encouraging construction that will lead to continuation, conservation and improvement that complements the scale and physical character of the original buildings; and
5. Protecting neighborhoods' distinct identities.

C. Effect of classification/administration.

1. The heritage overlay district classification is an overlay district classification. When the heritage overlay district is applied to any property, the underlying zoning district categories are neither abandoned nor repealed. The existing regulations remain in effect, with further restrictions on regulated work items as specified in the design standards report, in particular no building permit shall be issued for regulated work items without the approval of the heritage overlay district board. If there is a conflict between the provisions of the heritage overlay district and the underlying zoning district, the heritage overlay district prevails.
2. Design standards for regulated work items shall be specified in each ordinance that places the heritage overlay district on an area.
3. Whether or not the regulated work item is consistent with standards of the applicable heritage overlay district shall be determined by the heritage overlay district board, based on the adopted ordinance for that particular district.
4. The heritage overlay district shall be applied only to residential uses zoned RSF-1, RSF-2, RSF-3, RSF-4, and RC. Changing the zoning of a parcel to a zoning district other than RSF-1, RSF-2, RSF-3, RSF-4, or RC shall also require a simultaneous rezoning to remove the heritage overlay district.

5. Fees for petitions to designate an area as a heritage overlay district or to amend an existing district, for verification of petition signatures and for petitions for review of regulated work items shall be paid to the city in accordance with the schedule set out in Appendix A and such payment shall be made at the time of submitting a petition to the planning and development services department.

D. Criteria.

An area must meet all of the following criteria to be eligible for designation as a heritage overlay district:

1. It shall consist of at least 25 compact and contiguous parcels and shall not cause the creation of an enclave or pocket within the area, as those terms have been defined by Florida Statutes and case law relating to annexations;
2. Residences within the area shall consist only of one- and two-family dwellings;
3. All land within the area must be zoned RSF-1, RSF-2, RSF-3, RSF-4, or RC;
4. Each boundary of the area shall be one of the following identifiable landmarks: a street, alley, publicly owned right-of-way, platted subdivision boundary, or a creek; and
5. No area boundaries shall overlap the boundary of an existing heritage overlay district or historic district.

E. Additional criteria.

In addition, an area must meet one of the following criteria to be eligible for designation as a heritage overlay district:

1. Its visual characteristics give it a distinct identity;
2. It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials; or
3. It has character as a geographically definable area possessing a significant concentration of buildings or structures united by its plan or physical development.

F. Procedures.

The procedures for application and designation are as follows:

1. Application and process. Any owner of property within a proposed heritage overlay district may apply by petition to have that area designated a heritage overlay district and impose special regulations on that area. The process for the imposition of the overlay district shall be as provided in Article IV of this chapter for zoning changes. The plan board and the city commission may approve the overlay district boundaries and regulations only with a finding, supported by data and analysis, that the area has unique and identifiable features and characteristics, that those characteristics are or may be threatened by incompatible or inconsistent development, and that the proposed regulations are reasonably related to protecting those identified features and characteristics.
2. Petition requirements. In order to impose the heritage overlay district on an area, a petition requesting imposition of the overlay district on that area shall be submitted to the planning and development services department on forms provided by the department. Each petition shall meet the following requirements:
 - a. The petitioner shall be an owner of legal title of property located within the proposed overlay district area and shall be the designated contact person responsible for processing the petition with the city;
 - b. The petition shall clearly and accurately describe the proposed boundaries of the area and shall include an accurate, reproducible map of the proposed overlay district area depicting all lot divisions, block divisions, roads and the boundaries of the area;

- c. The petition shall include a design standards report, as described in subsection 4 below;
 - d. At a minimum, the petition shall contain authentic signatures of a majority of the homestead property owners (as further described in subsection 3 below) within the proposed overlay district area. To be verified by the city, signatures shall be accompanied by the legibly printed name of the signer, the address of the parcel owned by the signer, the parcel number of the parcel owned by the signer, and the date the petition was signed. Signatures dated more than six months prior to the date the petition is filed with the city are not acceptable. For the purpose of the petition, jointly owned parcels are considered owned by a single person, and any co-owner may sign a petition for the parcel. Only one owner of each parcel shall be included in the majority requirement stated above. If a person owns more than one parcel of property within the proposed district area, that person may sign the petition one time for each parcel owned; and
 - e. The petition shall advise each signer of the general type of restrictions that may be imposed on the property if the overlay district is imposed upon the area.
3. Petition verification. When the petition is submitted to the planning and development services department, the department shall verify the names, signatures, and homestead status of the property, and shall determine whether the petition meets the criteria of this section. For a signature and homestead status to be verified, the homestead status of the property and the printed name of the petition signer must be consistent with the current records of the Alachua County Property Appraiser. If an insufficient number of acceptable homestead property owner signatures are submitted, the city shall return the petition and petition fee to the petitioner. However, the city shall retain the verification fee.
 4. Design standards report. The petitioner shall submit a proposed design standards report for the proposed heritage overlay district area. If the heritage overlay designation is approved, the design standards report shall be included in the ordinance that imposes the overlay. The report shall include the following:
 - a. A map that clearly depicts the boundaries of the proposed area and identifies all lot divisions, block divisions and roads;
 - b. Architectural surveys that define the prior, current and likely future character of the area. This shall include a field survey containing written and visual information that documents items such as, but not limited to, distinctive building features, represented building style, typical building components, finishing materials, siting of buildings, degree of visual continuity, and degree of compatibility of new structures with architectural context;
 - c. A clear, decipherable data set of area features that describe the character of individual building types. This set shall define the relationships among features and shall serve as a tool to identify common elements in the area; and
 - d. Based on the data, identify important characteristics and features and specify the standards by which those characteristics will be preserved and continued, and specify the regulated work items that will require review by the heritage overlay district board. All design standards regulating a particular work item should be specific and measurable, such as by height, width, amount, spacing or location. Construction, installation, addition, enlargement, relocation or removal, of a regulated work item will be subject to review and approval by the heritage overlay district board as specified in the design standards report. This section does not require that each of the regulated work items listed below be addressed in a design standards report, only those items that are applicable or desirable to preserve the character of the area as determined in the design standards report. Regulated work items are limited to any one or more of the following:
 - i. Accessory structures;
 - ii. Building heights;

- iii. Building height-to-width ratio;
 - iv. Building orientation;
 - v. Building setback and build-to lines;
 - vi. Bulk plane restrictions;
 - vii. Exterior building materials;
 - viii. Fences;
 - ix. Front porches and balconies;
 - x. Garage doors;
 - xi. Lot widths;
 - xii. Off-street parking design;
 - xiii. Percent of the lot covered by buildings;
 - xiv. Roof lines, shapes and materials;
 - xv. Screening of mechanical equipment; or
 - xvi. Windows and doors.
- e. A heritage overlay district may not modify the list of permitted uses for its underlying zoning district(s). In addition, the following shall not be regulated in any manner by a heritage overlay district classification:
- i. Colors of structures;
 - ii. Demolitions, in whole or in part;
 - iii. Interior layout or interior construction;
 - iv. Power generating solar panels;
 - v. Television satellite dishes or antennae; and
 - vi. Vegetation.

G. Amendments to district.

Any property owner within a heritage overlay district may apply for an amendment to the district's design standards report. Any property owner whose land is contiguous to a heritage overlay district may apply for inclusion in the district through extension of the district's boundaries. Any land added to an existing heritage overlay district shall be subject to the adopted ordinance for that heritage overlay district and shall not be required to submit a new or revised design standards report with the petition for extension of the boundaries. All amendments shall be subject to review and consideration according to the applicable terms of this section and shall be processed as a zoning change (if amending the district boundaries) or as a text change (if amending the design standards report) in accordance with Article IV of this chapter. The city commission may amend or repeal any heritage overlay district from time to time in accordance with the same standards and procedures.

Section 30-5.38. Historic preservation/conservation district.

A. Purpose.

An historic preservation/conservation district is established for the purpose of identifying, classifying and protecting sites, buildings, structures, objects and districts that are historically and/or architecturally significant.

B. Objectives.

The provisions of this article are intended to implement historic preservation and conservation as set forth in section 30-9.54 of the Land Development Code and promote the health, economic, educational, aesthetic, cultural and general welfare of the public through:

1. The identification, protection, enhancement, perpetuation and use of districts, sites, buildings, structures, objects and areas that are reminders of past eras, events and persons important in local or state history, or which provide significant examples of architectural styles of the past, or which are unique and irreplaceable assets to the city and its neighborhoods, or which provide this and future generations examples of the physical surroundings in which past generations lived;
2. The enhancement of property values, the stabilization of neighborhoods and business centers of the city, the increase of economic and financial benefits to the city and its inhabitants, and the promotion of local interests;
3. The preservation and enhancement of varied architectural styles, reflecting the city's cultural, social, economic, political and architectural history; and
4. The enrichment of human life in its educational and cultural dimensions in order to serve spiritual as well as material needs by fostering knowledge of the living heritage of the past.

C. Application process.

1. Applications for rezoning to the historic preservation/conservation district classification must be accompanied by:
 - f. A completed local register of historic places nomination form. A nomination form is included in the preservation/conservation manual, obtainable from the planning and development services department; and
 - g. A review and written recommendation of the local register of historic places nomination form by the historic preservation board.
2. The local register of historic places nomination form and the historic preservation board's recommendation shall be attached to the rezoning petition and forwarded to the city plan board. The petition shall continue to be processed as any other rezoning petition under this chapter.

D. Effect of classification.

1. The historic preservation/conservation district classification is an overlay district classification. When the historic preservation/conservation district overlay is applied to any property, the underlying zoning district categories are neither abandoned nor repealed. The existing regulations remain in effect and are further restricted in that no building or demolition permit shall be issued for any of the actions specified in section 30-9.54.D.5 without the issuance of a certificate of appropriateness from the historic preservation board or a written statement from the board to the building official stating that no certificate of appropriateness is required.
2. The historic preservation/conservation district classification shall not modify existing zoning requirements any further unless specifically provided for in section 30-9.54 of this code. The requirements, regulations and procedures set forth in this chapter shall remain applicable to the property so classified.

Section 30-5.39. Residential parking overlay district.

The residential parking overlay district is established to regulate off-street parking on specific property located in the following zoning districts: RC, RSF-1, RSF-2, RSF-3, or RSF-4 or in a district containing single family or two-family dwellings on property zoned planned development (PD).

A. Purpose and objectives.

The city commission finds that it is in the best interest of the city to enhance the quality of life if residents take affirmative steps to preserve the character of their own residential and single family neighborhoods, and to enhance the public health, welfare and safety as well as the aesthetic value of their property by controlling off-street parking. Furthermore, the city commission finds that healthy vegetation, with an above-ground network of leaves, shoots, and stems and an extensive fibrous root system below, contributes environmental benefits by reducing soil erosion, noise, and improving surface and groundwater by filtering rainwater.

B. Effects of imposition of the overlay district.

The provisions of section 30-5.33.G. will apply and control off-street parking within the district.

C. Criteria for creating an overlay district on an area ("area"):

1. The proposed area shall consist of at least 25 compact and contiguous parcels, as defined in this chapter.
2. The area shall not cause the creation of an enclave or peninsula, as commonly defined in annexations.
3. Each boundary of the area shall be one of the following identifiable landmarks: a street, alley, publicly owned right-of-way, platted subdivision boundary, or a creek.
4. No area boundaries shall overlap the boundary of an existing residential parking overlay district or the context area.
5. The area shall consist only of parcels that are in a RC, RSF-1, RSF-2, RSF-3, or RSF-4 zoning district, or in a district of single-family or two-family dwellings on property zoned PD.

D. Procedures for petitioning for imposition of the overlay district on an area:

1. In order to impose the residential parking overlay district on an area, a petition requesting imposition of the overlay district on an area, as described above, shall be submitted to the city manager or designee on forms provided by the city. Each petition shall meet the following requirements:
 - a. The individual circulating the petition forms ("petitioner") shall obtain the requisite petition form from the city manager or designee.
 - b. The petitioner shall be an "owner", as defined in this chapter, of property located within the proposed overlay district area and shall be a signatory to the petition.
 - c. The petitioner shall submit to the city manager or designee an accurate, reproducible map of the proposed overlay district area.
 - d. Each petition for imposition of the overlay district on an area shall contain authentic signatures of at least 60 percent of the fee simple record title owners of the lot or parcel within the proposed overlay district area, exclusive of public property.
 - e. To be verified by the city, signatures shall be accompanied by the legibly printed name of the signer, the address of the parcel owned by the signer, the parcel number of the parcel owned by the signer, and the date the petition is signed.
 - f. Jointly owned parcels are considered owned by a single person, for purpose of the petition, and any co-owner may sign a petition for the parcel. Only one owner of each parcel shall be included in the 60 percent requirement stated above. If a person owns more than one parcel of property within the proposed district area, that person may sign the petition one time for each parcel owned.
 - g. Signatures dated more than six months prior to the date the petition is filed with the city are not acceptable.

relief and to overturn any specific decision in order to avoid a taking of the property or the payment of compensation to the owner. The action of the city commission shall constitute final administrative action under this section.

F. Effect of zoning classification.

The residential parking overlay district is an overlay zoning district. It shall operate in conjunction with any underlying zoning district on the property. The regulations of the underlying zoning district, and all other applicable regulations, remain in effect and are further regulated by the residential parking overlay district standards. If provisions of the residential parking overlay district standards conflict with the underlying zoning, the provisions of the residential parking overlay district standards shall govern and prevail.

G. Off-street parking regulations in the context area and in any residential parking overlay district.

Off street parking shall be limited to the driveway parking area meeting the dimensional requirements below and leading from the permitted driveway connection to the enclosed parking space (garage or carport), plus two pullout spaces as described below. If there is no garage or carport, the driveway parking area must meet the dimensional requirements below and be able to provide parking and ingress or egress of vehicles.

1. The maximum width of the driveway parking area is the greater of 18 feet or the maximum width of the enclosed parking space.
2. Pullout spaces can be no more than nine feet wide and 16 feet long; must be covered with pavement, gravel, wood chips, bark mulch, or other erosion-preventing material clearly defining the pullout spaces; and must be contiguous to the driveway parking area.
3. Notwithstanding subsections 1 and 2, no more than 40 percent of front open space may be devoted to driveway parking area and pullout spaces.
4. Circular driveway parking areas meeting the above dimensional requirements are permitted provided the necessary driveway connections are provided; however only one pullout space is allowed with a circular driveway parking area.
5. Access to all driveway parking areas must be from an approved or existing legal driveway connection.
6. All unpaved driveway parking areas and pullout spaces must be covered with gravel, wood chips, bark mulch, or other erosion-preventing material clearly defining the driveway parking area, and have side borders of plants, pressure treated landscape timbers, railroad ties, pressure treated wood, composite "plastic wood", brick, concrete or similar border materials.
 - a. Erosion preventing material.
 - i. Where bark mulch or wood chips are used, they shall cover the entire surface of the driveway parking area and pullout spaces with a layer that is at least two inches thick. They shall be distributed evenly within the borders and shall be free of bare spots and vegetation. Other types of mulch may be used only after approval from the city manager or designee.
 - ii. Where gravel is used, it shall cover the entire surface of the driveway parking area and pullout spaces with a layer that is at least one inch thick. The gravel shall be evenly distributed within the borders and shall be free of bare spots and vegetation. The material used for a gravel parking area and/or pullout space shall be rock or crushed stone, shall not be more than 1½ inches in diameter, and shall not contain dirt, sticks, construction debris or other foreign material. Sand, rock powder, or other similar material less than one-eighth inch in diameter may be used as a base, but shall not be included when measuring the gravel thickness.

- iii. Leaves, pine needles, grass clippings, canvas, plastic sheets, poly sheets, or other similar rolled sheeting shall not be used as an erosion preventing material.
 - iv. The erosion preventing material shall be clearly stated on the submitted parking plan and approved by the city manager or designee prior to its use.
- b. Borders.
- i. Plant borders shall be a one-gallon minimum size at the time of planting, spaced no greater than 36 inches apart. Plants shall be a minimum of 12 inches high when planted and shall be maintained at no less than 12 inches high.
 - ii. Wood borders shall be pressure treated or be treated to prevent the decomposition of the wood when the wood is applied to the ground surface. The minimum size of any wood borders or composite plastic wood borders shall be 3½ inches wide by 3½ inches high and shall be continuous around the border. Multiple pieces can be stacked to achieve the required size. Where railroad ties are used, the ties shall be structurally sound and fully intact and shall be continuous around the border. All wood borders or composite plastic wood borders must be affixed to the ground by driving a metal stake through the wood/plastic into the ground. At least two stakes must be driven into each wood or composite plastic wood border segment. The distance between stakes shall not be more than four feet. The metal stake must be a minimum of three-eighths of an inch in diameter and driven a minimum of 12 inches below the ground surface. The metal stake must be driven flush with the surface of the wood/plastic.
 - iii. Brick curbing shall be set in a mortar base and shall be a minimum of 3½ inches wide by 3½ inches high. Concrete curbing may be pre-cast, formed or machine extruded and shall be a minimum of six inches wide by six inches high and consist of a concrete mix with a minimum strength of 3,000 pounds per square inch. Brick and concrete curbing shall be continuous around the border. Pre-cast concrete curbing must be affixed to the ground by driving a metal stake through the curbing into the ground. At least two stakes must be driven into each piece of pre-cast concrete. The distance between stakes shall not be more than four feet. The metal stake must be a minimum of three-eighths of an inch in diameter and driven a minimum of 12 inches below the ground surface. The metal stake must be driven flush with the surface of the curbing.
 - iv. Other borders may be used only after approval of the city manager or designee. All parking plans shall include a full description, including specifications, of the proposed border.
7. Effective dates.
- a. *Property in context area as of March 15, 2004.* All driveway parking areas that are lawfully in existence as of March 15, 2004, must comply with the requirements then in effect. Subsequently, all driveway parking areas must be brought into compliance with the requirements of this section on or before April 1, 2005, or prior to the city's issuance of any landlord permit in the year 2004, whichever comes earlier, unless otherwise provided herein.
 - b. *Property in context area as of September 11, 2006.* All driveway parking areas that are lawfully in existence as of September 11, 2006, must comply with the requirements then in effect. Subsequently, all new or additional driveway parking areas within the University of Florida Campus Master Plan 2005-2015 Context Area must be brought into compliance with the requirements of this section on or before April 1, 2007, or prior to the city's issuance of any landlord permit in the year 2007, whichever comes earlier, unless otherwise provided herein.
 - c. *Property in residential parking overlay district.* All driveway parking areas within a residential parking overlay district shall comply with the provisions of section 30-5.33.G within 90 days of the effective date

of the ordinance requiring and imposing the overlay district, or at such other time period as is prescribed in said ordinance.

8. Off-street parking on other areas of property regulated by this subsection will be allowed on the day of major university related events as determined by the city manager or designee, such as University of Florida commencement programs and University of Florida home football games.
9. The city manager or designee may exempt a property from the driveway parking area limitations if all of the following conditions are found:
 - a. The driveway parking area is clearly defined.
 - b. The driveway parking area is maintained in a safe, sanitary and neat condition.
 - c. The driveway parking area does not contribute to soil erosion.
 - d. The requirements of this section would impose an inordinate burden on the landowner due to topographical road configuration constraints or other significant design constraints.
10. Each owner of property regulated by this subsection must provide a parking plan showing the driveway parking areas and any pullout spaces. This plan shall be submitted as part of an application for a landlord permit. For residential properties that do not require landlord permits, the parking plan must be submitted upon request of the city manager or designee within 30 days of receiving a written request for a parking plan from the city manager or designee. Within 45 days of the city manager or designee's approval of the new parking plan, the new plan shall be implemented and the parking area and any pullout spaces shall be constructed in the manner in this approved parking plan. When the new plan is implemented, the city manager or designee shall inspect the parking area and any pullout spaces for compliance.
11. No driveway parking area regulated by this subsection may be leased, rented or otherwise provided for consideration to someone not residing on the property except as provided in subsection 8. above.
12. If a property is found by the city manager or designee to not be in compliance with one or more of the provisions of the existing parking plan for that property, as approved by the city manager or designee, the owner of that property may be required to submit to the city manager or designee a new, modified parking plan which is in compliance with the requirements of this section. This modified parking plan for the non-compliant property must be received by the city manager or designee within 30 days of the owner's receipt of a written request for the new parking plan. Within 45 days of the city manager or designee's approval of the new parking plan, the new plan shall be implemented and the parking area and any pullout spaces shall be constructed in the manner in this approved parking plan. When the new plan is implemented, the city manager or designee shall inspect the parking area and any pullout spaces for compliance.
13. Where applicable, this plan shall be submitted as part of an application for a landlord permit and shall be approved by the city manager or designee prior to the issuance of a landlord permit. In all cases, each owner of property zoned RC, RSF-1, RSF-2, RSF-3, or RSF-4 zoning district, or that contains single family or two-family dwellings on property zoned planned development (PD), which is within the context area, must provide the city manager or designee with an updated parking plan showing the driveway parking areas and any pullout spaces no later than April 1, 2007, or in conjunction with the landlord permit application, whichever date comes earlier.

Section 30-5.40. College Park/University Heights unpaved parking.

1. With the exception of any properties that are regulated by Section 30-5.39, off-street unpaved parking within the College Park and University Heights areas as depicted in Figures 1 and 2 below shall be subject to the following regulations.

Figure V-18 – College Park

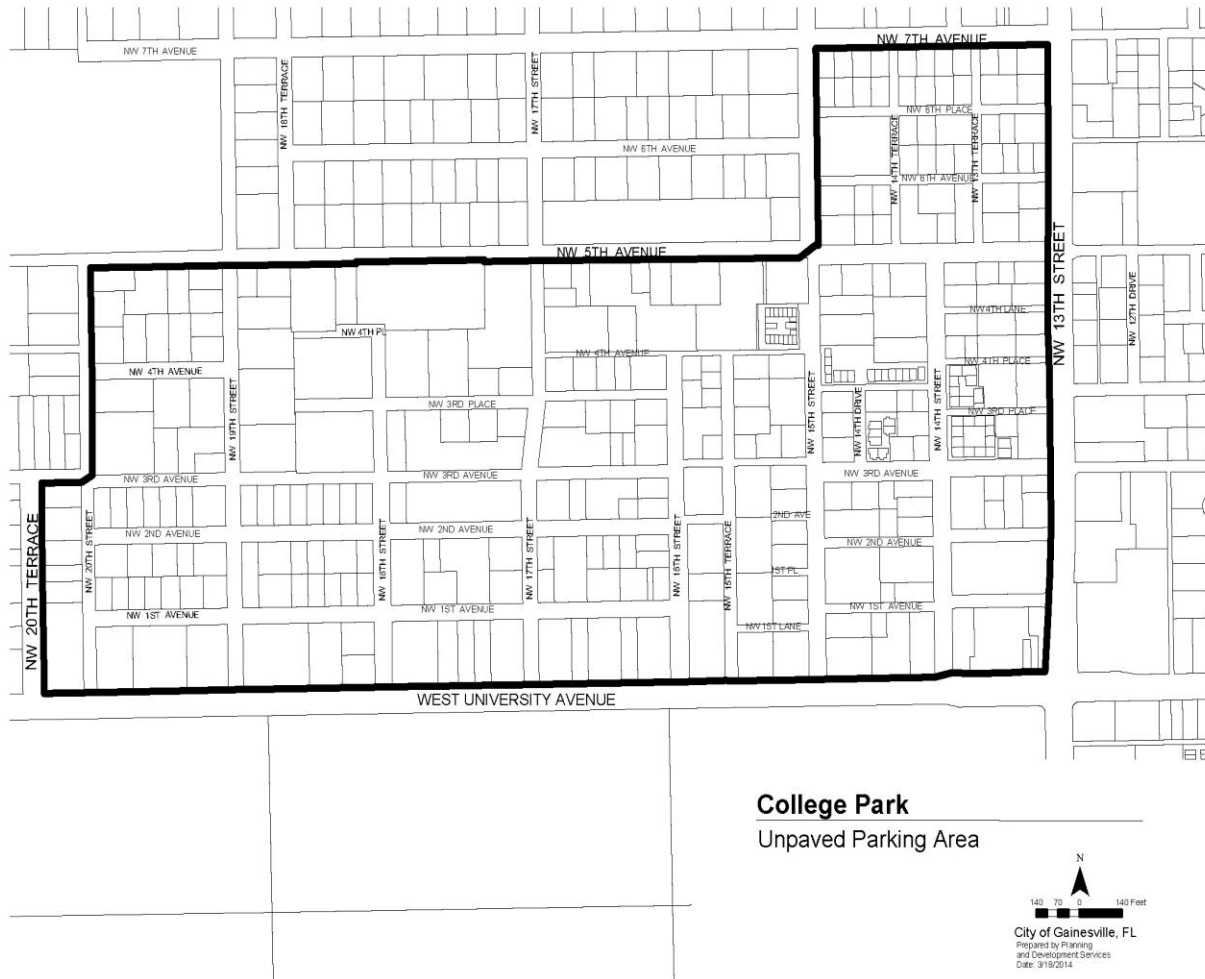
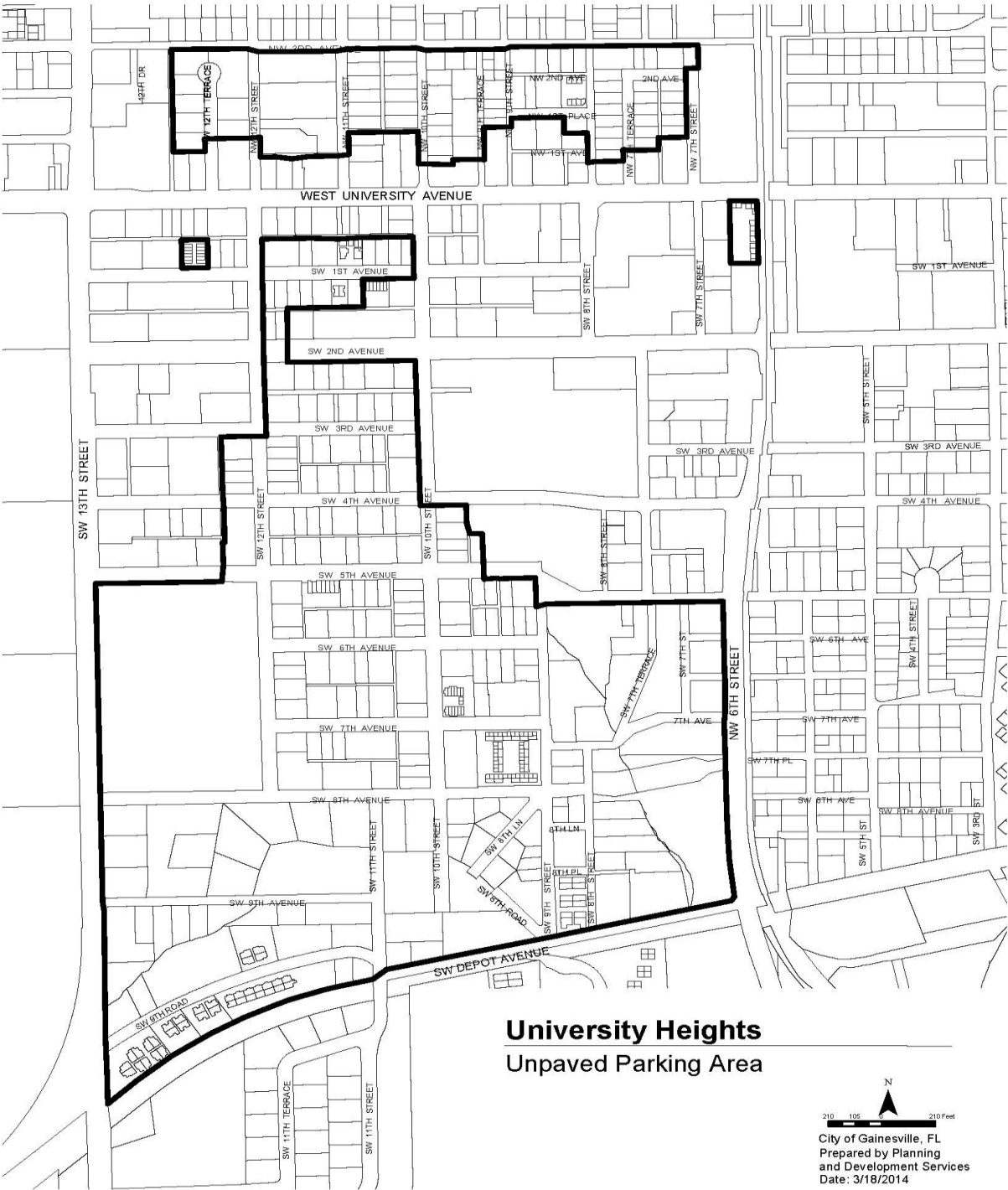


Figure V-19 – University Heights



- a. Exemptions. The City Manager or designee may exempt a property from this subsection upon a finding that each of the following conditions are met:
 1. The parking area is clearly defined;
 2. The parking area is maintained in a safe and neat condition;

3. The parking area does not contribute to soil erosion or run-off of materials that would negatively impact the stormwater system; and
 4. The requirements of this subsection would impose an inordinate burden on the property owner due to significant design constraints.
- b. Parking plan. Off street parking shall be limited to the parking area meeting the dimensional requirements below and leading from the permitted driveway connection to the parking area. Each owner of property regulated by this section shall submit to the Code Enforcement Division, at no fee, a parking plan that clearly depicts:
1. The location and extent of the proposed parking area;
 2. A general circulation plan showing how vehicles will safely access the parking area from a legal driveway connection; and
 3. The location and type of borders and parking area coverage materials to be used.

The City Manager or designee shall approve a parking plan if it meets the requirements of this section and other applicable requirements of the Land Development Code. Within 90 days of approval by the city manager or designee, the parking plan shall be implemented and the City Manager or designee shall inspect the parking area for compliance.

- c. Borders. All unpaved parking areas shall be bordered with plants, pressure-treated landscape timbers, railroad ties, pressure-treated wood, composite “plastic wood,” brick, concrete or similar materials that provide a clear delineation of the parking area and that inhibit runoff of the parking area coverage material.
1. Plant borders at the time of planting shall be at least one-gallon in size, at least 12 inches in height, and spaced no greater than 36 inches apart. Any plant borders shall be maintained at a height of at least 12 inches.
 2. Wood, composite, or brick borders shall be at least 3 ½ inches high by 3 ½ inches wide and shall be securely affixed to the ground. Wood borders shall be pressure-treated or otherwise treated to inhibit decomposition.
- d. Parking area coverage material. All unpaved parking areas shall be covered and maintained with gravel, wood chips, mulch, leaves, or similar materials as further specified below:

# of parking spaces	Allowable parking area coverage material
1-4	<ul style="list-style-type: none"> • mulch, • wood chips, • leaves, • pine needles, • gravel, or • pervious pavement materials (e.g., pavers) approved by the Public Works Department
5 to 8	<ul style="list-style-type: none"> • gravel, or • pervious pavement materials (e.g., pavers) approved by the Public Works Department.

8 or more	Parking area must conform to the applicable parking lot standards of the Land Development Code
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1. Coverage material shall be distributed evenly to cover the entire unpaved parking area with a depth of at least one inch and shall contain no bare spots and/or vegetation.
 2. Pervious and/or permeable pavement materials shall be allowable subject to the review and approval by the Public Works Department.
 3. Grass clippings, canvas, plastic sheets, poly sheets, or other similar rolled sheeting shall not be used as a parking area coverage material.
- e. Parking area lease prohibition. No parking area regulated by this section may be leased, rented or otherwise provided for consideration, except as consistent with Section 30-329(h). This prohibition shall not apply to leasing to tenants that occupy the same development where the parking spaces are located.

Section 30-5.41. Special area plan overlay districts (SAP).

A. Establishing SAP overlay districts

1. Purpose.

The special area plan district (SAP) is established for the purpose of implementing special area plans for particular areas through an overlay zoning district. It is intended to operate in conjunction with the underlying zoning district(s) for the area.

2. Objectives.

The provisions of this district are intended to:

- a. (1) Implement a special area plan where needed to facilitate transitions in land uses, reduce traffic circulation conflicts and hazards, encourage private investment in older developed areas, maintain and strengthen the urban fabric and/or improve the general quality of the urban environment.
- b. (2) Provide for specific design guidelines in locations identified in the comprehensive plan which should be developed in a coordinated manner in order to achieve the goals and objectives of the plan.
- c. (3) Maximize achievement of the goals and objectives of the comprehensive plan when special problems of an area are identified which require unique measures over and above the usual provisions of this chapter.

3. Effect of classification.

The special area plan district is an overlay district classification. It is intended to operate in conjunction with the underlying zoning district for the area. The regulations of the underlying zoning district remain in effect except to the extent that they are modified by the provisions of the special area plan.

4. Application and administration.

- a. Adoption of special area plan. Designation of a special area plan district shall be initiated by the city pursuant to the procedures established in this chapter for a rezoning. For each special area plan district, the city commission shall adopt a special area plan for the area which shall be adopted by reference and

placed in the appendix to the zoning code. The special area plan may include some or all of the following types of provisions:

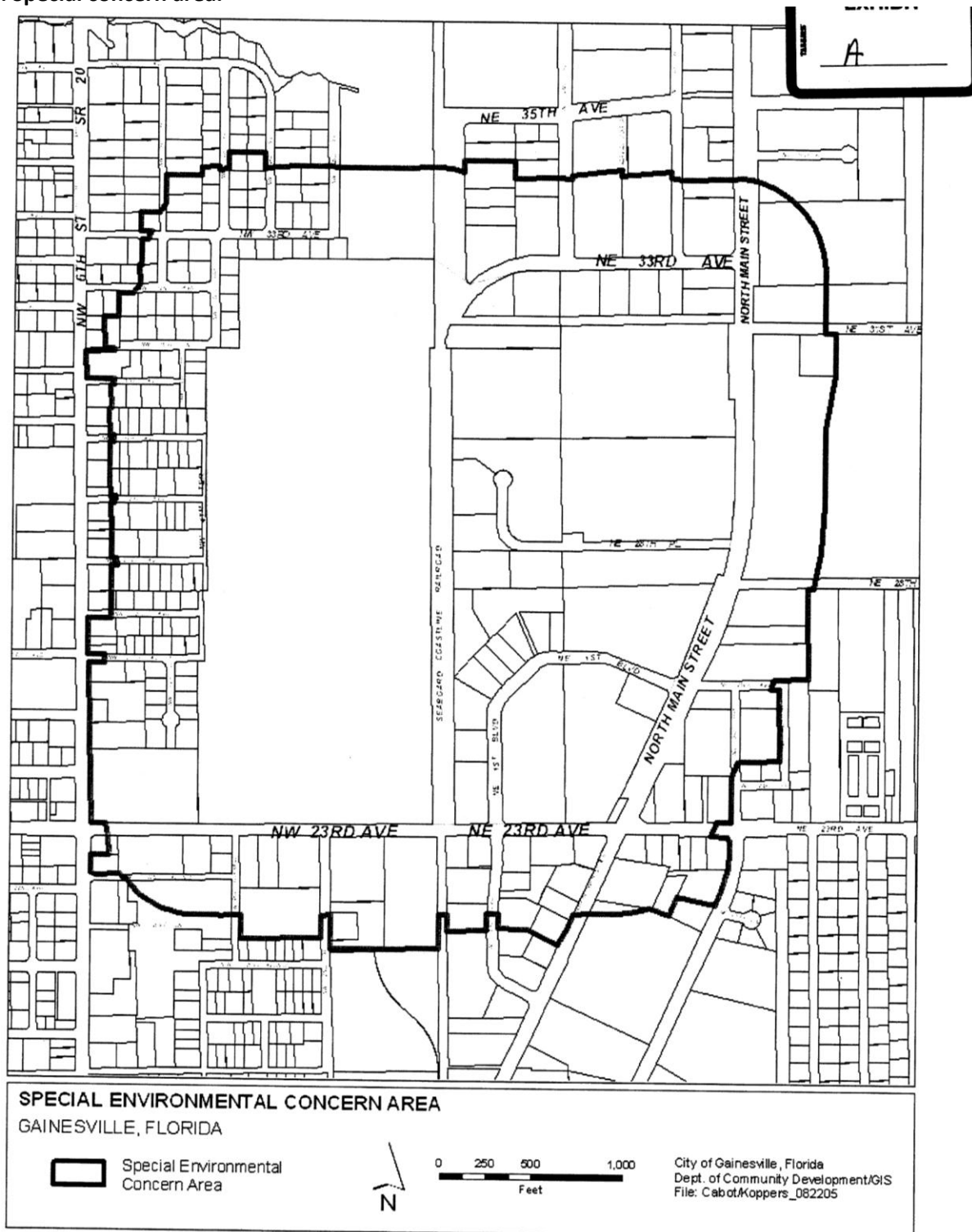
- i. The location and characteristics of streets and other rights-of-way, sidewalks, utilities and landscaping elements.
 - ii. The dimensions and grading of building sites and the dimensions and siting of structures.
 - iii. The location and characteristics of permissible intensity and types of development.
 - iv. Any other factor deemed relevant to the safety, privacy, preservation, protection or welfare of lands within or surrounding the designated area.
- b. Administration. After a special area plan has been adopted, it shall operate in conjunction with the underlying zoning district regulations for the area, and shall be applied and enforced like any other zoning district regulation. Only development consistent with the special area plan shall be permitted.
- c. Amendments to special area plans. Any property owners within a special area plan district may apply for an amendment to the special area plan which shall be subject to review and consideration according to the applicable terms of this section and shall be processed as a text amendment in accordance with Article IV, Division 9. The city commission may amend the special area plan from time to time in accordance with the same standards and procedures as for the original plan.
- d. Extension of district boundaries. Property owners whose land is contiguous to a special area plan district may apply for inclusion in the special area plan district through extension of the district's boundaries. Such an extension shall be subject to review and consideration according to the applicable terms of this section and shall be processed as a rezoning in accordance with Article IV, Division 9. The city commission may extend the special area plan from time to time in accordance with the same standards and procedures as for the original plan.

Section 30-5.42. Special environmental concern area.

- A. Purpose. This overlay is established for the purpose of protecting the immediate and long-term potable water supply by creating a procedure for projects going through development review in any area designated by the U.S. Environmental Protection Agency as a superfund area, and that certain area adjacent to the superfund area, hereinafter referred to as a special environmental concern area (Area). Additionally, this overlay is established for the purpose of providing special review and care for any development in the Area.
- B. New construction. In the Area, all new construction projects (except for the construction of a single-family home on a lot of record) are required to follow the process as stated below:
1. The applicant/owners of all development projects in the Area shall schedule and attend a mandatory first-step meeting.
 2. The applicant shall schedule and hold a neighborhood workshop in accordance with the neighborhood workshop guidelines.
 3. Following the neighborhood workshop, and as a condition precedent to proceeding with a development project in the Area, the applicant shall file an application for development review and a wellfield special use permit pursuant to Article IV.
 4. A completed copy of the above-referenced application shall be submitted by the applicant to the following agencies for review and comment:
 - a. United States Environmental Protection Agency.
 - b. Florida Department of Environmental Protection.

- c. Gainesville Regional Utilities.
 - d. Responsible Party for Remedial Action.
 - e. Occupational Health and Safety Administration (OSHA) (Health and Safety Plan Review).
 - f. Alachua County Department of Environmental Protection.
5. Following the period allowed for receipt of comment from the agencies listed above and from the city manager or designee, the applicant may proceed through the development review and wellfield special use permit process as described in the Code. The applicant shall respond to all comments and concerns of the reviewing agencies throughout the development review process and prior to receiving final approval.
 6. Hold harmless and indemnification agreement. By filing an application for development in the special environmental concern area, the owner(s) shall be required to sign a hold harmless and indemnification agreement with the city, releasing the city from any liability associated with the development of the site.
- C. Reuse of existing buildings and interior remodeling. All reuse projects that do not involve the excavation of soil or the drilling of wells are exempt from the requirements of subsection B above, but shall otherwise comply with the development review and wellfield protection processes stated in the Code.
- D. Conflict with other laws. In the event of a conflict between the provisions of this ordinance and any state or federal law, rule or regulation, the more stringent requirement will apply.

Figure 1: Special concern area.



Appendix A

Figure 1-1: Power District Height Limits

