

**TO:** City Plan Board **Item Number: 4**  
**FROM:** Planning & Development Services Department **DATE: July 25, 2019**  
**Staff**  
**SUBJECT:** Petition PB-19-84 TCH. City of Gainesville. Amend Land Development Code Section 30-7.3 to clarify that excess parking restrictions are not applicable to parking structures.

---

**Applicant**

City of Gainesville

**Recommendation**

Approve Petition PB-19-84 TCH.

**Discussion**

This petition proposes to amend the Land Development Code to clarify that regulations which restrict excess parking at a development site are not intended to apply to new parking structures. The Land Development Code specifies the number of parking spaces that may be permitted for a development and allows for additional parking of 10 spaces or 10% of the required number of spaces, whichever is greater, if justified by the applicant. Parking provided in excess is not permissible, as stated in Policy 10.6.1 of the City’s Comprehensive Plan.

The intent of restricting excess parking is to reduce the land area that is dedicated to vehicular parking. This allows for opportunities to preserve green space and contributes to enhancing the pedestrian experience and overall design of a site by reducing the amount of pavement and automobiles as seen from the street. The intent is not to discourage the construction of parking structures; in fact, the Comprehensive Plan specifically encourages their construction in certain areas of the city, and the Land Development Code offers a development bonus of additional building stories and the corresponding increase in building height if structured parking is provided for a new development. The pedestrian experience is addressed by Land Development Code regulations aimed at ensuring that parking structures are designed to address the street and provide screening for ground floor parking. Restrictions on excess parking supports a compact, pedestrian-friendly environment, as does the provision of parking structures.

The Code provides for an exemption from excess parking restrictions for structured parking located within mixed-use and non-residential zoning districts (see Exhibit B), but fails to address development that may occur in other areas of the city such as transect zones. Approval of the

petition would amend Sec. 30-7.3 to state that there shall be no limit on the number of parking spaces within a parking structure, supporting the intent to reduce the proliferation of surface parking lots, but not inhibit the construction of parking structures.

Respectfully submitted,

Brittany McMullen, AICP  
Planner III

### **List of Exhibits**

Exhibit A: Proposed amendment to Sec. 30-7.3 – Structured Parking

Exhibit B: Sec. 30-4.21 – Design Standards (Division 4, Mixed-Use and Nonresidential)

Sec. 30-7.3. - Structured parking.

- A. Development plans for new parking garages as a principal or accessory use shall:
  - 1. Minimize conflict with pedestrian and bicycle travel routes;
  - 2. Provide parking for residents, employees, and/or customers in order to reduce the need for on-site surface parking;
  - 3. Be located and designed to discourage vehicle access through residential streets; and
  - 4. Design facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.
- B. Structured parking shall not be located within 100 feet of property zoned for single-family use.
- C. Accessory automotive detailing may be allowed within structured parking facilities. These accessory uses may be allotted an area equal to no more than five parking spaces within the parking structure. One exterior sign of no more than six square feet at an entrance to the garage is allowed in association with accessory automotive detailing.
- [D. There shall be no limit on the number of parking spaces in parking structures.](#)

EXHIBIT B

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32

**Section 30-4.21. Design Standards.**

A. *Parking.*

1. Motor vehicle parking is required in accordance with Article VII. All motor vehicle parking except a double-loaded row of parking shall be located in the rear and/or interior side of the building, unless such a location is prevented by topography, stormwater retention or significant trees, as determined by the appropriate reviewing board, City Manager or designee. In no case shall more than 50% of the parking be located between the front facade and the primary abutting street, unless modified by the appropriate reviewing board, City Manager or designee. However, driveway entrances and exits to parking areas shall be allowed on the front side of the building. There shall be no limit on the number of parking spaces in parking structures.
2. Bicycle parking spaces shall be installed as required by Article VII. Such parking may encroach into the public right-of-way and may be located within the building frontage and/or landscape zones. Bicycle parking requirements may be waived if public bicycle parking exists to serve the use.

B. *Sidewalks.*

1. All developments, unless provided otherwise in this chapter, shall provide sidewalks along all street frontage. All developments shall provide pedestrian connections from the public sidewalk to the principal building. Entrance sidewalks shall be a minimum of 5 feet of clear width.
2. *Minimum sidewalk widths.*

Multi-Family Residential/Industrial	Commercial/Institutional/Office/Mixed-Use
7 feet	8 feet

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.

C. *Building orientation.* The main entrance of buildings or units shall be located on the first floor on the more primary street.

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

E. *Mechanical equipment.* All mechanical equipment shall be placed on the roof, in the rear or side of the building, and shall be screened with parapets or other types of visual screening.