



MEMORANDUM

Office of the City Attorney

Legistar No. 040757

Phone: 334-5011/Fax 334-2229
Box 46

TO: Mayor and City Commission
City Attorney

DATE: March 14, 2005

RESOLUTION

SUBJECT:

A resolution of the City of Gainesville, Florida, approving and updating the City of Gainesville Residential Density Bonus Points Manual; providing for consistency of the Manual with the policies adopted in the Urban Design, Future Land Use and Transportation Mobility Elements of the 2001 Comprehensive Plan; making certain minor modifications throughout the Manual; adopting the Increased Residential Density Bonus Points Manual as applied to applications for development review received after March 14, 2005; repealing the Density Bonus Points Manual currently in effect; providing an effective date.

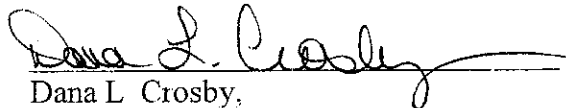
Recommendation: The City Commission (1) approve Petition 194TCH-04 PB, and (2) adopt the proposed Resolution.

This petition proposes to update the City of Gainesville Residential Density Points Manual based on policies adopted in the Urban Design, Future Land Use and Transportation Mobility Elements of the 2001 Comprehensive Plan. Revisions to this Manual also strive to correct errors detected in the Manual since it was last revised and adopted in 1992.


The Plan Board heard the petition and recommended that it be approved.

Public notice was published in the Gainesville Sun on January 4, 2005. The Plan Board held a public hearing January 20, 2005. Planning Division staff recommended that the Plan Board approve the petition. The Plan Board recommended that the City Commission approve Petition 194TCH-04 PB. Plan Board vote 6-0.

Prepared by:


Dana L. Crosby,
Assistant City Attorney

Approved and Submitted by:


Marion J. Radson,
City Attorney

Resolution No. _____

Date: _____

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3 **A resolution of the City of Gainesville, Florida, approving and**
4 **updating the City of Gainesville Residential Density Bonus Points**
5 **Manual; providing for consistency of the Manual with the policies**
6 **adopted in the Urban Design, Future Land Use and Transportation**
7 **Mobility Elements of the 2001 Comprehensive Plan; making certain**
8 **minor modifications throughout the Manual; adopting the Increased**
9 **Residential Density Bonus Points Manual as applied to applications**
10 **for development review received after March 14, 2005; repealing the**
11 **Density Bonus Points Manual currently in effect; providing an**
12 **effective date.**

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15 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE**
16 **CITY OF GAINESVILLE, FLORIDA:**

17 **Section 1.** The Increased Residential Density Bonus Points Manual, a copy being
18 attached hereto as Exhibit A, is hereby approved and authorized as the document to be used
19 forward from the effective date when awarding development density points in accordance with
20 the provisions of the City's Land Development Code.

21 **Section 2.** The Density Bonus Points Manual, approved by Resolution of the City
22 Commission on May 27, 1992 (resolution R-92-24), and currently in effect is hereby repealed
23 except as applied to applications for development review filed on or before March 14, 2005.

24 **Section 3.** When awarding development density points in accordance with the provisions
25 of the City's Land Development Code on applications for development review received after
26 March 14, 2005, the City Manager or designee is hereby authorized and directed to use the
27 criteria stated in the Increased Residential Density Bonus Point Manual, attached hereto as
28 Exhibit A.

29 **Section 3.** This resolution will become effective upon final adoption

DRAFT

2-22-05

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PASSED AND ADOPTED this ____ day of _____, 2005.

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ATTEST:

Approved as to form and legality

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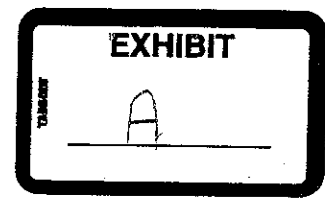
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KURT M. LANNON
CLERK OF THE COMMISSION

MARION J. RADSON
CITY ATTORNEY



Increased Residential Density Bonus Points

Manual

City of Gainesville, Florida
February 18, 2005

Increased Residential Density Bonus Points Manual

(1) Purpose.

The Increased Residential Density Points Manual is established to encourage new development and redevelopment that is designed to exceed minimum standards for quality. Within RMF-6, 7, 8, RMU, RH-1 & 2 districts, increases in development density above the minimum allowed by right in the zoning district, may be allowed should an applicant achieve City objectives as described in this manual, and if the applicant can demonstrate that the increased density will be compatible with neighboring properties and the health, safety and welfare of the general public. For each objective achieved by the applicant, certain points shall be credited to the project. Those points, calculated in accordance with this manual and the applicable zoning district regulations, shall determine the maximum allowable density.

(2) Objectives and Available Points.

Increased development density points are awarded for objectives listed in Table 1:

Replace Table 1. Development Density Points, with the following:

Table 1. Residential Development Density Points

Objective	Points
Cross-Ventilation	6
Solar Hot Water, Electric, or Air	8
Structure Shading	6
Separate Pedestrian/Bicycle Access	14
Parking Structure	20
Bus Shelter	4
Additional Street Trees	5
Retention of Existing Building/Design	13
Off-Street Parking	17
Front Porch	9
Traffic Calming	12
Compact Development	18
Affordable Housing	10
Greenway Corridor Dedication	13
Build-To Lines	20
Building Height	10
Block Length and Cross-Access	12
Residential Building Orientation	10
Mixed Use Development	25
Construction Materials & Building Color	10
Total Points Available	242

(3) Qualifying for Increased Residential Density

All proposed development requesting an increase in residential density above the minimum allowed by right in the zoning district shall provide a development application indicating that development approval is requested through compliance with the Increased Residential Density Points Manual. The applicant shall be responsible for the information necessary to show how the proposed development complies with objectives for which the applicant wishes to be awarded density points. All devices, structures, facilities, trees, landscape areas, features, or design criteria for which increased residential density points may be awarded for any development must be clearly shown on an approved site plan. The development review board, on examining this information and determining which objectives have been achieved, shall then allow the applicant to begin using the density outlined in the specific zoning district. The development review board shall be the sole deciding authority on whether or not any objective is met and increased residential density points are awarded. No certificate of occupancy shall be issued until a development is completed in accordance with the approved site plan.

Objectives used to obtain density bonus points cannot be used to meet required standards established in the Transportation Concurrency Exception Area (TCEA) for mitigation of the development's transportation impacts.

(b) Objectives: Minimum Requirements for Scoring Points.

1. Cross-ventilation.

Intent: To moderate hot, humid climates by cooling and drying dwelling units, thereby conserving energy.

Criteria to Achieve: Each dwelling unit must be cross-ventilated by the use of either mechanical means designed to bring in fresh air from outdoors at a minimum air exchange rate of 20 cubic feet per minute for each 300 square feet of floor area or by natural cross-ventilation. A dwelling unit will be considered naturally cross-ventilated if there is a screened window or windows with at least 5 square feet of opening to the outdoors, located on each of 2 walls in the same room, or in separate rooms, with opposite or nearly opposite exposures, on each floor of the unit.

2. Solar Hot Water, Electric, or Air.

Intent: To reduce residential consumption of non-renewable fossil fuel energy.

Criteria to Achieve: Installation of solar water heaters, photovoltaic panels, and/or solar space heating (either active or passive) systems. Solar facility shall be installed for each individual dwelling unit, or through a common system supplying each dwelling unit. The unit shall be designed to be the primary heat or electrical source for the dwelling units being served.

3 Structure Shading.

Intent: To use existing and proposed trees to shade the east and west exposures of a building, which reduces significantly the amount of solar radiation of a building's exterior surfaces. Large trees that are deciduous or semi-deciduous provide shade in hot seasons and allow solar radiation in cold weather. High-branching trees also allow good circulation.

Criteria to Achieve: The eastern exposures (facing between 45 degrees and 135 degrees from True North) of all principal structures will be at least 40 percent shaded by trees when measured at 9:00 a.m. on August 21, within a period of 10 years, based on the required minimum planting size and expected canopy. All southern exposures (facing between 135 degrees and 225 degrees from True North) of all principal structures will be so shaded when measured at 1:00 p.m. on August 21. All western exposures (facing between 22 degrees and 315 degrees from True North) of all principal structures will be so shaded when measured at 5:00 p.m. on August 21. Shading may be through use of either existing trees, or planted deciduous or semi-deciduous street trees or buffer trees from the Gainesville Tree List.

4. Separate Pedestrian/Bicycle Access.

Intent: To promote non-auto transportation modes in order to increase transportation choices available to citizens.

Criteria to Achieve: A majority of the project dwelling units shall be directly linked to a pedestrian/bicycle path which provides non-vehicular access from the dwelling units to off-site land uses including schools, parks, other residential developments, commercial/shopping developments, employment centers, or social service centers. The path shall be dedicated for perpetual use as a non-motorized transportation corridor.

5. Parking Structure.

Intent: To promote compact, walkable design by use of parking structures, which consume substantially less land area, per parking space, than a surface parking lot. To the extent that such structures reduce or eliminate the need for surface parking, they promote compatibility with nearby residential neighborhoods and improve the character of streets.

Criteria to Achieve: At least 50 percent of the total provided parking spaces are located within a parking structure (defined as layers of parking stacked vertically, or as a parking layer over another use, under another use, or both). The structure must be set back at least 30 feet from the property lines of all adjacent streets in order to allow space for "liner" buildings that are required by Policy 1.2.10 of the Urban Design Element.

6. Bus Shelter.

Intent: To encourage the use of buses as a transportation mode.

Criteria to Achieve: The applicant shall construct a bus shelter, as approved by the city manager, within 1320 feet of at least half of the dwelling units of the project.

7. Additional Street Trees.

Intent: To provide shade, enclosure, visual scale, and aesthetic appeal along community transportation routes.

Criteria to Achieve: One tree shall be provided for every 25 feet of street frontage. Trees shall be within 5 feet of the right-of-way of street frontage (or if a public utility easement exists outside of the right-of-way, placed where feasible to best shade the sidewalk, street, or both). Trees must be street trees from the Gainesville Tree List, and must be either preserved, existing, mature trees, or installed trees. Each installed tree shall be at least 25 gallons, as shown in the Gainesville Landscape and Tree Management Ordinance. Installed trees shall have a minimum planting bed of 25 square feet. If at least 50 percent of the required street trees are preserved, existing, mature trees, 4 points shall be awarded under this objective; otherwise, 2 points shall be awarded.

8. Retention of Existing Building/Design.

Intent: To preserve historically, culturally, or architecturally significant buildings, and improve the compatibility of new developments with the surrounding neighborhood.

Criteria to Achieve: At least 70 percent of the new residential dwelling units of a project are established within an existing building recognized (or eligible) by local, state, or national registries for historic, cultural, and/or architectural significance. Alternatively, if all primary structures of significance are retained in their entirety as part of the project, regardless of the number of dwelling units incorporated. Any expansion of the existing building must be historically and architecturally consistent with the existing building and the surrounding neighborhood.

9. Off-street Parking.

Intent: In general, off-street parking should be on the side or rear of the building to promote quality of life and high quality urban design, not dominate the front yard, and not dominate the streetscape. A good pedestrian environment is important competitive leverage for walkable areas over other commercial areas. Parking areas located in front of buildings are inconvenient and unpleasant for pedestrians.

10. Front Porch.

Intent: To encourage neighborliness and street activity by children and pedestrians.

Criteria to Achieve: A front porch is an un-airconditioned, roofed structure attached to the front (and along a sidewalked street side) of the dwelling unit. The porch shall be attached to at least 25 percent of the dwelling units. Each porch shall have a minimum depth of 8 6 feet and a minimum width of 12 feet. Except for supporting columns, front porches shall not be enclosed above 3 feet, as measured from the finished floor of the porch. All or a part of the porch may encompass a ramp providing handicap access, and may encroach up to 10 feet into the front setback.

11. Traffic Calming

Intent: To reduce vehicle speed to improve traffic safety, reduce noise, and enhance the comfort level of pedestrians and bicyclists.

Criteria to Achieve: Traffic circles, roundabouts, speed humps, speed tables, chicanes, design vehicle speed for internal streets not exceeding 20 mph, curb radius at intersections no more than 15 feet, or streets no wider than 24 feet, as approved by the city manager or designee, shall be installed.

12. Compact Development

Intent: To reduce the number and length of vehicle trips to discourage auto use, energy consumption, pollution, and urban sprawl, increase urban vibrancy, increase travel independence and choice, and increase quality of life.

Criteria to Achieve: The project shall be within, or adjacent to, the boundaries of the Traditional City, University Heights, College Park, and the Community Redevelopment Agency areas or other designated mixed-use neighborhood or activity center. Or at least half of the dwelling units of the project shall be within:

1320 feet of the Traditional City or the East Side Redevelopment District.

1320 feet of a neighborhood shopping center, 2500 feet of a community shopping center, or 4000 feet of a regional shopping center.

10,000 feet of a Park-n-Ride Lot.

5000 feet of the University of Florida or Santa Fe Community College Downtown Center.

2500 feet of a neighborhood park (excluding schools) or 5000 feet of a community park.

13. Affordable Housing

Intent: To increase the availability of affordable housing to lower income citizens who are otherwise renting a home due to inability to afford home ownership. In addition, to achieve the benefits associated with the neighborhood integration of varying incomes.

Criteria to Achieve: Affordable housing is defined as housing which has monthly rent or monthly mortgage payments including taxes and insurance not exceeding 30 percent of the median annual gross income for households in Florida. However, it is not the intent to limit an individual household's ability to devote more than 30 percent of its income for housing, and housing for which a household devotes more than 30 percent of its income shall be deemed affordable if the first institutional mortgage lender is satisfied that the household can afford mortgage payments in excess of the 30 percent benchmark. At least 10 percent of the project shall be set aside as affordable housing.

14. Greenway Corridor Dedication.

Intent: To enhance non-motorized and transportationally-disabled travel access between land uses, increase property values, promote neighborliness, provide for recreation and exercise, increase tourism and recruitment of new businesses, encourage local acquisition of federal/state/private grants, provide wildlife corridors, and conserve environmentally significant features

Criteria to Achieve: For developments which contain a portion of a designated greenway, a right-of-way or trail easement of at least 25 linear feet shall be dedicated to the city under Sec. 30-308, Greenway District.

15. Setbacks and Build-To Lines.

Intent: The intent of a build-to line is to pull the building facade close to the street and streetside sidewalk. By doing so, building facades along a block face will be aligned to form a street edge that frames the public realm, while retaining sufficient width for people to walk, and sufficient space to provide a formal landscape created by street trees. The street edge shapes the public realm to provide a sense of comfort and security for the public space. Buildings closer to the street sidewalk have more of a human scale, and allow for the construction of canopies which create shade and shield the pedestrian from wet weather. Shops and offices are usually closest, multi-family is intermediate, and single-family is furthest. The distance is such that a front porch or outdoor area, if located with the building, is a conversational distance from the sidewalk, and enough room is retained for ample sidewalk width and street trees.

Criteria to Achieve: In most instances, the build-to line shall be 20 feet from the curb or edge of pavement for at least 70 percent of the building facade, or any building wall that faces a street. At the build-to distance, the front facade or other building wall of the primary building shall be parallel to the street it faces. The build-to line shall apply to the building facade or other building wall even along street sides (except rear) not facing the more primary street. Factors to be considered for variations to this build-to line shall be as follows:

- * When considering a closer build-to line, the building facade or other building wall shall, in most instances, be no closer than 14 feet from the curb or edge of pavement along an arterial, 12 feet along a collector, and 11 feet along a local street, to leave space for adequate sidewalks and tree strips.
- * When the proposed building is adjacent to existing buildings on an abutting property the facade or other building wall shall, in most instances, be built at the facade of the adjacent building closest to the street, or at the 20-foot build-to line, whichever is closer to the street.
- * The appropriate reviewing board, city manager or designee can approve a facade or other building wall closer to or further from the curb or edge of pavement than the previously listed distances so that a consistent street edge of adjacent buildings can be maintained.
- * Buildings on corner lots or buildings on more than one street frontage shall, in most instances, have the 20-foot build-to line requirement on the more primary street frontage area

* The standards described in this subsection shall supersede any landscape buffer width requirements found in Article VIII of the Land Development Code for frontage areas, except in front of surface parking lots. Stoops, stairs, chimneys, and bay windows are allowed to extend beyond the build-to line as long as they do not exceed more than 25 percent of the front façade or other building wall. Open porches, projecting signs, balconies, arcades, awnings and outdoor cafes may also extend beyond the build-to line. However, at least 5 feet of unobstructed sidewalk width and room for any required tree strip must be retained.

16 Building height.

Intent: Multi-story buildings create the “verticality” necessary to form a pleasant sense of enclosed space or an “outdoor room.” They tend to be of an intensity that supports viable transit service.

Criteria to Achieve: In non-single-family residential areas, buildings shall be at least 2 stories in height

17 Block length and cross-access.

Intent: Block faces that are modest in length promote travel convenience for pedestrians and bicyclists.

Criteria to Achieve: The maximum length of a block face is 480 feet, unless shortened with cross-access sidewalks, arcades or alleys, so that the face is no more than 480 feet. When possible, access routes between adjacent parcels—particularly residential and non-residential—shall be created, so that travel can occur along routes other than the more primary streets serving the parcels. When walls, fences or berms surround a property that accommodates public access, breaks or openings in these features shall be incorporated to avoid excessive block lengths

Off-street parking lots shall be linked with off-street vehicular, bicycle, and pedestrian connections.

18. Residential Building Orientation.

Intent: Provide more vibrant energy and walkability to activate a streetside sidewalk when individual units have an entrance facing the street.

Criteria to Achieve: All residential units fronting a street shall have its main entrance facing the streetside sidewalk from the outside at ground level. At least 5 units must front the street and be provided such an entrance to qualify for points.

19. Mixed Use.

Intent: Create walkable, compact, vibrant, safe neighborhoods through mixed-use buildings.

Criteria to Achieve: When allowed by the zoning district, residential units are found within the same building as non-residential uses such as office or retail. The non-residential portion of the building is at least 500 square feet in floor area.

20 Construction Materials and Building Color.

Intent: Create building compatibility.

Criteria to Achieve: Building construction materials and building colors shall be compatible with other buildings in the vicinity. The use of black, high-reflectance or fluorescent (e.g., purple, orange, pink, lime, yellow) colors and materials are not used as the predominant exterior building color or material, or for major trim features on a building and major sign elements. Light-reflective value does not exceed 50 percent. Building colors other than minor trim do not exceed 6 in chroma and 6 in value on the Munsell Color Scale.

City of
Gainesville

Inter-Office Communication

Planning Division
X5022, FAX x2282, Station 11

Item No. 10

TO: City Plan Board

DATE: January 20, 2005

FROM: Planning Division Staff

SUBJECT: Petition 194TCH-04 PB. City of Gainesville. Revise/update the City of Gainesville residential Density Bonus Points Manual.

Recommendation

Staff recommends approval of Petition 194TCH-04 PB.

Explanation

This petition proposes to update the City of Gainesville Residential Density Points Manual based on policies adopted in the Urban Design, Future Land Use and Transportation Mobility Elements of the 2001 Comprehensive Plan. Revisions to this Manual also strive to correct errors detected in the Manual since it was last revised.

Recommendation

Revise the City of Gainesville Residential Density Points Manual as shown in the attachment.

Respectfully submitted,

Ralph Hilliard

Ralph Hilliard
Planning Manager

DM:DN

Attachment
Residential Density Points Manual

Increased Residential Density Bonus Points

Manual

[UDE Policy 2.1.3 The City shall revise the “density bonus points manual” referenced in Article IV of the Gainesville Land Development Code to further encourage the development of quality walkable, urban development patterns]

City of Gainesville, Florida
January 12, 2005

Increased Residential Density Bonus Points Manual

(1) Purpose

The Increased Residential Development Density Intensity Points Manual System is established to encourage new development and redevelopment that is designed to exceed minimum standards for quality. Within RMF-6, 7, 8, RMU, RH-1 & 2 districts, increases in development density intensity above the minimum allowed by right in the zoning district, may be allowed should an applicant achieve City objectives as described set forth in this manual section, and if the applicant can demonstrate that the increased density intensity will be compatible with neighboring properties and the health, safety and welfare of the general public. For each objective achieved by the applicant, certain points shall be credited to the project. Those points, calculated in accordance with this manual section and the applicable zoning district regulations, shall determine the maximum allowable density intensity.

(2) Objectives and Available Points.

Increased development density intensity points are awarded for objectives listed in Table 1:

Replace Table 1. Development Density Points, with the following:

Table 1. Residential Development Density Points

Objective	Points
Cross-Ventilation	6
Solar Hot Water, Electric, or Air	8
Structure Shading	6
Separate Pedestrian/Bicycle Access	14
Parking Structure	20
Bus Shelter	4
Additional Street Trees	5
Retention of Existing Building/Design	13
Off-Street Parking	17
Front Porch	9
Traffic Calming	12
Compact Development	18
Affordable Housing	10
Greenway Corridor Dedication	13
Build-To Lines	20
Building Height	10
Block Length and Cross-Access	12
Residential Building Orientation	10
Mixed Use Development	25
Construction Materials & Building Color	10
Total Points Available	242

~~(3) Bonus Points.~~

~~A 5 percent bonus will be awarded to a project which is credited with a certain minimum number of points in any category. The criteria categories and minimum points are shown in Table 1. For each minimum achieved, 10 bonus points (five percent of the 200 possible points) will be awarded.~~

(3) Qualifying for Increased Residential Development Density Intensity

~~(a) — Submittals.~~

~~All proposed development requesting an increase in residential density development intensity above the minimum allowed by right in the zoning district shall provide a development application indicating that development approval is requested through compliance with the Increased Residential Density Development Intensity Points Manual System. The applicant shall be responsible for the information necessary to show how the proposed development complies with objectives for which the applicant wishes to be awarded density intensity points. All devices, structures, facilities, trees, landscape areas, features, or design criteria for which increased residential density development intensity points may be awarded for any development must be clearly shown indicated on an approved site plan. The development review board, ~~on upon~~ examining this such information and determining which objectives have been achieved, shall then allow the applicant to begin using ~~proceed on~~ the density intensity limits outlined in the specific zoning district. The development review board shall be the sole deciding authority on whether or not any objective is met and increased residential density development intensity points are awarded. No certificate of occupancy shall be issued until a development is completed in accordance with the approved site plan~~

~~Objectives used to obtain density bonus points cannot be used to meet required standards established in the Transportation Concurrency Exception Area (TCEA) for mitigation of the development's transportation impacts.~~

~~(b) Objectives: Minimum Requirements for Scoring Points.~~

~~(b) Minimum Requirements for Achieving Objectives.~~

~~1. Solar Access.~~

~~*Intent:* To maximize current and future potential use of solar energy on the site by preserving the availability of the site or site buildings to solar energy from the sun. Solar access is preserved, in other words, when the airspace between the sun and potential solar energy collection locations on the site remains free from shading by trees, buildings or other obstructions.~~

~~*Criteria to Achieve:* At least 80 percent of the principal structures shall be oriented so that their long axis runs east/west with a 20-degree variation to northwest and 35-degree variation to the southwest (or that orientation which assures each dwelling unit of south-facing solar access), in order to maximize the southern exposure of the structure and its roof. Building and roof design and orientation shall enable the dwelling unit to use passive solar systems as the primary source of heat or electricity for the dwelling unit. In part, this shall be achieved by design and orientation which allows all south-facing walls, and locations for solar space heaters and roof-top solar hot water collectors, to remain unshaded on December 21 between the hours of 10:00 a.m. and 2:00 p.m., except for that shading caused by the branches of deciduous trees. This shall be demonstrated, in part, by~~

~~submitting a tree and building shadow plan of the site. The plan shall indicate shadows cast by the solar zenith on December 21 and June 21 at an azimuth of 45 degrees plus and minus due south.~~

1. Cross-ventilation.

Intent: To moderate hot, humid climates by cooling and drying dwelling units, thereby conserving energy.

Criteria to Achieve: Each dwelling unit must be cross-ventilated by the use of either mechanical means designed to bring in fresh air from outdoors at a minimum air exchange rate of 20 cubic feet per minute for each 300 square feet of floor area or by natural cross-ventilation. A dwelling unit will be considered naturally cross-ventilated if there is a ~~screened sliding glass door which opens to the outdoors~~, or a screened window or windows with at least 5 square feet of opening to the outdoors, located on each of 2 walls in the same room, or in separate rooms, with opposite or nearly opposite exposures, on each floor of the unit.

~~3. Building Orientation.~~

~~**Intent:** To use the positive natural moderating influences of shape, shade, and wind to produce comfortable living environments during hot weather. Such a design conserves energy.~~

~~**Criteria to Achieve:** All principal structures of a development must be of a basic rectangular shape, with a major axis between 1 1/2 to 3 times the minor axis; all such principal structures must be situated so that the minor axis of each one is aligned between 15 degrees west of True North and 5 degrees east of True North.~~

2. Solar Hot Water, Electric, or Air.

Intent: To reduce residential consumption of non-renewable fossil fuel energy.

Criteria to Achieve: Installation of solar water heaters, photovoltaic panels, and/or solar space heating (either active or passive) systems. Solar facility shall be installed for each individual dwelling unit, or through a common system supplying each dwelling unit. The unit shall be designed to be the primary heat or electrical source for the dwelling units being served.

3 Structure Shading.

Intent: To use existing and proposed trees to shade the east and west exposures of a building, which reduces significantly the amount of solar radiation of a building's exterior surfaces. Large trees that are deciduous or semi-deciduous provide shade in hot seasons and allow solar radiation in cold weather. High-branching trees also allow good circulation.

Criteria to Achieve: The eastern exposures (facing between 45 degrees and 135 degrees from True North) of all principal structures will be at least 40 percent shaded by trees when measured at 9:00 a.m. on August 21, within a period of 10 years, based on the required minimum planting size and expected canopy. All southern exposures (facing between 135 degrees and 225 degrees from True North) of all principal structures will be

so shaded when measured at 1:00 p.m. on August 21. All western exposures (facing between 22 degrees and 315 degrees from True North) of all principal structures will be so shaded when measured at 5:00 p.m. on August 21. Shading may be through use of either existing trees, or planted deciduous or semi-deciduous street trees or buffer trees from the Gainesville Tree List.

~~6. Glazing Shading.~~

~~*Intent:* To reduce heat transfer through glazing surfaces in order to reduce energy needed for cooling.~~

~~*Criteria to Achieve:* All glazing which is not oriented within 10 degrees of True North must be shaded to protect from direct solar radiation for the hours of 9:00 a.m., 11:00 a.m., 1:00 p.m., 3:00 p.m., and 5:00 p.m. on August 21. For each of such hours, the total unshaded glazing surface area shall be calculated, and the amounts of unshaded area for each hour shall be added to arrive at an accumulated total. The accumulated total unshaded glazing area may not exceed 5 percent of the total floor area. Glazing shading may be accomplished by exterior mounted shutters, awnings or overhangs, existing vegetation, or other suitable shading devices, as approved by a certified energy auditor or engineer.~~

4. Separate Pedestrian/Bicycle Access.

Intent: To promote non-auto transportation modes in order to increase transportation choices available to citizens.

Criteria to Achieve: A majority of the project dwelling units shall be directly linked to a pedestrian/bicycle path which provides non-vehicular access from the dwelling units to off-site land uses including schools, parks, other residential developments, commercial/shopping developments, employment centers, or social service centers. The path shall be dedicated for perpetual use as a non-motorized transportation corridor, and shall be at least 15 feet in width.

~~8. Covered or Underground Parking Under Building.~~

~~*Intent:* (1) To shade pavement in order to reduce the preventing a superheating of the site from solar radiation; (2) To screen and enclose the parking in order to improve site aesthetics; and (3) To reduce the total impervious surface lot coverage.~~

~~*Criteria to Achieve:* (1) At least 50 percent of the total required parking spaces are located under principal structures, underground or in a covered parking structure, and (2) if the remaining required parking spaces are located with a principal structure directly to the south.~~

5. Parking Structure.

Intent: To promote compact, walkable design by use of parking structures, which consume substantially less land area, per parking space, than a surface parking lot. To the extent that such structures reduce or eliminate the need for surface parking, they promote compatibility with nearby residential neighborhoods and improve the character of streets.

Criteria to Achieve: At least 50 percent of the total provided parking spaces are located within a parking structure (defined as layers of parking stacked vertically, or as a parking layer over another use, under another use, or both). The structure must be set back at least 30 feet from the property lines of all adjacent streets in order to allow space for "liner" buildings that are required by Policy 1.2.10 of the Urban Design Element.

~~9. Bicycle Storage.~~

~~Intent: To promote the use of bicycles as a transportation mode.~~

~~Criteria to Achieve: Space shall be provided providing space for the storage of at least two bicycles for each dwelling unit. Such storage spaces shall be sufficient to provide secure and convenient storage of bicycles and bulk items, and may be provided at each in individual dwelling units or in common storage rooms. If within individual dwelling units, such space shall have an area of at least 16 square feet, with a minimum dimension of 4 feet, plus an additional 5 square feet for each bedroom over 2. Common storage spaces must be located convenient to the dwelling units they serve and may be in the form of individual enclosed bicycle lockers or groups of such lockers.~~

~~6. Bus Shelter.~~

~~Intent: To encourage the use of buses as a transportation mode.~~

~~Criteria to Achieve: The applicant shall construct a bus shelter, as approved by the city manager, within 1320 feet of at least half of the dwelling units of the project.~~

~~11. Xeriscape.~~

~~Intent: To promote landscape vegetation with low irrigation, fertilizer, pesticide, and maintenance needs.~~

~~Criteria to Achieve: (1) Less than 500 square feet of turf grass per dwelling unit; (2) Less than 40 percent of the total landscape area is turf grass; (3) Soil improvements are by organic material amendments; (4) vegetation is zoned for efficient irrigation (plants with similar water needs grouped together); (5) plant selection is consistent with the intent of this objective; and (6) organic and/or inorganic mulches are used.~~

~~12. Additional Landscaping.~~

~~Intent: To provide additional site cooling, screening, enclosure and air filtration, aesthetics, noise buffering, and wildlife habitat.~~

~~Criteria to Achieve: At least 35 percent of the total square footage of the site shall be landscaped with tree groupings, shrubbery beds, and/or groundcovers. Of this required amount, at least 50 percent shall consist of native north central Florida plant material as listed in "Native Trees and Plants for Florida Landscaping," published by the state department of agriculture. Any plant material commonly designated as having a mature height of more than 4 feet shall not be counted toward the 35 percent landscaping requirement if it is within 10 feet of a principal structure.~~

7. Additional Street Trees

Intent: To provide shade, enclosure, visual scale, and aesthetic appeal along community transportation routes.

Criteria to Achieve: One tree shall be provided for every 25 feet of street frontage. Trees shall be within 5 feet of the right-of-way of street frontage (or if a public utility easement exists outside of the right-of-way, placed where feasible to best shade the sidewalk, street, or both within 5 feet of the easement). Trees must be street trees from the Gainesville Tree List, and must be either preserved, existing, mature trees, or installed trees. Each installed tree shall be at least 25 gallons-8 feet high, as shown indicated in the Gainesville Landscape and Tree Management Ordinance. Installed trees shall have a minimum planting bed of 25 square feet. If at least 50 percent of the required street trees are preserved, existing, mature trees, 4 points shall be awarded under this objective; otherwise, 2 points shall be awarded.

8. Retention of Existing Building/Design.

Intent: To preserve historically, culturally, or architecturally significant buildings, and improve the compatibility of new developments with the surrounding neighborhood.

Criteria to Achieve: At least 70 percent of the new residential dwelling units of a project are established within an existing building recognized (or eligible) by local, state, or national registries for historic, cultural, and/or architectural significance. Alternatively, if all primary structures of significance are retained in their entirety as part of the project, regardless of the number of dwelling units incorporated. Any expansion of the existing building must be historically and architecturally consistent with the existing building and the surrounding neighborhood.

9. Off-street Parking ~~Lot Location at Rear of Structure.~~

Intent: In general, off-street parking should be on the side or rear of the building to promote quality of life and high quality urban design, not dominate the front yard, and not dominate the streetscape. A good pedestrian environment is important competitive leverage for walkable areas over other commercial areas. Parking areas located in front of buildings are inconvenient and unpleasant for pedestrians.

~~To improve the comfort level and convenience of pedestrians and bicyclists, and enhance aesthetics.~~

Criteria to Achieve: No off-street parking is located between the front façade and the street. Parking lots shall be located at the rear of principle buildings, and shall be accessed through a vehicular alley only. This requirement does not apply to on-street parking directly fronting a lot. The front of the lot shall be the shorter lot line which coincides with the right-of-way of the street. For corner lots, the front of the lot is that which has the narrowest street frontage. Parking lots abutting a street or sidewalk shall be screened by a decorative screening wall. Parking lots shall not abut street intersections, be adjacent to squares or parks, or occupy lots which terminate a street vista.

9. ~~Pedestrian Scaled Building Height to Street Ratio.~~

~~**Intent:** To create an enclosed sense of place in order to improve the comfort level of pedestrians and bicyclists.~~

~~**Criteria to Achieve:** The width of the street corridor (as measured by opposing building facades) and the height of the buildings shall be at least a ratio of 1:1 to 3:1. (The width should be no more than 3 times the height. See Figure 1.) Because a development almost never has control of the building across the street, the desired ratio is no more than 1.5:1 as measured from the street centerline. For local and internal streets, the maximum building height to street ratio is 1:3. This ratio shall be achieved for both internal streets and streets which the project fronts on.~~

10. Front Porch.

Intent: To encourage neighborliness and street activity by children and pedestrians

Criteria to Achieve: A front porch is an un-airconditioned, roofed structure attached to the front (and along a sidewalked street side) of the dwelling unit. The porch shall be attached to at least 25 percent of the dwelling units. Each porch shall have a minimum depth of 8 6 feet and a minimum width of 12 feet. Except for insect screening and supporting columns, front porches shall not be enclosed above 3 feet, as measured from the finished floor of the porch. All or a part portion of the porch may encompass a ramp providing handicap access, and may encroach up to 10 feet into the front setback, and will be exempt from lot coverage requirements

~~**18. Street Design.**~~

~~**Intent:** To reduce vehicle speed in order to improve traffic safety, reduce noise, and enhance the comfort level of pedestrians and bicyclists.~~

~~**Criteria to Achieve:** Local and internal street width shall be no wider than 24 feet, as measured face of curb to face of curb. No additional street right of way shall be acquired for future street widening. There shall be no subdivision covenants or other restrictions placed on the use of the street for on-street parking. If the parking lane is provided on only one side of the street, there shall be installed a planting strip, at least 5 feet wide, between the opposite sidewalk and travel lane. Sidewalks are required on both sides of the street, and shall be no less than 6 feet wide. The design vehicle speed for internal streets shall not exceed 20 mph. Streets must be of curb and gutter design. At intersections, the curb radius shall be no more than 15 feet. The clear zone radius shall be in accordance with the code of ordinances.~~

11 Traffic Calming Circles

Intent: To reduce vehicle speed in order to improve traffic safety, reduce noise, and enhance the comfort level of pedestrians and bicyclists.

Criteria to Achieve: Traffic circles, roundabouts, speed humps, speed tables, chicanes, design vehicle speed for internal streets not exceeding 20 mph, curb radius at intersections no more than 15 feet, or streets no wider than 24 feet, as approved by the

city manager or designee, shall be installed at intervals no greater than 650 feet on all internal streets.

12. Compact Development.

Intent: To reduce the number and length of vehicle trips ~~in order~~ to discourage auto use, energy consumption, pollution, and urban sprawl, and increase urban vibrancy, increase travel independence and choice, and increase quality of life

Criteria to Achieve: ~~For the CCD and Activity Center Objective, The project shall be within, or adjacent to, the boundaries of the Traditional City, University Heights, College Park, and the Community Redevelopment Agency areas CCD or other designated mixed-use neighborhood or activity center. Or For all other compact development objectives, at least half of the dwelling units of the project shall be within:~~

1320 feet of the Traditional City or the East Side Redevelopment District.

1320 feet of a neighborhood shopping center, 2500 feet of a community shopping center, or 4000 feet of a regional shopping center.

10,000 feet of a Park-n-Ride Lot

5000 feet of the University of Florida or Santa Fe Community College Downtown Center.

2500 feet of a neighborhood park (excluding schools) or 5000 feet of a community park.

~~13. Excess Parking.~~

~~Intent: To reduce stormwater runoff, water pollution, flooding, and superheating of the site. In addition, to increase pedestrian and bicyclist comfort.~~

~~Criteria to Achieve: For projects which are required to install 100 spaces or less, installation of 20 percent above the required parking spaces shall be penalized by this objective. For projects which are required to install more than 100 spaces, 20 or more excess spaces shall be penalized.~~

13. Affordable Housing.

Intent: To increase the availability of affordable housing to lower income citizens who are otherwise renting a home due to inability to afford home ownership. In addition, to achieve the benefits associated with the neighborhood integration of varying income classes

Criteria to Achieve: Affordable housing is defined as housing which has monthly rent or monthly mortgage payments including taxes and insurance not exceeding 30 percent of the median annual gross income for households in Florida. However, it is not the intent to limit an individual household's ability to devote more than 30 percent of its income for housing, and housing for which a household devotes more than 30 percent of its income shall be deemed affordable if the first institutional mortgage lender is satisfied that the household can afford mortgage payments in excess of the 30 percent benchmark, is designed and priced to be consistent with the current "Fair Market Rent" established by

~~the Federal Department of Housing and Urban Development (HUD). Such a project shall be awarded 8 points if 10 percent of the housing of the project are set aside as affordable housing. At least 10 percent of the project shall be Such a project shall be awarded 10 points if at least 20 percent of the project is set aside as affordable housing~~

~~23. Special Design for Elderly or Physical/Mental Disability.~~

~~*Intent:* To enhance the safety, convenience, and access of transportationally disabled individuals.~~

~~*Criteria to Achieve:* From 10 to 20 percent of the housing of the project shall be designed for transportationally disabled individuals. At a minimum, each housing unit shall be designed for at least four of the following: (1) interior and exterior "accessible routes," as defined by the federal Americans with Disabilities Act; (2) stair runs with no more than 10 risers between landings; (3) covered & convenient drop-off zones; (4) pedestrian street crossings to neighborhood services; (5) lighted pedestrian routes, entrances, and stairs; (6) a park designed with benches, raised flower beds, and defensible space; (7) congregate living design, including communal kitchen, dining, and living areas; (8) on-site health service center meeting the requirements of the Florida Department of Health & Rehabilitative Services; (9) on-site recreation/activity center.~~

14. Greenway Corridor Dedication.

Intent: To enhance non-motorized and transportationally-disabled travel access between land uses, increase property values, promote neighborliness, provide for recreation and exercise, increase tourism and recruitment of new businesses, encourage local acquisition of federal/state/private grants, provide wildlife corridors, and conserve environmentally significant features.

Criteria to Achieve: For developments subdivisions which contain a portion of a designated greenway, a right-of-way or trail easement of at least 25 linear feet shall be dedicated to the city under in accordance with Article VII, Subdivisions. For developments other than subdivisions, and which contain a designated greenway, a dedication shall be made to the city in accordance with Sec. 30-308 -XX, Greenway Overlay District.

~~25. Enhanced Stormwater Management.~~

~~*Intent:* To enhance the City's efforts to improve water quality, and reduce flood damage and soil erosion.~~

~~*Criteria to Achieve:* The design standard for stormwater management on the site shall be the 100-year critical duration storm event being retained, and only if the soil conditions permit such a design. Basin slopes must be 1:6 or less steep. Basins shall contain at least one recreation facility meeting the minimum design standards described in the Recreation Element of the city comprehensive plan. Basins shall avoid major tree groupings existing on the site, and there shall be no loss of regulated trees to create basins.~~

(5).— Protection of Existing Trees.

~~If any existing trees are to be used to qualify for points for increased development intensity, such trees shall be protected in accordance with the provisions of Article VIII (Landscape and Tree Management).~~

15. Setbacks and Build-To Lines.

Intent: The intent of a build-to line is to pull the building facade close to the street and streetside sidewalk. By doing so, building facades along a block face will be aligned to form a street edge that frames the public realm, while retaining sufficient width for people to walk, and sufficient space to provide a formal landscape created by street trees. The street edge shapes the public realm to provide a sense of comfort and security for the public space. Buildings closer to the street sidewalk have more of a human scale, and allow for the construction of canopies which create shade and shield the pedestrian from wet weather. Shops and offices are usually closest, multi-family is intermediate, and single-family is furthest. The distance is such that a front porch or outdoor area, if located with the building, is a conversational distance from the sidewalk, and enough room is retained for ample sidewalk width and street trees.

Criteria to Achieve: In most instances, the build-to line shall be 20 feet from the curb or edge of pavement for at least 70 percent of the building facade, or any building wall that faces a street. At the build-to distance, the front facade or other building wall of the primary building shall be parallel to the street it faces. The build-to line shall apply to the building facade or other building wall even along street sides (except rear) not facing the more primary street. Factors to be considered for variations to this build-to line shall be as follows:

- * When considering a closer build-to line, the building facade or other building wall shall, in most instances, be no closer than 14 feet from the curb or edge of pavement along an arterial, 12 feet along a collector, and 11 feet along a local street, to leave space for adequate sidewalks and tree strips.
- * When the proposed building is adjacent to existing buildings on an abutting property the facade or other building wall shall, in most instances, be built at the facade of the adjacent building closest to the street, or at the 20-foot build-to line, whichever is closer to the street.
- * The appropriate reviewing board, city manager or designee can approve a facade or other building wall closer to or further from the curb or edge of pavement than the previously listed distances so that a consistent street edge of adjacent buildings can be maintained.
- * Buildings on corner lots or buildings on more than one street frontage shall, in most instances, have the 20-foot build-to line requirement on the more primary street frontage area.
- * The standards described in this subsection shall supersede any landscape buffer width requirements found in Article VIII of the Land Development Code for frontage areas, except in front of surface parking lots.
Stoops, stairs, chimneys, and bay windows are allowed to extend beyond the build-to line as long as they do not exceed more than 25 percent of the front facade or other building

wall. Open porches, projecting signs, balconies, arcades, awnings and outdoor cafes may also extend beyond the build-to line. However, at least 5 feet of unobstructed sidewalk width and room for any required tree strip must be retained.

16. Building height.

Intent: Multi-story buildings create the “verticality” necessary to form a pleasant sense of enclosed space or an “outdoor room.” They tend to be of an intensity that supports viable transit service.

Criteria to Achieve: In non-single-family residential areas, buildings shall be at least 2 stories in height.

17. Block length and cross-access.

Intent: Block faces that are modest in length promote travel convenience for pedestrians and bicyclists.

Criteria to Achieve: The maximum length of a block face is 480 feet, unless shortened with cross-access sidewalks, arcades or alleys, so that the face is no more than 480 feet. When possible, access routes between adjacent parcels—particularly residential and non-residential—shall be created, so that travel can occur along routes other than the more primary streets serving the parcels. When walls, fences or berms surround a property that accommodates public access, breaks or openings in these features shall be incorporated to avoid excessive block lengths.

Off-street parking lots shall be linked with off-street vehicular, bicycle, and pedestrian connections.

18. Residential Building Orientation.

Intent: Provide more vibrant energy and walkability to activate a streetside sidewalk when individual units have an entrance facing the street.

Criteria to Achieve: All residential units fronting a street shall have its main entrance facing the streetside sidewalk from the outside at ground level. At least 5 units must front the street and be provided such an entrance to qualify for points.

19. Mixed Use.

Intent: Create walkable, compact, vibrant, safe neighborhoods through mixed-use buildings.

Criteria to Achieve: When allowed by the zoning district, residential units are found within the same building as non-residential uses such as office or retail. The non-residential portion of the building is at least 500 square feet in floor area.

20. Construction Materials and Building Color.

Intent: Create building compatibility.

Criteria to Achieve: Building construction materials and building colors shall be compatible with other buildings in the vicinity. The use of black, high-reflectance or fluorescent (e.g., purple, orange, pink, lime, yellow) colors and materials are not used as the predominant exterior building color or material, or for major trim features on a building and major sign elements. Light-reflective value does not exceed 50 percent. Building colors other than minor trim do not exceed 6 in chroma and 6 in value on the Munsell Color Scale.

10. **Petition 194TCH-04 PB** City of Gainesville. Revise/update the City of Gainesville residential Density Bonus Points Manual

Mr. Dean Mimms was recognized. Mr. Mimms explained that the manual was used to allow more density than allowed by right in several zoning districts. He noted that the manual was used in administrative site plan review. He reviewed the proposed deletions and additions to the manual. He offered to answer any questions from the board.

Mr. Gold asked how much of an increase in density could be acquired by using the Density Bonus Points Manual.

Chair Pearce stated RMF-6 would go from 10 units per acre by right to 15 units per acre, RMF-7 from 15 to 20, RMF-8 from 20 to 32, RH-1 from 30 to 43, and RH-2 from 80 to 100.

Mr. Gold stated that, at times, he was not in favor of increased density.

Mr. Mimms explained that the ability to gain density was already available in the Code with the existing Density Bonus Points Manual. He noted that the petition before the board involved some revisions to the manual that made for better design and better justified the density increases.

Mr. Tecler asked if some of the density bonus points were the same as the TCEA requirements.

Mr. Mimms noted that in reference to qualifying for increased density the manual stated that, "objectives used to obtain density bonus points cannot be used to meet required standards required in the TCEA for mitigation of the development's transportation impacts."

There was no public comment on the petition.

Mr. Reiskind asked how obtaining 100 points would impact RMF-6.

Mr. Mimms stated that 100 density bonus points would allow an increase of 10 to 13 units per acre in RMF-6 zoning, and 138 points would allow the maximum of 15 units per acre.

Chair Pearce indicated that he had served on the Development Review Board before he served on the Plan Board and he had dealt with density bonus points. He noted that it required a number of standards to increase density and the issue of density bonus points was controversial with respect to some petitions. He pointed out that there was some ambiguity in the wording. He explained that there were inconsistencies that stated, "...may be allowed..." in one place and "...shall be allowed..." in others. He suggested that the language be clarified for consistency.

Mr. Cole agreed that the word "may" could be considered an option and not a requirement like the word "shall."

There was no public comment on the petition.

<u>Motion By:</u> Mr. Cole	<u>Seconded By:</u> Mr. Rwebyogo
<u>Moved to:</u> Approve Petition 194TCH-04 PB.	<u>Upon Vote:</u> Motion Carried 6 - 0 Ayes: Gold, Rwebyogo, Reiskind, Cole, Pearce, Tecler.

