



**City of Gainesville
Department of Sustainable Development
Planning Division**

PO Box 490, Station 11
Gainesville, FL 32627-0490
306 NE 6th Avenue
P: (352) 334-5022
F: (352) 334-2648

CITY PLAN BOARD STAFF REPORT

PUBLIC HEARING DATE: July 23, 2020

ITEM NO: 3

Legistar # 191126

PROJECT NAME AND NUMBER: PB-19-159 SVA Right-of-Way Vacation for Ardent Mixed Use Development.

APPLICATION TYPE: Request to vacate a 280-foot +/- section of an east/west alley between SW 4th and SW 5th Avenues, west of SW 13th Street and a 150-foot +/- north/south alley west of SW 13th Street. Located between SW 12th and SW 13th Streets, south of SW 4th Ave.

RECOMMENDATION: Staff recommends approval of the Right-of-Way vacation for Petition PB-19-159 SVA, subject to the conditions and comments in the staff report and the recommendations from the Technical Review Committee.

CITY PROJECT CONTACT: Lawrence Calderon, Planner III

APPLICATION INFORMATION:

Agent/Applicant: CHW, Inc., agent for Salmanson Capital, LLC.

Property Owner(s): Herrington Properties, LLC.; Schackow, Richard L & Holly; University Heights Redevelopment Facilitators, LLC; and Gainesville Fla. Campus Federal Credit Union.

Related Petition(s): Special Use Permit for additional density per Petition PB-19-158 SUP.

Legislative History: None

Neighborhood Workshop: A Neighborhood Workshop was not required.

SITE INFORMATION:

Address: 1200 Block of SW 4th Avenue, between SW 4th and SW 5th Avenues.

Parcel Number(s): 13131-000-000; 13132-000-000; 13133-000-000; 13134-000-000; and 13137-000-000.

Acreage: 5,219 sq. ft. (0.1198 acres)

Existing Use(s): Alley/Public Right-of-Way

Land Use Designation(s): N/A

Zoning Designation(s): Surrounding U-9 (Urban 9)

Transportation Mobility Program Area (TMPA): Area “A”

PURPOSE AND DESCRIPTION:

The purpose of this request is to vacate a portion of a 10-foot wide east/west alley and a 15-foot wide north/south alley that lies between SW 4th and 5th Avenues. The east/west right-of-way distance is approximately 280 feet and the north/south right-of-way is approximately 150 feet. The right-of-way to be vacated is approximately 5,219 sq. ft. (0.1198 acres) in total and is currently improved. This request is related to Petition PB-19-158 SUP, a Special Use Permit to increase the allowable density on the property. The proposed right-of-way vacation is graphically illustrated on Map 1.

Map 1. Proposed Rights-of-Way to be Vacated



STAFF ANALYSIS AND RECOMMENDATION:**Right-of-Way Vacation Review Criteria: Sections 30-3.41**

In accordance with Section 30-3.41, rights-of-way may only be vacated by the City Commission upon its finding that two criteria have been met: 1. The public right-of-way no longer serves a public purpose and the vacation of the public right-of-way is in the public interest; and 2. If the public right-of-way is a street, the City shall not vacate the right-of-way unless a certain set of criteria are met.

1. The public right-of-way no longer serves a public purpose and the vacation of the public right-of-way is in the public interest, which shall be based on a consideration of the following:

The rights-of-way proposed to be vacated are currently improved and serve a public purpose. However, in accordance with the criteria of the Comprehensive Plan and the Land Development Code, the applicant is proposing a redevelopment that would offer removal and replacement of the existing rights-of-way with an alternate route. A determination as to whether a vacation of the public right-of-way is in the public interest is reviewed based on the following listed criteria.

a. Whether the public benefits from the use of the subject right-of-way as part of the city street system;

The existing alley is improved and currently serves surrounding properties as a secondary access for automobile and pedestrians residing in the area. It also serves as a route for service vehicles to access and serve the current development pattern but should not be construed as the sole option for serving the immediate neighborhood and general public. The current alley configuration is an important alignment but staff has discussed alternate designs that would address circulation, roadway configuration, recycling and solid waste management that would adequately serve the neighborhood (See Maps 2 and 3 below). The new proposal replaces the current east west alley with a 20-foot wide north/south public/private access routing at the west end of the development, linking SW 4th and 5th Avenues. A final layout and design details will be reviewed during development plan review.

Removal of the alley is not expected to disrupt the overall flow of traffic. Redevelopment of abutting properties will include improvements such as consolidated driveway locations, improved bicycle, scooter and pedestrian facilities and improvements to surrounding public rights-of-way.

b. Whether the proposed action is consistent with the Comprehensive Plan;

The proposed action is consistent with Policy 10.2.1 of the Transportation Mobility Element which outlines conditions that are appropriate for right-of-way vacation (see "Attachment B"). This is further outlined in review criteria 2.a - 2.d listed below.

The proposal is additionally consistent with Policy 1.2.1 (see "Attachment B") of the Future Land Use Element which states that the City may vacate street right-of-way only if it does not prevent reasonable connection for existing and future public transit, pedestrian, and non-motorized and motorized vehicle trips. All abutting properties have frontage on public roadways and redevelopment of the site will continue to allow reasonable connections for existing and future public transit, pedestrian, and non-motorized and motorized trips.

Map 2.**Location of Alley to be Vacated and Surrounding Uses**

c. Whether the proposed vacation is consistent with the minimum block size requirements and other applicable street connectivity standards;

The existing perimeter of the subject block meets requirements of the U9 Transect Zone. Approval of the vacation will result in a unified block that continues to meet the maximum block size of 1,600 linear feet. Vacation of the right-of-way would result in a unified block with a perimeter of $\pm 1,272$ linear feet.

d. Whether the proposed action would deny access to private property;

The proposed vacation would not deny access to private property. Properties abutting the subject right-of-way will be part of the redevelopment and maintain access as part of the overall development plan associated with the companion Special Use Permit request. The place of religious assembly to the south has a common northern boundary with the alley but is not part of the proposed redevelopment. However, it is a participant and supports the application to vacate the subject right-of-way. The place of religious assembly has a common boundary with the south right-of-way line of the alley but access is not feasible due to topographic limitations. Access to the place of religious assembly is along SW 5th Avenue.

e. The effect of the proposed action upon public safety;

Vacation of the alleys will result in a reconfiguration of the route used by automobiles, bicycles, pedestrians and service vehicles. The current alley route is primarily utilized by immediate surround development. It is not a main route used by the general public in travelling from one

point to another across long distances. Vacation of the alley will therefore have minimal impact on the general public. Since the redevelopment is an aggregation of parcels within the same block the vacation would reconfigure transportation circulation only across the block. It is therefore very unlikely that the action will have a significant impact on overall public safety across surrounding blocks.

Map 3.

Proposed New Access Route



f. The effect of the proposed action upon the safety of pedestrians and vehicular traffic;

The proposed vacation is not expected to have a negative impact upon the safety of pedestrians and vehicular traffic. Removing the alley and replacing it with an overall redevelopment plan that relies on established streets for connectivity may improve the overall safety of traffic. Staff has determined that a condition to provide 10-foot sidewalks along surrounding streets will improve the safety and functionality of pedestrian and vehicular circulation. Additionally, there is a proposal to combine private and public real estate to create an alternate north/south access that would enhance pedestrian, bicycle and vehicular circulation and improve safety of users.

Condition: 1.

Vacation of the existing rights-of-way shall require a mandatory construction of 10-foot sidewalks along SW 4th and SW 5th Avenues and an 8-foot wide sidewalk along SW 12th Streets. Details of the sidewalk facilities shall be determined by Transportation Mobility during development plan review.

g. The effect of the proposed action upon the provision of municipal services including, but not limited to, emergency service and waste removal;

The proposed vacation is not expected to have a negative impact on municipal services. Redevelopment of the property will incorporate necessary access points for emergency service and waste removal. The Gainesville Fire Rescue Department and the Public Works Solid Waste Division have indicated that the proposed plan is approvable.

h. The necessity to relocate utilities both public and private; and

Relocation of public and private utilities will be necessary and will be at the expense of the private property owner. Details associated with removal, relocation and reconfiguration of utilities shall be accomplished during development plan review.

i. The effect of the proposed action on the design and character of the area.

The right-of-way vacation is proposed in conjunction with redevelopment of the properties surrounding the right-of-way. Approval of the vacation will facilitate the redevelopment of the area with a project that is significantly more intense and will change the overall character of the area. The redeveloped block will have the highest buildings in the immediate area and will generate significantly higher levels of activity than the existing development type, use and pattern. The development will satisfy service demands generated by the nearby university of Florida and the Shands Health Services center. The development proposal tracks the intent of the Comprehensive Plan but must also comply with the development standards of the Land Development Code. Details of compliance shall be analyzed during development plan review. Given the conditions of the related Special Use Permit and this petition, staff has determined that the redevelopment will be consistent with the Comprehensive Plan and the Land Development Code.

Condition: 2.

The rights-of-way vacation shall become effective with construction of the related development proposal referenced in the applicant's justification report and the related Special Use Permit for additional density, Petition PB-19-158 SUP. A change in the proposal shall require reconsideration of this vacation by the City Plan Board and City Commission, based on the merits of the alternate development proposal.

Condition: 3.

The development shall provide a corresponding 20-foot wide strip of property, between the alley and SW 4th Avenue, immediately north of an existing City of Gainesville 20-foot wide transportation access corridor.

Condition: 4.

The property owner shall improve the above referenced property to public Works standards so as to create an uninterrupted 20-foot wide transportation access corridor between SW 4th and SW 5th Avenues. Details of the facility and when it is provided shall be determined by Transportation Mobility and Public Works during development plan review.

Condition: 5.

The development shall also maintain the full corridor and facilities in perpetuity to standards comparable with other transportation corridors as approved by the Department of Transportation Mobility and Public Works. Appropriate cross-access easements to the general public shall be executed prior to final development plan approval.

2. If the public right-of-way is a street, the City shall not vacate the right-of-way except if the following additional criteria are met:

a. The loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;

The right-of-way proposed for vacation is classified as an alley and not a street. However, the action will not foreclose future bicycle/pedestrian circulation for the area. Currently the alley does not traverse the entire block and an alternate route to accommodate pedestrian and bicycle circulation is proposed with the redevelopment.

b. The loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;

Vacation of the subject alley will not foreclose non-motorized access to adjacent land uses or transit stops. Access can be achieved via SW 4th Avenue, SW 5th Avenue, SW 12th Street and SW 13th Street. The proposed north/south 20-foot wide corridor will facilitate non-motorized circulation.

c. The loss of the street is necessary for the construction of a high density, mixed-use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses; and

The proposed right-of-way vacation and corresponding Special Use Permit request support the construction of a high-density development containing both residential and non-residential uses within close proximity (± 300 to 800 feet) to the University of Florida and other surrounding residential and non-residential uses. Except for one adjacent property to the southwest, all properties abutting the alley are part of the overall redevelopment plan for the subject block.

d. There is no reasonably foreseeable need for any type of transportation corridor for the area.

A similar east/west alley traverses the entire width of the block east of the subject development but it does not continue eastwards or west of the subject block. The trend and continuity of the existing alley is therefore not city-wide. There are tremendous benefits and good reasons for keeping the alley with the existing pattern of development. However, given the merits of the proposed redevelopment, the alternate pedestrian/bicycle and multi-modal transportation corridor will have

greater benefits to the immediate neighborhood. It will be a safer and a more efficient connection to the University of Florida, given the proposed conditions. (See Map 3. above).

DRAFT MOTION FOR CONSIDERATION

Approve Petition PB-19-159 SVA with the associated concept development plan listed in Attachment “A”, the conditions in the staff report and the conditions from the Technical Review Committee.

LIST OF ATTACHMENTS:

Attachment A **Application and Supporting Documents**

Attachment B **Comprehensive Plan Goals, Objectives and Policies and, Land Development Code Regulations**

Attachment C **Technical Review Committee (TRC) Conditions**

Attachment D **Drawings and Plans**



**City of Gainesville
Department of Sustainable Development
Planning Division**

PO Box 490, Station 11
Gainesville, FL 32627-0490
306 NE 6th Avenue
P: (352) 334-5022
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Petition PB-19-159 SVA

June 25, 2020

Attachment A: Application and Supporting Documents

Attachment B: Comprehensive Plan and Land Development Code References

Attachment C: Technical Review Committee (TRC) Conditions



**APPLICATION TO VACATE PUBLIC RIGHT-OF-WAY
PLANNING & DEVELOPMENT SERVICES**

OFFICE USE ONLY

Petition No. PB-19-00159 Fee: \$ 967.75
 Date: 11-14-2019 EZ Fee: \$ 483.88
 1st Step Mtg Date: _____ Tax Map No. _____
 Abutting Property Owners Petition _____ City Commission Petition _____
 Account No. 001-660-6680-3401 []
 Account No. 001-660-6680-1124 (Enterprise Zone) []
 Account No. 001-660-6680-1125 (Enterprise Zone Credit []

Applicant Information (Please PRINT)

Name: Salmanson Capital, LLC,
 Address: 1691 Michigan Avenue, Suite 445
 City: Miami,
 State: FL Zip: 33139
 Phone: Contact Agent Fax: Contact Agent
CHW 352-331-1976

CRITERIA FOR VACATION OR CLOSURE

At the public hearing, the City Commission shall consider the following criteria in determining whether the general public welfare would be best served by the proposed action:

1. Whether the public benefits from the use of the subject right-of-way as part of the city street system.
2. Whether the proposed action is consistent with the city's comprehensive plan.
3. Whether the proposed action would violate individual private property rights.
4. The availability of alternative action to alleviate the identified problems.
5. The effect of the proposed action upon traffic circulation.
6. The effect of the proposed action upon crime.
7. The effect of the proposed action upon the safety of pedestrians and vehicular traffic.
8. The effect of the proposed action upon the provision of municipal services including but not limited to emergency services and waste removal services.
9. The necessity to relocate utilities both public and private.
10. The effect the proposed action will have upon property values in the immediate and surrounding areas.
11. The effect of the proposed action on geographic areas which may be impacted.
12. The effect of the proposed action on the design and character of the area.

Certified Cashier's Receipt:

Under the provisions of Section 30-192(b) of the Land Development Code, City of Gainesville, **THE ABUTTING PROPERTY OWNERS/THE CITY COMMISSION** hereby petition(s) to have the following public right-of-way vacated (a legal description and a map is required):

[See accompanying legal description and map set](#)

Provide reasons for vacating this right-of-way (please add additional sheet(s) to provide more information, if needed):

[See accompanying Justification Report](#)

The recording of the approved ordinance abandoning public property effects an automatic reverter of the property back to the fee owners of the property out of which the street was carved. The City of Gainesville does not issue any formal deed instruments. The local title companies will be able to track the accretion of the property to the appropriate abutting property owners.

The signature of all abutting property owners is required for petitions initiated by property owners.

ABUTTING PROPERTY OWNERS' INFORMATION			
PARCEL NO.	PROPERTY OWNER	ADDRESS	SIGNATURE
13131 HERRINGTON	PROPERTIES LLC, 313 NW 114th Way, Gainesville, FL 32607	114th Way, Gainesville, FL 32607	See accompanying property owner affidavit
13132 HERRINGTON	PROPERTIES LLC, 313 NW 114th Way, Gainesville, FL 32607	114th Way, Gainesville, FL 32607	See accompanying property owner affidavit
13133 SCHACKOW	RICHARD L & HOLLY, 1711 NW 63rd Street, Gainesville, FL 32605	63rd Street, Gainesville, FL 32605	See accompanying property owner affidavit
13134 UNIVERSITY HEIGHTS REDEVELOPM	3425 SW 87th Drive, Gainesville, FL 32608	SW 87th Drive, Gainesville, FL 32608	See accompanying property owner affidavit
13137 GAINESVILLE FLA CAMPUS FEDERAL	PO Box 1529, Gainesville, FL 32602	Box 1529, Gainesville, FL 32602	See accompanying property owner affidavit

Petition must be filed with the Department of Community Development in accordance with the application cut-off dates as adopted by the City Plan Board (Development Review Board application cut-off dates). A copy of the schedule may be obtained from the Planning Division, Room 158, Planning Counter, Thomas Center B, 306 NE 6th Avenue. Phone: 334-5022.

Petitioner's Signature:  Date: 11/12/19

Operator: Michael Hoge

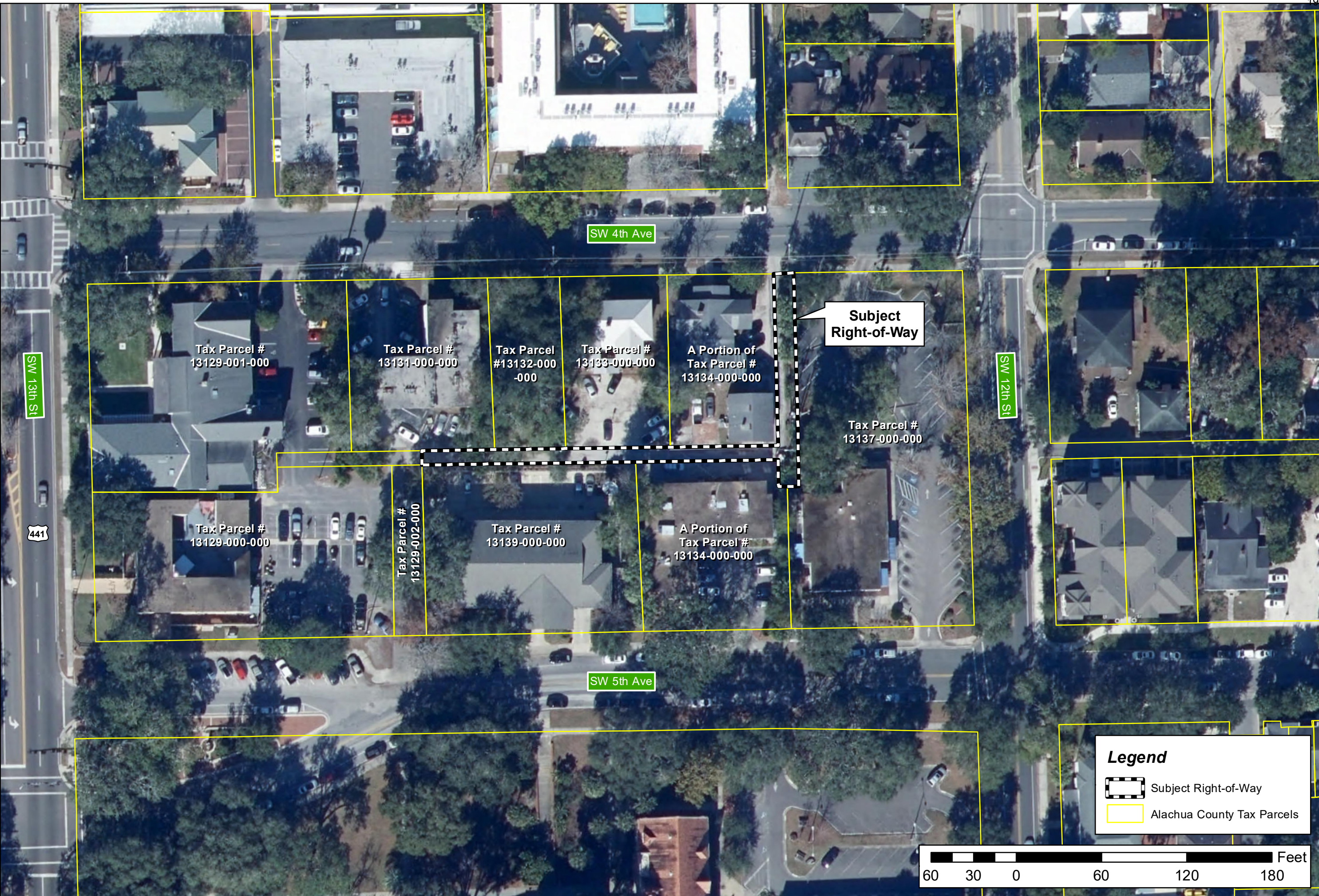
Receipt no: 90631

Item	Description	Account No	Payment	Payment Reference	Paid
PB-19-00159 00407 SW 13TH ST Ardent Companies Alley Closing 1200 Block SW 4th-5th Avenues	Street Vacation Abandonment of Right-of-Way - EZ	001-660-6680-1124	CHECK	005218	\$483.88
Total:					\$483.88

Transaction Date: 11/14/2019

Time: 16:06:59 EST





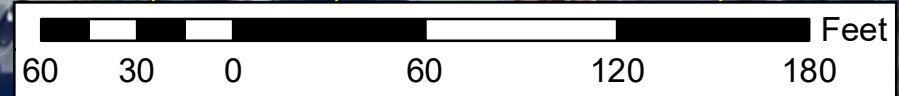


**Ardent Phase 2
ROW Vacation Application**

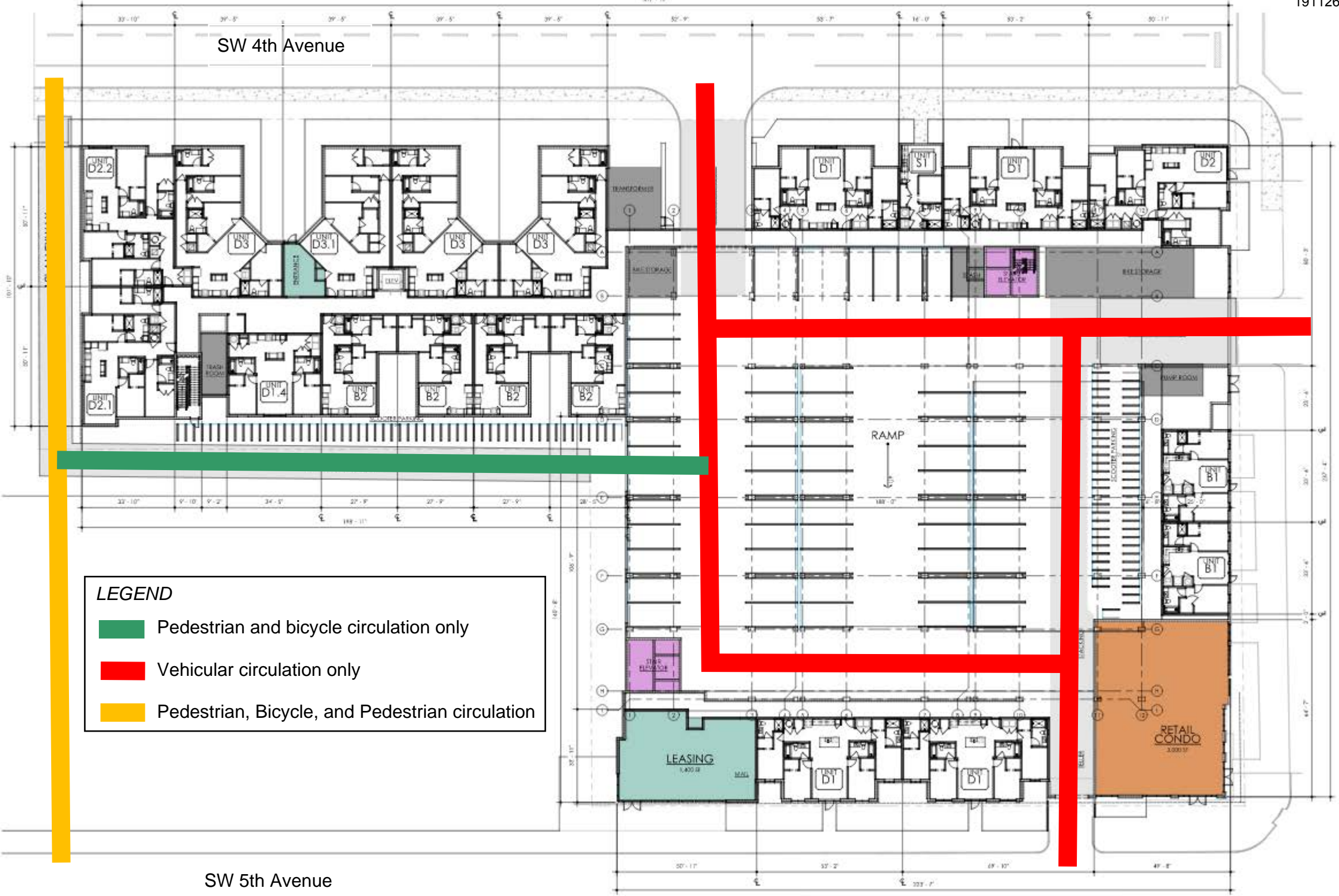


Legend

-  Subject Right-of-Way
-  Alachua County Tax Parcels



SW 4th Avenue



LEGEND

- Pedestrian and bicycle circulation only
- Vehicular circulation only
- Pedestrian, Bicycle, and Pedestrian circulation

SW 5th Avenue

1st FLOOR PLAN

SW 12th Street

12th & 4th
Gainesville, FL

The Acacia Corporation
Client Address

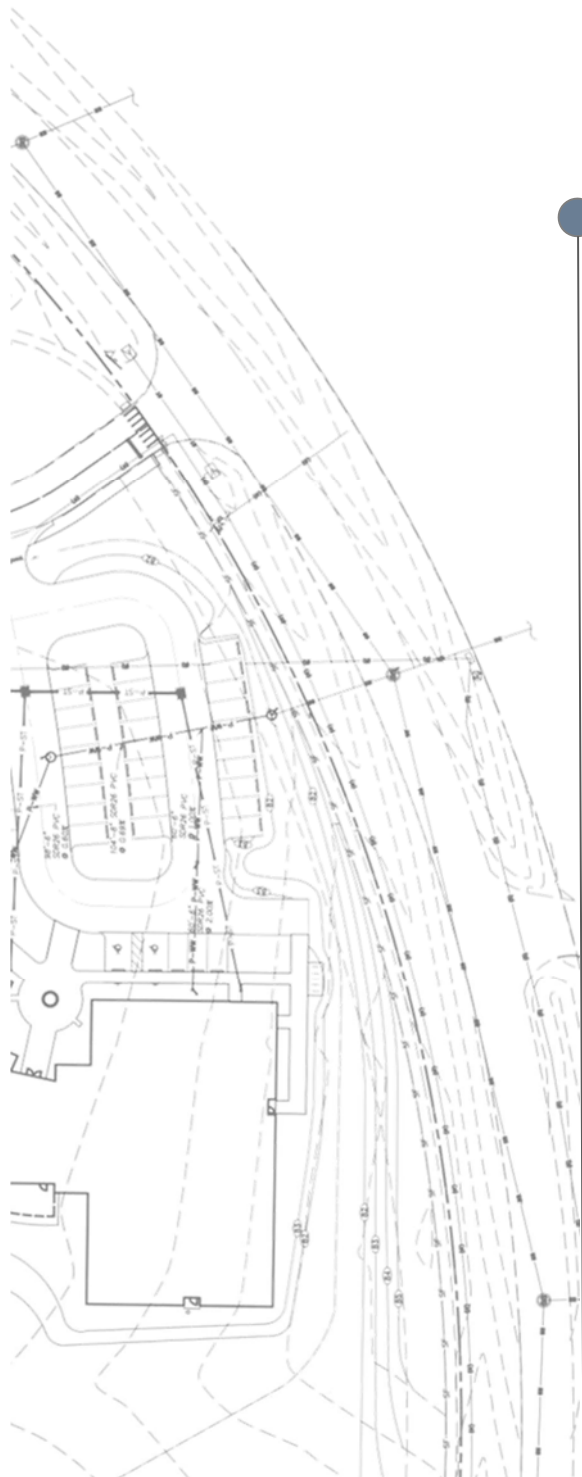
charlan b
associates
architects • planners

1770 Seaside
Maitland Florida 32751
407.680.8900 / 1.407.
www.charlanb.com

1st FLOOR PLAN

date: 08-16-2019
job no: 4214.19
drawn by: COOL
reviewed by: CBA
issue history:
Δ Date

IC DESIGN



SW 4TH AVENUE REDEVELOPMENT

Public Right-of-Way Relocation and Vacation – Justification Report

~~November 12, 2019~~

February 4, 2020

Prepared for:

City of Gainesville
Department of Doing

Prepared on behalf of:

Herrington Properties, LLC
Schackow Richard L & Holly
University Heights Redevelopment Facilitators, LLC
Gainesville FLA Campus Federal Credit Union
Church of Jesus Christ of Latter-day Saints

Prepared by:

CHW

PN# 19-0239

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1. Executive Summary

To: Mr. Andrew Persons, AICP, Department of Doing, Director (Interim) PN #19-0239
From: Ryan Thompson, AICP, Planning Project Manager
Date: ~~November 12, 2019~~ February 4, 2020
Re: SW 4th Avenue Redevelopment – Public Right-of-Way Vacation

<u>Jurisdiction:</u> City of Gainesville	<u>Intent of Application:</u> Relocate and vacate public right-of-way
<u>Physical Address/Description:</u> Portion of an unnamed public right-of-way located west of SW 12 th Street and south of SW 4 th Avenue.	
<u>Proposed Vacation and Relocation:</u> Vacate a portion of an unnamed public right-of-way (ROW) located west of SW 12 th Street and south of SW 4 th Avenue and relocate the ROW to align with an existing 20'-wide ROW that runs along the west boundary of Tax Parcel 13139. The vacated ROW will provide a mid-block multi-modal corridor that will connect to SW 12 th Street, and the relocated ROW will provide connectivity between SW 4 th Avenue and SW 5 th Avenue.	
<u>Parcels Affected by Request:</u> 13131, 13132, 13133, 13134, 13137, and 13139	<u>Acres:</u> Vacated: ±0.10 acres (ac) Relocated: ±0.05 ac <i>(Source: CHW Survey)</i>
This application seeks the vacation of Right-of-Way (ROW) for the express purpose of creating redevelopment consistent with the Comprehensive Plan and Land Development Code (LDC).	

2. STATEMENT OF PROPOSED CHANGE

This Public Right-of-Way Vacation application requests to vacate and relocate a portion of an unnamed public right-of-way (ROW) located west of SW 12th Street and south of SW 4th Avenue. The ±0.10-acre subject ROW is comprised of a 12'-wide, ±150'-long portion located between Tax Parcels 13137 and a portion of 13134, and a 10'-wide, ±250'-long portion located along the rear of Tax Parcels 13134, 13133, 13132, 13139, and a portion of 13131. A portion of the vacated ROW will be relocated to align with the 20'-wide ROW that runs along the west boundary of Tax Parcel 13139, connecting SW 4th Avenue and SW 5th Avenue. An aerial of the site's location and the proposed ROW changes can be found in Figure 1.



Figure 1: Aerial Map

The ROW currently provides access to four (4) residential uses, which are included within the boundaries of the redevelopment project on this block. The unified redevelopment will include new, consolidated driveway locations, as well as a proposed public ROW that aligns with the existing public ROW along the west boundary of Tax Parcel 13139 to retain connectivity between SW 4th and 5th Avenues. A Special Use Permit (SUP) application was submitted concurrent with this application regarding development on Tax Parcels 13131, 13132, 13133, 13134, and 13137. Subject to the approval of this SUP application, these residential parcels will be redeveloped so that they will no longer require access via the subject ROW.

A church also backs up to the ROW but does not have direct vehicular access to the ROW. The church's rear parking area is accessed via one (1) driveway and a public ROW along the parcel's west boundary, both connecting to SW 5th Avenue.

Approval of this request serves multiple public benefits. Vacation of the subject ROW will:

1. Enhance redevelopment of adjacent property by allowing for a unified site plan that is consistent with the City's U9 Zoning District development standards;
2. Reduce stormwater runoff by constructing management facilities that meet current City and water management district requirements;
3. Increase pedestrian, bicycle, and vehicular safety and connectivity by consolidating driveways and enhancing public facilities between the building and street; and
4. Increase pedestrian space and enhance the way the built environment interacts with the public realm in accordance with U9 Zoning District development standards.

This Right-of-Way Vacation request is consistent with City of Gainesville Comprehensive Plan Goals, Objectives, and Policies and Land Development Code (LDC) regulations, including the review criteria listed in LDC 30-3.41.B. and in LDC 30-4.13, as demonstrated throughout the remainder of this report.

3. CONSISTENCY WITH CITY OF GAINESVILLE COMPREHENSIVE PLAN

This section identifies specific City of Gainesville Comprehensive Plan Goals, Objectives, and Policies and explains how this ROW vacation application is consistent with each. The Goals, Objectives, and Policies are provided in normal font, and the consistency statements are provided in bold font.

Future Land Use Element

Policy 2.1.2

The City's Future Land Use Map should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multi-family residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the Innovation Square area (rather than at the urban fringe), but outside of single-family neighborhoods.

Response: The ROW abuts property designated U9 Zoning, a mixed-use transect zone. Approval of this ROW application permits the unified redevelopment of the abutting parcels. The redevelopment's intent is a multi-family development with financial institution, leasing office, club house, and other onsite resident amenities. Unified development plans meet the City's U9 Zoning District development standards and the City's goals for enhanced pedestrian facilities within the public realm. Vacation of the subject ROW enhances redevelopment, as more land will be available for such development projects.

The project site is located approximately 280 feet from the University of Florida (UF) main campus. Adjacent uses consist of multi-family, student housing and commercial uses (along US 441), and not single-family neighborhoods.

Policy 3.5.5

The City shall coordinate with the University of Florida regarding the implementation of the University of Florida Campus Master Plan, as appropriate, to support future university growth while mitigating any impacts on public facilities and services such as roads, utilities, parks and recreation.

Response: The University of Florida (UF) Master Plan Housing Element, Policy 2.1.1 encourages increased student density around the edges of the UF main campus. The subject ROW is adjacent to properties with sufficient public facilities that are capable of supporting this type of future redevelopment. The area is entirely student housing and supporting commercial uses, as it is less than a block from the main UF campus.

Transportation Element

Policy 2.1.1

The City shall enhance the multi-modal transportation system between downtown and the University of Florida (UF) to improve connectivity and promote transportation choice and livability.

Response: This application relocates a portion of public ROW to maintain connectivity between SW 4th Avenue and SW 5th Avenue. The subject ROW is located between downtown and the main UF campus. Redevelopment of the properties adjacent to the subject ROW promotes walkability, since students are able to walk to the main UF campus rather than relying on a vehicle or public transportation. Approval of the vacation promotes redevelopment, since more

land will be available for such development projects. A public sidewalk will be provided along the SUP's subject parcels to enhance pedestrian connectivity in this area.

Policy 2.1.11

Development plans for new developments and redevelopment of residential and non-residential sites shall show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

Response: The proposed ROW relocation is intended to maintain the mid-block multi-modal corridor. The corridor allows students to cross between SW 4th and 5th Avenues without using SW 12th or 13th Streets. The corridor links hundreds of students living in The Courtyards and Social 28 with Norman Hall and Norman Field.

Policy 10.2.1

The City shall not close or vacate streets except under the following conditions:

- a. The loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;

Response: Bicycle/pedestrian connectivity will be retained and enhanced by relocating the ROW to align with the existing public ROW along the west boundary of Tax Parcel 13139. The relocation establishes a safe and convenient alignment that no longer requires pedestrians/bicyclists to traverse a $\pm 250'$ east-west segment to cross this block. The realignment is located approximately 200' from SW 13th Street, which is more likely to attract pedestrian/bicycle usage. The alignment is also directly adjacent to Regional Transit System (RTS) transit stops located on SW 4th Avenue. Furthermore, the vacated east-west ROW will be extended to connect the new proposed north-south ROW to SW 12th Street through the proposed parking garage. This portion of the vacated ROW will be utilized as a bicycle/pedestrian corridor.

- b. The loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;

Response: Non-motorized access to adjacent land uses will be retained by relocating a portion of the ROW to align with the existing ROW along the west boundary of Tax Parcel 13139 to maintain a mid-block crossing. The re-alignment increases pedestrian and bicyclist safety and convenience. RTS transit stops are located on SW 4th Avenue where the ROW relocation is proposed.

- c. The loss of the street is necessary for the construction of a high density, mixed-use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses; and

Response: Vacation of this ROW permits redevelopment of a unified site that is higher density and enhances a mixture of residential and nonresidential uses within this core area of the City. The site is within walking distance to numerous commercial uses along US 441, including Publix, Target, a redeveloped fueling station (Gate), and numerous eating establishments.

The vacation of the ROW is necessary for the following reasons:

- To meet streetscape standards intended by the City's Comprehensive Plan and LDC;
- To reduce potential pedestrian/vehicle conflicts along a storefront streetscape; and
- To create a midblock crossing that is safe and convenient.

The City's Comprehensive Plan and LDC encourage vibrant street frontages by requiring landscape, sidewalk, and building frontage zones along all streets. By vacating the subject right-of-way, redevelopment of the resulting block can incorporate wider pedestrian facilities while achieving a comparable development area onsite. The additional sidewalk, landscape, and building frontage zones encourage pedestrian and multimodal activities.

SW 4th Avenue is designated a Storefront Street, which is intended for significant pedestrian traffic. A unified redevelopment of adjacent parcels will reduce the overall number of potential pedestrian/vehicle conflicts by consolidating the existing four (4) driveways to a single driveway. Also, the driveway will be located $\pm 100'$ to the west to ensure sufficient separation from the SW 4th Avenue/SW 12th Street intersection.

The new alignment will encourage pedestrian and bicycle usage by establishing ROW where it is safe and convenient. Currently, the midblock connection between SW 4th Avenue and SW 5th Avenue requires pedestrians and bicyclists to travel a $\pm 250'$ -long east-west segment in the block's center. This segment is also narrow (12'-wide) and utilized by vehicles. Further inhibiting the current alignment's utility, the existing ROW is only $\pm 100'$ from SW 12th Street. Pedestrians and bicyclists are more likely to use the sidewalks or bike lanes on SW 12th Street or cut through the bank parking lot. Moving the ROW to the west will capture more pedestrians and bicyclists that would otherwise utilize SW 13th Street (US 441), which is a heavily traveled, vehicle-prioritized corridor. The realignment creates a straight north-south ROW segment from SW 4th Avenue to SW 5th Avenue that is $\pm 200'$ east of SW 13th Street.

- d. There is no reasonably foreseeable need for any type of transportation corridor for the area.

Response: It is reasonable to foresee the need for a mid-block crossing that serves as an alternate route to SW 13th Street (US 441), a heavily traveled, vehicle-prioritized corridor. The current midblock ROW is accessed $\pm 100'$ from the SW 12th Street ROW that has sufficient pedestrian/bicycle facilities and lower traffic volumes. Additionally, the current ROW alignment requires pedestrians/bicyclists to travel $\pm 250'$ east-west along a narrow ROW that is utilized by vehicles. Relocating the ROW will establish a midblock crossing closer to US 441. With the unified development and relocation of a portion of ROW, all existing benefits of the current ROW configuration will be maintained and enhanced with this application's approval.

Objective 5.1

Develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

Response: The proposed ROW relocation promotes multi-modal transportation, as it is intended to maintain the mid-block crossing for pedestrians and bicycles. The corridor allows students to cross between SW 4th and 5th Avenues without using SW 12th or 13th Streets.

Policy 5.1.4

The City shall evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.

Response: The proposed ROW relocation connects SW 4th and 5th Avenues, mid-block, which maintains access to Norman Hall and Norman Lawn to the south and The Courtyards and Social 28 to the north.

4. CONSISTENCY WITH CITY OF GAINESVILLE LAND DEVELOPMENT CODE

The following identifies how this application is consistent with the City of Gainesville Land Development Code (LDC). Language from the LDC is provided in normal font, and the consistency statements are provided in **bold** font.

Sec. 30-3.41. – Right-of-Way Vacations

B. Review criteria. Right-of-ways may only be vacated by the City Commission upon its finding that the criteria in both 1 and 2 as provided below have been met:

1. The public right-of-way no longer serves a public purpose and the vacation of the public right-of-way is in the public interest, which shall be based on a consideration of the following:
 - a. Whether the public benefits from the use of the subject right-of-way as part of the city street system.

Response: The ROW currently provides access to four (4) residential uses, which are included within the boundaries of the redevelopment project on this block. The unified redevelopment will include new, consolidated driveway locations, as well as a proposed public ROW aligning with the existing public ROW along the west boundary of Tax Parcel 13139 to retain pedestrian connectivity between SW 4th and 5th Avenues. These residential parcels will be redeveloped and will no longer require access via the subject ROW.

Approval of this request serves multiple public benefits. Vacation of the subject ROW will:

1. **Enhance redevelopment of adjacent property by allowing for a unified site plan that is consistent with the City's U9 Zoning District development standards;**
2. **Reduce stormwater runoff by constructing management facilities that meet current City and water management district requirements;**
3. **Increase pedestrian, bicycle, and vehicular safety and connectivity by consolidating driveways and enhancing public facilities between the building and street; and**
4. **Increase pedestrian space and enhance the way the built environment interacts with the public realm in accordance with U9 Zoning District development standards.**

A church also backs up to the ROW but does not have direct vehicular access to the ROW. The church's rear parking area is accessed via one (1) driveway and a public ROW along the parcel's west boundary, both connecting to SW 5th Avenue.

- b. Whether the proposed action is consistent with the city's comprehensive plan.

Response: Section 3 of this report demonstrates how this request is consistent with the City's Comprehensive Plan.

- c. Whether the proposed vacation is consistent with the minimum block size requirements and other applicable street connectivity standards.

Response: The block that contains the subject ROW will continue to meet City minimum block size requirements following this request's approval. Upon approval of this ROW vacation request and relocation of ROW to align with existing ROW along the west boundary of Tax Parcel 13139. The resulting block perimeter will be ±1,370 linear feet (lf), less than the 2,000 lf maximum.

d. Whether the proposed action would deny access to private property.

Response: Access to adjacent parcels will be retained via the ROW relocation proposed, extending the ROW along the west boundary of Tax Parcel 13139 north to SW 4th Avenue, and redevelopment of the unified, adjacent parcels. Properties currently using the ROW for access are subject to a unified redevelopment plan on this block and no longer require the existing ROW for access.

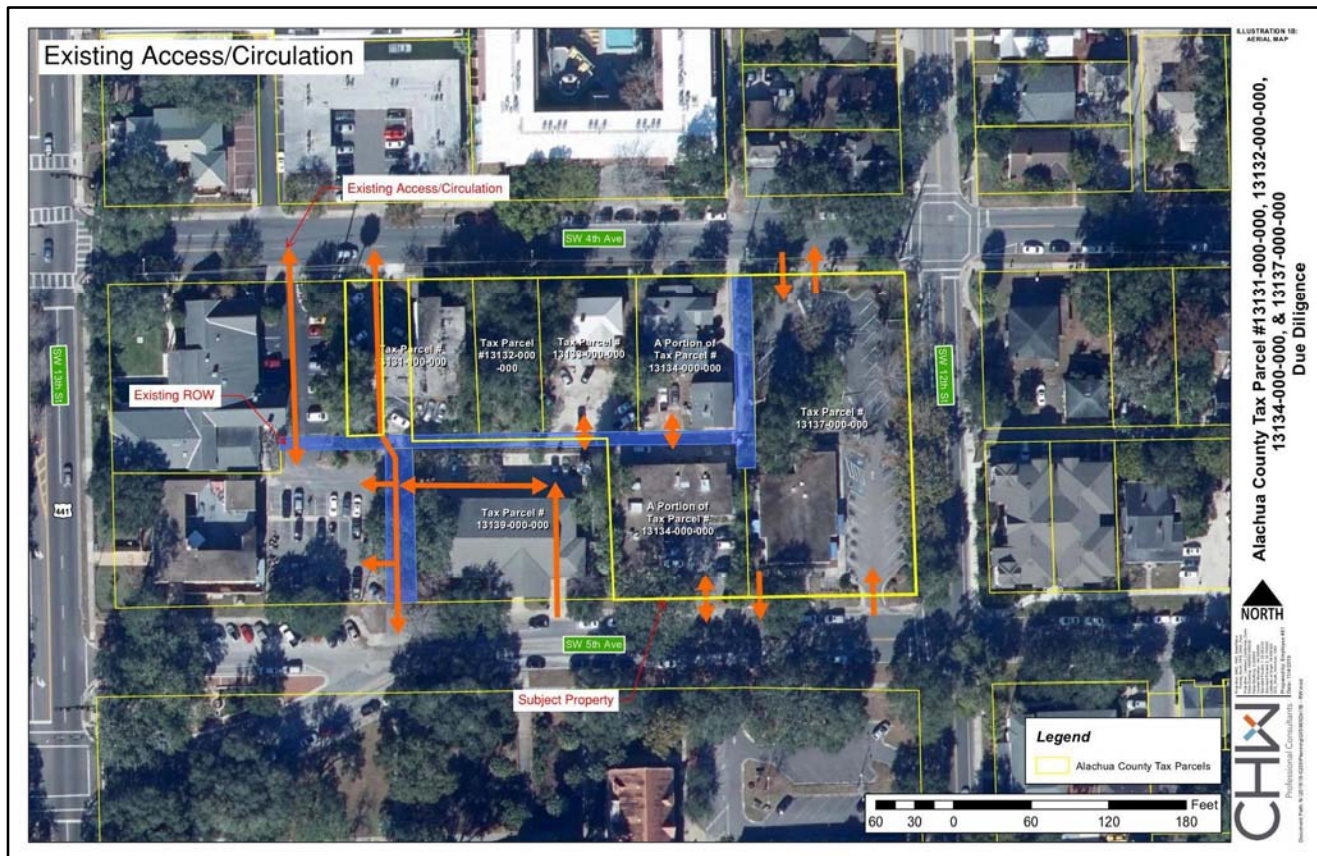


Figure 2: Existing Access Adjacent to Subject Right-of-Way

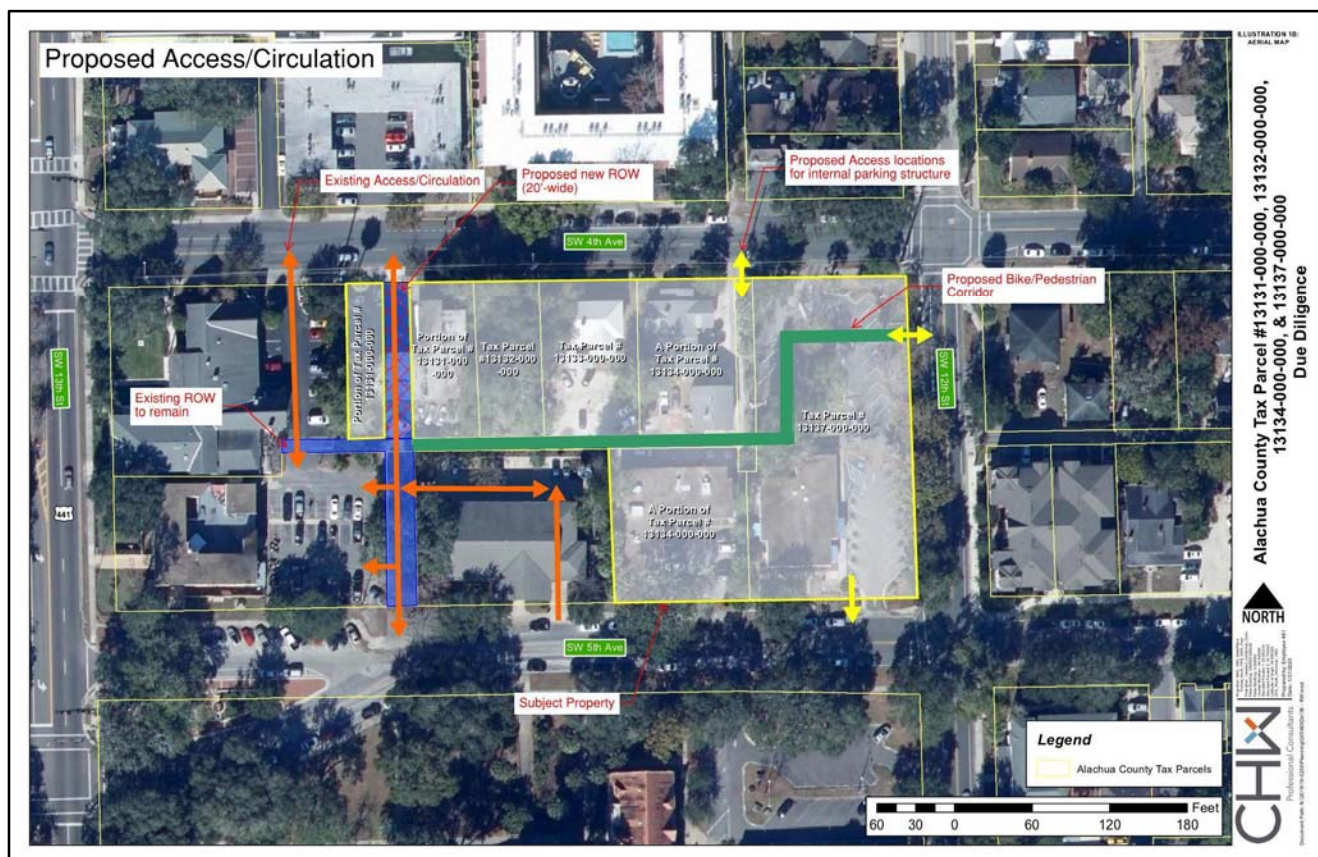


Figure 3: Proposed Access Adjacent to Subject Right-of-Way

- e. The effect of the proposed action upon public safety.

Response: Currently, there is no onsite Stormwater Management Facilities (SMF). As part of the site's redevelopment, SMFs will be designed consistent with City and water management district requirements. The SMFs will ensure the site does not contribute to potential area flooding.

- f. The effect of the proposed action upon the safety of pedestrians and vehicular traffic.

Response: Approval of this request will allow a unified redevelopment plan including the adjacent parcels, which will result in enhanced public facilities (sidewalks and landscaping) between the building and adjacent streets that will improve pedestrian safety along the site's frontage. The redevelopment will also result in relocated and consolidated driveway locations that will reduce potential conflicts between pedestrians, bicyclist, and vehicles.

- g. The effect of the proposed action upon the provision of municipal services including, but not limited to, emergency service and waste removal.

Response: Trash pick-up for the proposed building will occur on SW 4th Avenue and SW 12th Street. Refuse and service/loading areas for the church will be retained in their current configuration, as site access will not be affected by this application's approval. Proposed driveways will adequately provide access and maneuverability for emergency vehicles, as required by local and state agencies. No other municipal services utilize this ROW.

- h. The necessity to relocate utilities both public and private; and

Response: Only public electric utilities are currently within the subject ROW. With the unified redevelopment of adjacent parcels, electric utilities will be properly relocated and likely placed underground to continue service of adjacent parcels.

- i. The effect of the proposed action on the design and character of the area.

Response: Vacation of the public right-of-way will allow redevelopment of the adjacent, unified parcels consistent with several adjacent developments. Redevelopment will remain in character, scale, and massing with recently redeveloped sites within the area.

2. If the public right-of-way is a street, the city shall not vacate the right-of-way except if the following additional criteria are met:
- a. The loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;

Response: Bicycle/pedestrian connectivity will be retained and enhanced by relocating a portion of the ROW to align with the existing ROW along the west boundary of Tax Parcel 13139. The relocation establishes a safe and convenient alignment that no longer requires pedestrians/bicyclists to traverse a $\pm 250'$ east-west segment to cross this block. The realignment is located approximately 200' from SW 13th Street, which is more likely to attract pedestrian/bicycle usage. The alignment is also directly adjacent to Regional Transit System (RTS) transit stops located on SW 4th Avenue.

- b. The loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;

Response: Non-motorized access to adjacent land uses will be retained by relocating a portion of the ROW to align with the existing ROW along the west boundary of Tax Parcel 13139 to maintain a mid-block crossing. The re-alignment increases pedestrian and bicyclist safety and convenience. RTS transit stops are located on SW 4th Avenue where the ROW relocation is proposed.

- c. The loss of the street is necessary for the construction of a high density, mixed-use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses; and

Response: Vacation of this ROW permits redevelopment of a unified site that is higher density and enhances a mixture of residential and nonresidential uses within this core area of the City. The site is within walking distance to numerous commercial uses along US 441, including Publix, Target, a redeveloped fueling station (Gate), and numerous eating establishments.

The loss of the street is necessary for the following reasons:

- To meet streetscape standards intended by the City's Comprehensive Plan and LDC;
- To reduce potential pedestrian/vehicle conflicts along a storefront streetscape; and
- To create a midblock crossing that is safe and convenient.

The City's Comprehensive Plan and LDC encourage vibrant street frontages by requiring landscape, sidewalk, and building frontage zones along all streets. By vacating the subject

right-of-way, redevelopment of the resulting block can incorporate wider pedestrian facilities while achieving a comparable development area onsite. The additional sidewalk, landscape, and building frontage zones encourage pedestrian and multimodal activities.

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- d. There is no reasonably foreseeable need for any type of transportation corridor for the area.

Response: It is reasonable to foresee the need for a mid-block crossing that serves as an alternate route to SW 13th Street (US 441), a heavily traveled, vehicle-prioritized corridor. The current midblock ROW is accessed $\pm 100'$ from the SW 12th Street ROW that has sufficient pedestrian/bicycle facilities and lower traffic volumes. Additionally, the current ROW alignment requires pedestrians/bicyclists to travel $\pm 250'$ east-west along a narrow alleyway that is utilized by vehicles. Relocating the ROW will establish a midblock crossing closer to US 441. With the unified development and relocation of a portion of ROW, all existing benefits of the current ROW configuration will be maintained and enhanced with this application's approval.

Section 30-4.13. Building Form Standards

This section contains the building form standards that determine the location, scale and massing of all buildings within the Zoning district.

Following approval of the ROW Vacation request, the resulting city block will maintain compliance with U9 Zoning District standards. The following table identifies how the concurrent SUP application proposes to meet these standards.

Table V - 2: Building Form Standards within Transects.

Standard	U9 Zoning District	Proposed
A. BLOCK STANDARDS		
Block Perimeter (max. feet) ¹	2000'	$\pm 1,370'$
B. LOT CONFIGURATION		
Lot width (min. feet)	18'	SW 4 th Avenue: $\pm 435'$ SW 5 th Avenue: $\pm 235'$
C. DEVELOPMENT INTENSITY		
Nonresidential Building Coverage (max)	90%	N/A

Standard	U9 Zoning District	Proposed
D. BUILDING FRONTAGE⁴		
Primary Frontage (min) (SW 4 th Avenue)	70%	±92% (401' of building / 435' of frontage)
Standard	U9 Zoning District	Proposed
Secondary Frontage (min)	50%	SW 12th Street: ±85% (211.5' of building / 250' of frontage) SW 5th Avenue: ±88% (±206.5' of building / 235' of frontage)
E. BUILDING PLACEMENT⁴		
Min-max from curb		
Min landscape/min sidewalk/min building frontage		
Storefront Street	20'-25' 5'/10'/5'	SW 4th Avenue: ±20' 5'/10'/5'
Local Street	16'-21' 5'/6'/5'	SW 12th Street: ±18'-20' 5'/6'/7'-9' SW 5th Avenue: ±18' 5'/6'/7'
F. BUILDING SETBACKS⁴		
Side interior setback (min)	0'	±12'-15'
Rear setback (min)	3' (alley) 10' (no alley)	±6'-12' (alley)
G. BUILDING HEIGHT⁴		
Min feet	18'	Development plans will demonstrate consistency with this standard
Max stories (by right ² /with bonus ³)	6/8	8 stories
Max feet (by right ² /with bonus ³)	88'/116'	Development plans will demonstrate consistency with this standard
H. FLOOR HEIGHT⁴		
Min first floor height (residential/nonresidential)	12'/15'	Development plans will demonstrate consistency with this standard
I. GLAZING⁴		
Min first floor - nonresidential	65%	Development plans will demonstrate consistency with this standard
Min first floor - multifamily	30%	
Min upper floors - nonresidential and multifamily	15%	

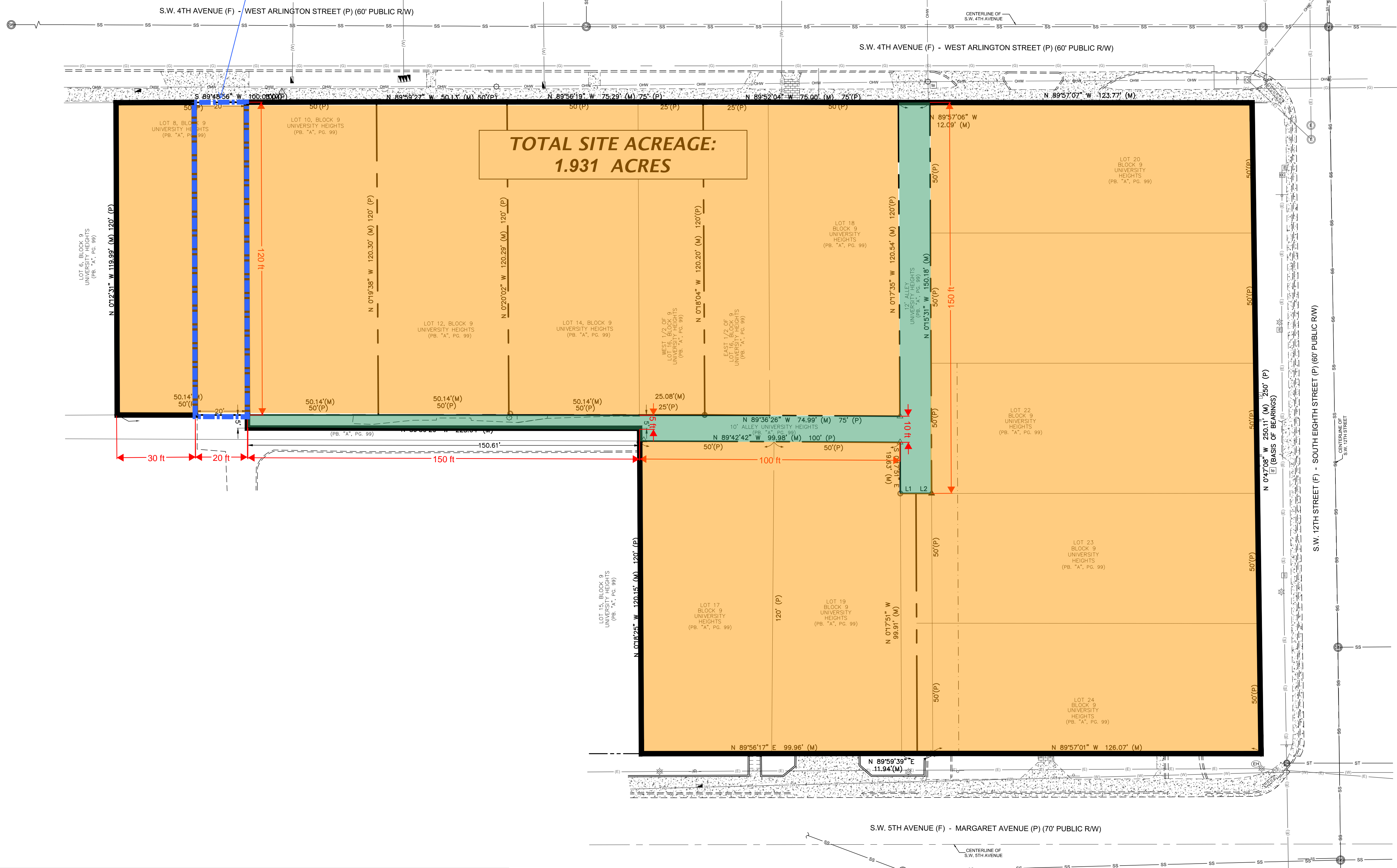
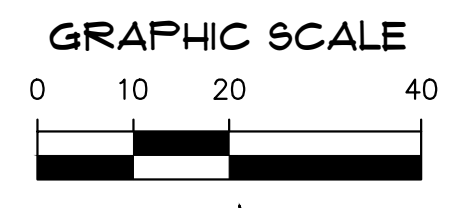
¹ The site is bound by SW 4th Avenue, SW 12th Street, SW 5th Avenue, and a proposed alleyway.

² This section of this report identifies how this development complies with LDC Section 30-4.8 development compatibility standards.

³ This development includes structured parking, which qualifies for additional building height per LDC Section 30-4.9.

⁴ Building measurements based on a separate, concurrent SUP concept plan.

20'-wide alley to be designed as a
woonerf and privately maintained.
Public Access Easement Required



Description	Area (AC)	Source/Equation
Survey Boundary	1.85	CHW ALTA Survey, Surveyor's Note #14
Vacated ROW, granted to Site Boundary	0.081	$(150' \times 12') + (100' \times 10') + (150' \times 5')$
Total	1.931	-

Tech: Ryan For Date: Jan 31, 2020 11:25am Filename: N:\2019\19-0239\Engineering\DWG\Misc\Plan\19-0239.01 ALTA (Boundary & Top) - Revised.dwg

11801 Research Drive
Alhambra, Florida 32615
(352) 331-1976
www.chw-inc.com

est. 1988 FLORIDA
CA-5075

SCALE: 1" = 20'

VERTICAL SCALE ON ORIGINAL DRAWING: 1" = 10'

HORIZONTAL SCALE ON THIS SHEET: ADJUST SCALES ACCORDINGLY.

CONSTRUCTION FEATURES

SUBMITTAL - SUP, FEBRUARY 3, 2020

CLIENT: ARDENT

PROJECT: 4th AVENUE MIXED USE

SHEET TITLE: SUP PROJECT BOUNDARY

DESIGNERS:
N. HILL
DISBURSE
R. THOMPSON
QUALITY CONTROL
C. BRASHIER

PROJECT NUMBER:
19-0239

SHEET NO.: 1 of 1

PROPERTY OWNER AFFIDAVIT

Owner Name: <u>The Church of Jesus Christ of Latter-Day Saints, A Utah Corporation Sole</u>			
Address: <u>50 East North Temple Street</u> <u>Salt Lake City, Utah 84150</u>		Phone: <u>Contact Agent</u>	
Agent Name: <u>CHW</u>			
Address: <u>11801 Research Drive,</u> <u>Alachua, FL 32615</u>		Phone: <u>352-331-1976</u>	
Parcel No.: <u>13139-000-000</u>			
Acreage: <u>±0.45</u>	S: <u>05</u>	T: <u>10</u>	R: <u>20</u>
Requested Action: <u>Right-of-Way Vacation Application</u>			

I hereby certify that: I am the owner of the subject property or a person having a legal or equitable interest therein. I authorize the above listed agent to act on my behalf for the purposes of this application.

Property owner signature: *Terry F. Rudd* *mm*

Printed name: TERRY F. RUDD

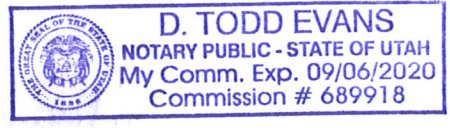
Date: 3/5/2020

The foregoing affidavit is acknowledged before me this 5TH day of MARCH, 2020, by TERRY F. RUDD, who is/are personally known to me, ~~or who has/have produced~~ * as identification.

NOTARY SEAL *[Signature]*

Signature of Notary Public, State of UTAH

* TO BE AUTHORIZED AGENT of The Church of Jesus Christ of Latter-day Saints, a Utah Corporation sole.





Ryan Thompson <RyanT@chw-inc.com>

Calderon, Lawrence D.; Craig Brashier; Persons, Andrew W.; Cristian Oquendo; Thomas, Yvette M

RE: SW 4th Ave SUP & ROW Applications

Lawrence, thought it would be beneficial to share our unit/bed calculation based on the site acreage:

Acreage:	1.931
Density:	125
Units:	241.375
Beds:	663

Please let me know if you have any questions with this regard or any other. Thank you!

RYAN THOMPSON, AICP | Project Manager

t: (386) 518-5161 | **c:** (352) 672-7991

e: ryant@chw-inc.com

w: www.chw-inc.com



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Respond

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Move

Mark Unread Categorize Follow Up
Tags

Translate Find Related Select
Editing

Zoom

son <RyanT@chw-inc.com> Calderon, Lawrence D.; Craig Brashier; Persons, Andrew W.; Cristian Oquendo; Thomas, Yvette M

SW 4th Ave SUP & ROW Applications

It would be beneficial to share our unit/bed calculation based on the site acreage:



If you have any questions with this regard or any other. Thank you!

AICP | Project Manager
(2) 672-7991

Date: 06/19/2019
Receipt Number: 7886176
Amount Paid: \$935.00



RECEIVED

JUN 19 2019

CERTIFICATE OF AUTHORITY

Utah Div. Corp. & Comm. Secs.

I, **RUSSELL M. NELSON**, do hereby certify (a) that I am the President of The Church of Jesus Christ of Latter-day Saints, a global Christian faith and spiritual body, and by virtue of such office I am the incumbent of The Church of Jesus Christ of Latter-day Saints, a Utah corporation sole, formerly known as Corporation of the Presiding Bishop of The Church of Jesus Christ of Latter-day Saints; (b) that I am the person designated in the Articles of Incorporation of said corporation to sign and execute deeds and other instruments in writing and transact all business of said corporation pursuant to the provisions of Section 16-7-8 of the Utah Code Annotated, 1953, as amended; and (c) that, pursuant to said Section 16-7-8, I hereby designate and appoint **TERRY F. RUDD** as an agent authorized and empowered for and in behalf of said corporation sole to take the following actions for transactions whose dollar value does not exceed \$3,000,000:

- (1) To execute deeds, easements and other instruments, purchase, sale, architectural, construction, repair, maintenance and other contracts, promissory notes, mortgages, bills of sale, assignments, notices, reports, title documents and other documents relating to the acquisition, purchase, sale, exchange, development, use, lease, maintenance, repair, improvement, taxation, encumbrance and release thereof, or other disposition of real and personal property of any kind;
- (2) To execute, file and prosecute building permit applications, petitions, complaints and protests relating to real and personal property of any kind; and
- (3) To execute instruments, proxies, voting trusts, voting agreements and other documents relating to water rights and stock in water, canal and irrigation companies.

This Certificate of Authority supersedes and replaces that certain Certificate of Authority, dated August 29, 2017, granted to Terry F. Rudd by Gérald Caussé, then incumbent of said corporation.

DATED and EXECUTED this 18 day of June, 2019, at Salt Lake City, Utah.

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, a Utah corporation sole.

By *Russell M. Nelson*
Russell M. Nelson, Incumbent

UNITED STATES OF AMERICA)
STATE OF UTAH): ss.
COUNTY OF SALT LAKE)

On the 18 day of June, 2019, personally appeared before me, Russell M. Nelson, personally known to me to be the President of The Church of Jesus Christ of Latter-day Saints, and acknowledged to me that he signed the foregoing instrument as the incumbent of The Church of Jesus Christ of Latter-day Saints, a Utah corporation sole.



Brook P. Hales
NOTARY PUBLIC in and for said County and State

SW 4th Ave Alley Vacation:

That certain 10' wide Alley lying South of Lots 10, 12, 14, 16 & 18 of Block 9 of University Heights, according to the Plat thereof recorded in Plat Book "A", Page 99 of the Public Records of Alachua County, Florida.

AND

That certain 12' wide Alley lying West of Lots 20, 21 & 22 of Block 9, of University Heights, according to the Plat thereof recorded in Plat Book "A", Page 99 of the Public Records of Alachua County, Florida.

Property Search Results

Data displayed is the most current data available to the Property Appraiser.
 Refresh Date: 3/9/2020 at 4:59:55 PM

[PRINTER FRIENDLY PAGE](#)

3139-000-000

[GIS Map](#)

Owner: CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS
 C/O LDS CHURCH TAX ADMIN RE: 500-9707
 50 E N TEMPLE
 SALT LAKE CITY, UT 84150-0001
Address: 1220 SW 5TH AVE GAINESVILLE
Acq-Rng: 05-10-20
Property Use: 07100 - CHURCHES
Jurisdiction: GAINESVILLE 3600
Neighborhood/Area: SW HUB RES TRANSITION
Division: UNIVERSITY HEIGHTS

Legal: UNIVERSITY HGTS MB 104-10 LOTS 11 13 15 BK 9

Property Use	Land Value	Classified Land Value	Improvement Value	Total Just Value	Deferred Value	County Assessed	School Assessed	County Exempt	School Exempt
CHURCHES	182950	0	877479	1060429	0	1060429	1060429	1060429	1060
CHURCHES	271700	0	865200	1136900	0	1136900	1136900	1136900	1136
Churches	271700	0	876000	1147700	0	1147700	1147700	1147700	1147
Churches	271700	0	886800	1158500	0	1158500	1158500	1158500	1158
Churches	271700	0	897800	1169500	0	1169500	1169500	1169500	1169
Churches	271700	0	910700	1182400	0	1182400	1182400	1182400	1182



**City of Gainesville
Department of Sustainable Development
Planning Division**

PO Box 490, Station 11
Gainesville, FL 32627-0490
306 NE 6th Avenue
P: (352) 334-5022
F: (352) 334-2648

Petition PB-19-159 SVA

June 25, 2020

Attachment A: Application and Supporting Documents

Attachment B: Comprehensive Plan and Land Development Code References

Attachment C: Technical Review Committee (TRC) Conditions

Goals, Objectives & Policies



Future Land Use Element

GOAL 1 **IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.**

Objective 1.1 **Adopt urban design principles that adhere to timeless (proven successful), traditional principles.**

- Policy 1.1.1 To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of the residents.
- Policy 1.1.2 To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- Policy 1.1.3 Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- Policy 1.1.4 The City and its neighborhoods, to the extent possible, shall have a center focus that combines commercial, civic, cultural, and recreational uses.
- Policy 1.1.5 The City, to the extent possible, should contain an ample supply of squares, greens, and parks with frequent use encouraged through placement, definition and design.

Goals, Objectives & Policies



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Policy 1.1.6

The City shall encourage community-serving facilities, such as government offices, farmers markets, and convention centers to be centrally located, instead of in dispersed, remote, peripheral locations. Public, community-serving facilities should be developed primarily in the City’s central core and, as appropriate, in neighborhood centers. Private, community-serving facilities should be discouraged from locating in peripheral locations.

Objective 1.2 Protect and promote viable transportation choices (including transit, walking and bicycling, and calmed car traffic).

Policy 1.2.1 The City may vacate street right-of-way only if it does not prevent reasonable connection for existing and future public transit, pedestrian, and non-motorized and motorized vehicle trips.

Policy 1.2.2 The City should use design standards in the Land Development Code to ensure that higher densities are livable.

Policy 1.2.3 The City should encourage mixed-use development, where appropriate.

Policy 1.2.4 The City should reduce or eliminate minimum parking requirements, where appropriate.

Policy 1.2.5 The City should encourage creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.

Policy 1.2.6 The City should encourage or require buildings to put “eyes on the street” with front facade windows and doors.

Policy 1.2.7 The City should strive, incrementally, and when the opportunity arises street by street to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and between neighborhoods knitting neighborhoods together and not forming barriers between them. Dead ends and cul-de-sacs should be avoided or minimized. Multiple streets and sidewalks should connect into and out of a neighborhood.

Policy 1.2.8 Gated residential developments shall be prohibited to keep all parts of the community accessible by all citizens, and to promote transportation choice.

Policy 1.2.9 The City shall require, on long block faces (480 or more feet), the provision of intermediate connections in the pedestrian network. For example, direct walkway and bicycle routes to schools should be provided.



Policy 1.2.10 The City should amend the Land Development Code to require that multiple-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.

Policy 1.2.11 The City should allow home occupations in all residential areas provided they do not generate excessive traffic and parking. Home occupations should be regulated through the Land Development Code.

Objective 1.3 Adopt land development regulations that guide the transformation of conventional shopping centers into walkable, mixed-use neighborhood (activity) centers.

Policy 1.3.1 When feasible, neighborhood centers should be designed to include a gridded, interconnected street network lined with street-facing buildings and buildings at least 2 stories in height.

Policy 1.3.2 Centers should be pleasant, safe, and convenient for pedestrians and bicyclists and contain a strong connection to transit service.

Policy 1.3.3 Centers should, to the extent feasible, contain a range of mixed land use types preferably within a one-quarter mile area including such uses as neighborhood-scaled retail, office, recreation, civic, school, day care, places of assembly, and medical uses. The uses should be compact and vertically and horizontally mixed. Multiple connections to and from surrounding areas should be provided along the edges of a mixed-use area.

Policy 1.3.4 Centers should be designed so that densities and building heights cascade from higher densities at the core of mixed-use districts to lower densities at the edges.

Policy 1.3.5 Parking lots and garages should be subordinated and limited in size.

Objective 1.4 Adopt land development regulations that promote mixed-use development.

Policy 1.4.1 Office complexes at least 10 acres in size shall, when feasible, include retail, service, and residences. Any retail or service uses should primarily or exclusively serve those employed within the complex.

Policy 1.4.2 The City should require strategies such as traffic calming and transportation demand management to reduce traffic impacts experienced by residences in mixed-use areas.

Policy 1.4.3 Mixed-use developments should emphasize transit design and compatible scale, especially when facing each other on a street.



Policy 1.4.4 In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drive-throughs, warehouses, plasma centers, and street-level parking lots.

Policy 1.4.5 When considering the acquisition and establishment of public facilities such as parks, libraries, and neighborhood centers, the City should, to the extent appropriate, select a location and/or design the facility in such a way that collocation of the facility with a public school is either achieved with an existing school, or can be retrofitted for such a collocation.

Objective 1.5 Discourage the proliferation of urban sprawl.

Policy 1.5.1 The City shall continue robust code enforcement and law enforcement to discourage flight from the city due to excessive noise, excessive lighting, blight, illegal parking of cars, ill-kept properties, and illegal signage.

Policy 1.5.2 The City should collaborate with the School Board of Alachua County to enhance schools within city limits, particularly to make the schools more accessible to students without a car.

Policy 1.5.3 The City should create more well-defined squares and parks within walking distance of residences, offices and shops.

Policy 1.5.4 The City should prioritize core areas to receive the first enhancements when the City has planned citywide public improvements such as sidewalks, street re-paving, undergrounding utilities, street lights, and public parks.

Policy 1.5.5 The City recognizes Alachua County’s use of the Urban Cluster, as adopted on their Future Land Use Map, as an urban growth boundary.

Policy 1.5.6 The City certifies that the entire area within current city limits meets the definition in Chapter 163, F.S., of an urban service area, as supported by the Data and Analysis Report.

Policy 1.5.7 The Future Land Use Map should designate appropriate areas for multi-family residential development in close proximity to neighborhood centers and important transit routes. When appropriate and in a way not detrimental to single-family neighborhoods, the City should encourage the establishment of residential, retail, office, and civic uses within 1/4 mile of the center of neighborhood centers as an effective way to reduce car trips and promote transit, walking, and bicycling.

GOAL 2 REDEVELOP AREAS WITHIN THE CITY, AS NEEDED, IN A MANNER THAT PROMOTES QUALITY OF LIFE,



TRANSPORTATION CHOICE, A HEALTHY ECONOMY, AND DISCOURAGES SPRAWL.

Objective 2.1 *Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.*

Policy 2.1.1 The City shall develop recommendations for areas designated as redevelopment areas, neighborhood centers and residential neighborhoods in need of neighborhood enhancement and stabilization.

- a. The City should consider the unique function and image of the area through design standards and design review procedures as appropriate for each redevelopment area;
- b. The City should include in its redevelopment plans recommendations regarding economic development strategies, urban design schemes, land use changes, traffic calming, and infrastructure improvements;
- c. The City should identify potential infill and redevelopment sites; provide an inventory of these sites; identify characteristics of each parcel, including land development regulations, infrastructure availability, major site limitations, and available public assistance; and develop a strategy for reuse of these sites;
- d. The City should encourage retail and office development to be placed close to the streetside sidewalk.

Policy 2.1.2 The City's Future Land Use Map should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multi-family residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the Innovation Square area (rather than at the urban fringe), but outside of single-family neighborhoods.

Policy 2.1.3 The City should concentrate CDBG, HOME, and SHIP funding efforts primarily in a limited number of neighborhoods annually.

Policy 2.1.4 The City shall strive to implement certain land use-related elements of Plan East Gainesville, including but not limited to:

- a. Establishing a three-tiered land use transect for east Gainesville to transition land development regulations from urban to suburban to rural; and



- b. Coordinating with Alachua County in its strategy to develop the Alachua County fairgrounds as a mixed-use employment center.

Objective 2.2 **The City shall collaborate with community partners such as the University of Florida, Santa Fe College, the Gainesville Area Chamber of Commerce, Alachua County, and the School Board of Alachua County to develop the Innovation Economy within the nonresidential areas of the Gainesville Innovation Zone (The Innovation Zone Map is part of the Future Land Use Map Series). For purposes of this objective, Innovation Economy means those technology firms and/or entities that bring a new process or technique to the production process and that are often, but not exclusively, related in some manner to University of Florida-driven research, and are generally represented by sectors such as Agritechology, Aviation and Aerospace, Information Technology, Life Sciences and Medical Technology.**

Policy 2.2.1 The City shall use the City's Strategic/Action Plan for Economic Development and shall collaborate with its community partners on the Economic Development University Community Committee (EDUCC) to encourage development of the Gainesville Innovation Zone.

Policy 2.2.2 The City shall review the Comprehensive Plan and the Land Development Code on a bi-annual basis with respect to the appropriate development of the Gainesville Innovation Zone. Should such review conclude that any amendments to the Comprehensive Plan or Land Development Code pertaining to the Gainesville Innovation Zone are needed; the City shall draft such amendments and present them to the City Plan Board.

Policy 2.2.3 The City shall work to ensure that adequate public infrastructure is in place for development of the Gainesville Innovation Zone.

Policy 2.2.4 The City shall work to ensure that pertinent local, state, and federal incentive programs are made available to those seeking Innovation Economy development opportunities.

Policy 2.2.5 The City shall work to ensure that negative impacts resulting from Innovation Economy development within the Gainesville Innovation Zone are minimized, particularly with respect to adjacent residential areas.

Objective 2.3 **The City shall collaborate with the Community Redevelopment Agency (CRA) to designate Community Redevelopment Areas that encourage reinvestment in the form of capital projects, infill redevelopment, and economic development programs designed to eradicate slum and blight and enhance urban form.**



Urban Mixed-Use (UMU): up to 60 units per acre; and up to 20 additional units per acre by Special Use Permit

This land use category allows residential, office, retail and serve uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed in specified zoning districts as specially regulated by the Land Development Code. Structures in this category shall be oriented to the street and encouraged multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 60 units per acre with provisions to add up to 20 additional units per acre by Special Use permit as specified in the land development regulations. Maximum building height shall range between 4 to 5 stories, depending upon the implementing zoning district, with provisions to add up to an additional 1 to 2 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate densities, the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.


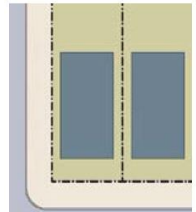
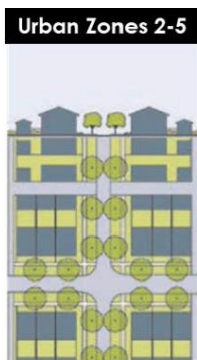
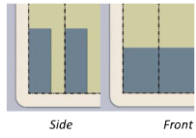
Urban Mixed-Use High Intensity (UMUH): 10-100 units per acre; and up to 25 additional units per acre by Special Use Permit

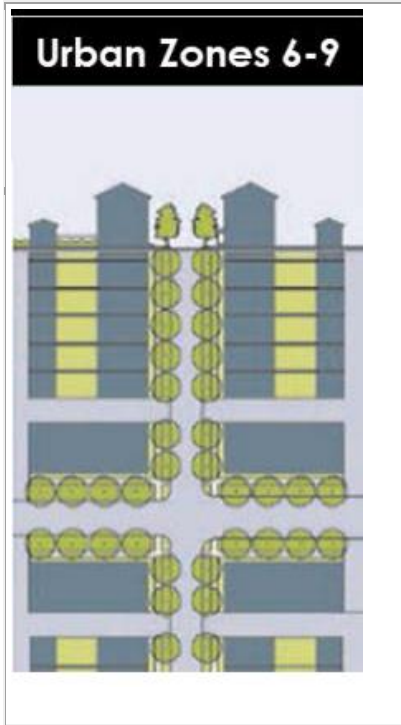
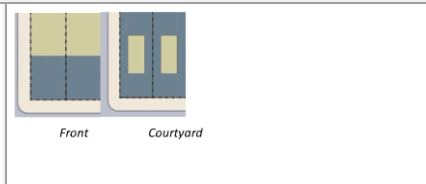
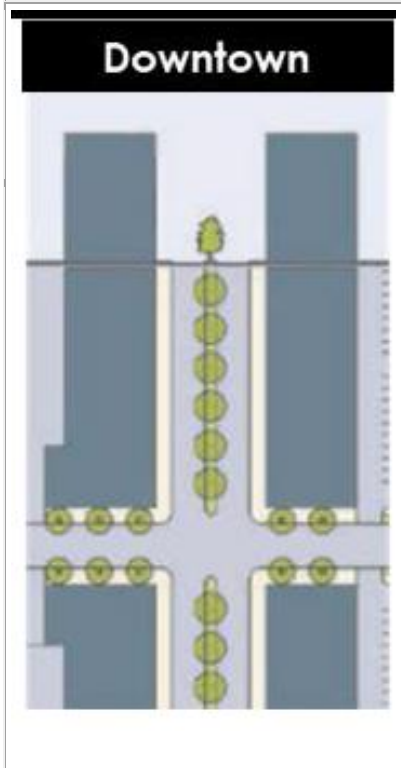
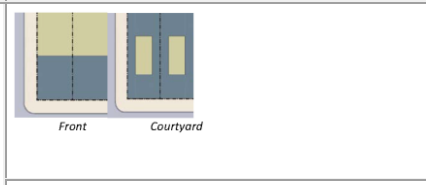
This land use category allows residential, office/research, retail, and service uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed as specially regulated by the Land Development Code. The Urban Mixed-Use High-Intensity category is distinguished from other mixed-use categories in that it is specifically established to support research and development in close proximity to the University of Florida main campus. An essential component of the category is orientation of structures to the street and the multi-modal character of the area. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 10 to 100 units per acre with provisions to add up to 25 additional units per acre by Special Use Permit as specified in the land development regulations. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Building height shall be limited to 6 stories and up to 8 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate zoning densities: the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

DIVISION 2. - TRANSECTS

Sec. 30-4.11. - 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. *Transects.* 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 transects organizing the components of place-making: Natural zone, rural zone, urban neighborhood zone, general urban zone, urban center zone, and urban core. This code assigns transects that are tailored to the unique character of the City of Gainesville. The allowable uses, dimensional standards, and development requirements for these zones are described within this division.

	ZONE DESCRIPTION	INTENDED SITE LAYOUT
 <p>Urban Zone 1</p>	<p>Urban Zone 1 Consists of predominantly low to medium density residential areas, adjacent to higher intensity zones where neighborhood services and mixed use are permitted.</p>	 <p><i>Edge</i></p> <p>Buildings typically occupy the center of the lot with setbacks on all sides. The front yard is intended to be visually continuous with the yards of adjacent buildings.</p>
 <p>Urban Zones 2-5</p>	<p>Urban Zones 2 - 5 Consists of a wide range of residential building types. Higher number zones provide for the integration of offices and neighborhood services within an increasingly urban fabric. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p>	 <p><i>Side</i> <i>Front</i></p> <p>Buildings typically occupy one side of the lot leaving a setback to the other side to allow for access or privacy. In many instances, the building occupies the entire lot frontage. A shallow frontage setback defines a more urban</p>

		condition.
 <p>Urban Zones 6-9</p> <p>The diagram shows a cross-section of a street with buildings on both sides. The buildings are multi-story with a mix of blue and yellow facades. There are trees and a sidewalk on both sides. The buildings are set close to the sidewalks.</p>	<p>Urban Zones 6 - 9</p> <p>Consists of higher density mixed use buildings that accommodate retail, offices, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	 <p><i>Front</i> <i>Courtyard</i></p> <p>The building typically occupies the full frontage, leaving the rear of the lot as the sole yard. The continuous facade steadily defines the public street. In its residential form, this type is the attached dwelling. The rear yard can accommodate substantial parking.</p>
 <p>Downtown</p> <p>The diagram shows a cross-section of a street with tall buildings on both sides. The buildings are multi-story with a mix of blue and yellow facades. There are trees and a sidewalk on both sides. The buildings are set close to the sidewalks.</p>	<p>Downtown</p> <p>Consists of the highest density and height development, with the greatest variety of uses, and civic buildings of regional importance. Streets have steady street tree planting and buildings are set close to wide sidewalks.</p>	 <p><i>Front</i> <i>Courtyard</i></p> <p>The building occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public street.</p>

- C. *Streets.* Within the transects, new developments shall connect to the existing street network. Where the existing street network is deficient with respect to gridded connectivity, the development shall provide new street connections to meet the block perimeter requirements.

The zoning map identifies a hierarchy of street types that determine the relationship of buildings to the street and the standards for the design of street landscaping and sidewalks. Street types include: Storefront, Principal, Thoroughfare, and Local Streets. All undesignated existing streets are assumed to be Local Streets. Below is a detailed description of the general function, character, and elements of each street type. Final street design for new development shall be in accordance with this article and the Design Manual, subject to review and approval by the city manager or designee in the development review process. In the event of a conflict between the standards in this article and the Design Manual, the Design Manual shall govern.

- a. *Storefront.* Storefront streets are designed to encourage a high level of pedestrian activity. Higher intensity and density uses front this street type. Due to the level of pedestrian activity on this street type, minimum sidewalk widths are increased and first floor residential development requires a one and one-half foot elevation above grade (three 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.



- b. *Principal.* Principal streets include lower levels of pedestrian activity compared to storefront streets. This street type is located in mixed-use areas where the traffic volume is anticipated to be higher than on local streets. This street type allows for some auto-oriented uses with a special use permit.

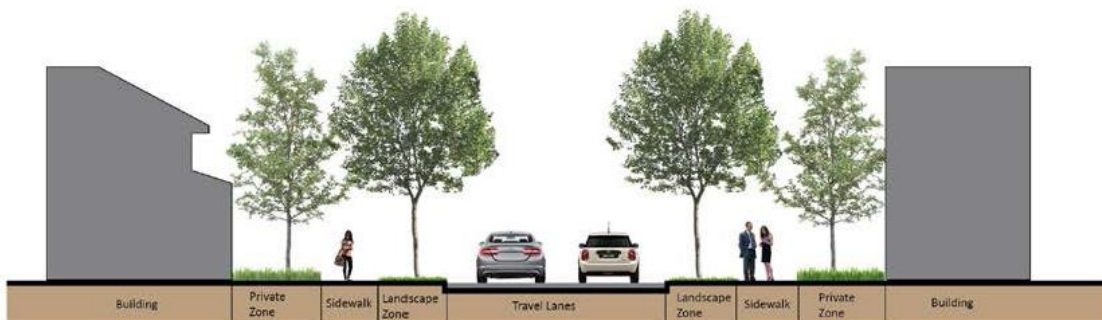


- c. *Thoroughfares.* Thoroughfares are streets that carry high volumes of through traffic at higher speeds with less pedestrian activity and higher vehicular speeds than other street types. These streets are often fronted by larger scale commercial development and are usually four-lane or six-lane streets.



- d. *Local.* 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

transects. Any street that is not identified as a storefront, principal, or thoroughfare street should be assumed to be a local street.



- e. *Urban walkways.* 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.



- f. *Alleys.* Alleys are narrower 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.



(Ord. No. [170831](#), § 3, 4-5-18)

Sec. 30-4.12. - Permitted uses.

The following table contains the list of uses allowed, and specifies whether the uses are allowed by right (P), accessory to a principal use (A), or by special use permit approval (S). Blank cells indicate that the use is not allowed. No variances from the requirements of this section shall be allowed.

Table V-1: Permitted Uses within Transects.

	Use Standards	U1	U2	U3	U4	U5	U6	U7	U8	U9	DT
RESIDENTIAL											
Single-family dwellings		P	P	P	P	P	P	P	P	P	P
Attached dwellings (up to 6 attached units)		-	P	P	P	P	P	P	P	P	P
Multi-family, small-scale (2—4 units per building)		-	P	P	P	P	P	P	P	P	P
Multi-family dwellings		-	-	P	P	P	P	P	P	P	P
Accessory dwelling units	30-5.34	-	P	P	P	P	P	P	P	-	-
Adult day care homes	30-5.2	P	P	P	P	P	P	P	P	P	P
Community residential homes (up to 6 residents)	30-5.6	P	P	P	P	P	P	P	P	-	-
Community residential homes (more than 6 residents)	30-5.6	-	-	P	P	P	P	P	P	P	-
Dormitory (small)	30-5.8	-	P	P	P	P	P	P	P	P	P
Dormitory (large)	30-5.8	-	-	P	P	P	P	P	P	P	P
Family child care homes	30-5.10	P	P	P	P	P	P	P	P	P	-
NONRESIDENTIAL											
Alcoholic beverage establishment	30-5.3	-	-	-	-	-	-	P	P	P	P
Assisted living facility		-	-	-	P	-	P	P	P	P	P

Bed & Breakfast establishments	30-5.4	-	S	P	P	P	P	P	P	P	P	P
Business services		-	-	-	P	-	P	P	P	P	P	P
Car wash facilities	30-5.5	-	-	-	-	-	-	P	P	-	-	
Civic, social & fraternal organizations		S	P	P	P	P	P	P	P	P	P	P
Day care center	30-5.7	-	S	S	P	P	P	P	P	P	P	P
Drive-through facility	30-5.9	-	-	-	-	-	P	P	P	P	P	P
Emergency shelter		-	-	-	-	P	P	P	P	P	P	P
Equipment rental and leasing, light		-	-	-	-	-	-	P	P	P	P	P
Exercise studios		-	-	-	P	-	P	P	P	P	P	P
Farmers market	30-5.11	-	-	-	-	-	P	P	P	P	P	P
Food distribution for the needy	30-5.12	-	-	-	-	-	-	-	S	S	S	
Food trucks	30-5.36	-	-	-	A	-	P	P	P	P	P	P
Funeral homes and crematories		-	-	-	-	-	P	P	P	P	P	P
Gasoline/alternative fuel station	30-5.13	-	-	-	-	-	S ¹	P	P	-	-	
Health services		-	-	-	-	-	P	P	P	P	P	P
Hotel		-	-	-	-	-	-	P	P	P	P	P
Laboratory, medical & dental		-	-	-	P	-	P	P	P	P	P	P
Library		-	-	-	-	S	P	P	P	P	P	P

Light assembly, fabrication and processing	30-5.16	-	-	-	-	-	P	P	P	P	P
Medical marijuana dispensing facility		-	-	-	-	-	P	P	P	P	P
Microbrewery Microwinery Microdistillery ²	30-5.17	-	-	-	-	-	S	P	P	P	P
Mini-warehouse/self-storage	30-5.18	-	-	-	-	-	-	-	P	P	-
Museums and art galleries		-	-	-	P	S	P	P	P	P	P
Office		-	-	-	P	P ³ /S ₄	P	P	P	P	P
Office - medical, dental, & other health related services		-	-	-	P	-	P	P	P	P	P
Parking, surface (principal use)	30-5.20	-	-	-	-	-	-	-	-	S	S
Parking, structured (principal use)		-	-	-	-	-	-	P	P	P	P
Passenger transit station		-	-	-	-	-	-	-	P	P	P
Personal services		-	-	-	P	-	P	P	P	P	P
Places of religious assembly	30-5.21	S	P	P	P	P	P	P	P	P	P
Professional school		-	-	-	P	P	P	P	P	P	P
Public administration buildings		-	-	-	S	S	S	P	P	P	P
Public parks		P	P	P	P	P	P	P	P	P	P
Recreation, indoor ²		-	-	-	-	-	P	P	P	P	P
Recreation, outdoor		-	-	-	-	-	-	P	P	P	P

Research development & testing facilities		-	-	-	-	-	-	P	P	P	P
Residences for destitute people	30-5.23	-	-	-	-	-	-	-	S	S	S
Restaurant		-	-	-	S	-	-	P	P	P	P
Retail sales		-	-	-	-	-	-	P	P	P	P
School, elementary, middle & high (public & private)		S	S	S	P	P	-	P	P	P	P
Scooter and electric golf cart sales		-	-	-	-	-	-	-	P	P	P
Simulated gambling establishments		-	-	-	-	-	-	-	-	-	-
Social service facilities	30-5.26	-	-	-	-	-	-	-	-	P	P
Skilled nursing facility		-	-	-	P	-	-	P	P	P	P
Vehicle sales and rental (no outdoor display)		-	-	-	-	-	-	-	P	P	P
Vehicle services	30-5.29	-	-	-	-	-	-	-	P	P	-
Vehicle repair	30-5.29	-	-	-	-	-	-	-	P	-	-
Veterinary services	30-5.30	-	-	-	P	-	-	P	P	P	P
Vocational/Trade school		-	-	-	-	-	-	S	P	P	P
Wireless communication services	See § 30-5.31										

LEGEND:

P = Permitted by right; S = Special Use Permit; A = Accessory; Blank = Use not allowed.

1 = When located along a Principal Street.

2 = Prohibited where adjacent to single-family zoned property.

3 = Office uses as a home occupation.

4 = Office uses up to 20 percent of the building square footage and shall be secondary to a principal residential use. No outdoor storage allowed.

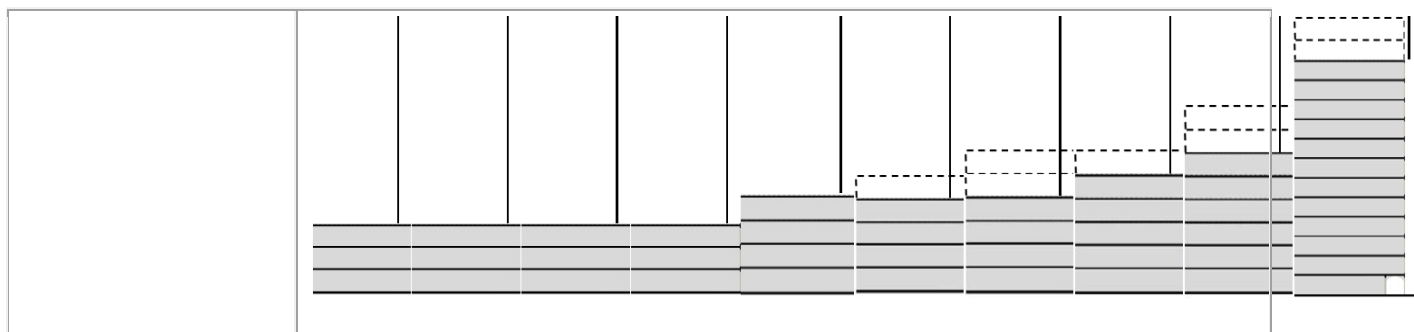
(Ord. No. [160685](#), § 2, 3-15-18; Ord. No. [170975](#), § 1, 2-21-19; Ord. No. [190292](#), § 2, 2-20-20)

Sec. 30-4.13. - Building form standards.

This section contains the building form standards that determine the location, scale and massing of all buildings within the transects.

Table V-2: Building Form Standards within Transects.

TRANSECT	U1	U2	U3	U4	U5	U6	U7	U8	U9	DT
A. BLOCK STANDARDS										
Block perimeter (max. feet)	2,600'								2,000'	1,600'
B. LOT CONFIGURATION										
Lot width (min. feet)	34'	18'							18'	18'
C. DEVELOPMENT INTENSITY										
Nonresidential building coverage (max)	60%	80%							90%	100%
Residential density by right/with bonus ² (max. units per acre)	8	15	20	20	75	50/60	50/60	60/80	100/125	150/175
D. BUILDING FRONTAGE										
Primary frontage (min)	50%	60%							70%	80%
Secondary frontage (min)	30%	40%							50%	60%



G. BUILDING HEIGHT

Min. feet	NA	NA	NA	NA	NA	NA	18	18	18	18
Max. stories (by right ¹ /with bonus ²)	3	3	3	3	4	4/5	4/6	5/6	6/8	12/14
Max. feet (by right/with bonus ²)	36	36	36	42	60	60/74	60/88	74/88	88/116	172/200

H. FLOOR HEIGHT

Min. first floor height (residential/nonresidential)	NA/10'	NA/12'	NA/12'	NA/12'	NA/12'	NA/12'	12'/12'	12'/15'	12'/15'	12'/15'
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I. GLAZING

Min. first floor - nonresidential	-	30%	50%				65%			
Min. first floor - multi-family	-	30%								
Min. upper floors - nonresidential and multi-family	-	15%								

LEGEND:

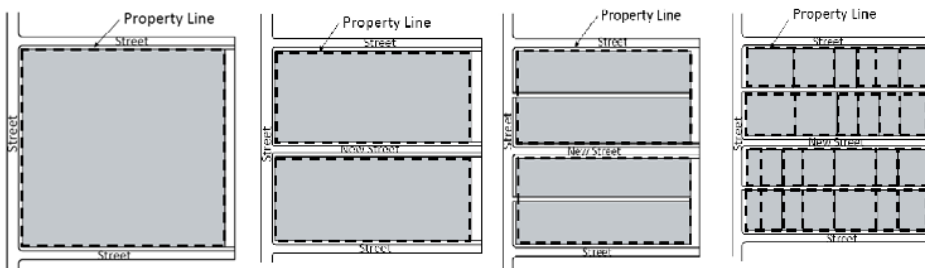
1 = See development compatibility standards in section 30-4.8.

2 = See bonus system requirements in section 30-4.9.

A. *Block standards.*

1. *Maximum block perimeter.* Maximum block perimeters are defined Table V-2 for each transect. When development cumulatively includes 50% or more of the total project area, it shall be required to include new local streets or urban walkways and the resulting block(s) shall not exceed the prescribed maximum block perimeter. Figure V-1 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



Step 1-original site; Step 2-introduce streets; Step 3-introduce alleys; Step 4-introduce lots.

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 development review process and shall be constructed according to the appropriate city standards, but may be sited and configured in a manner so that they provide the most appropriate access to the development. Where a street is planned to continue beyond the extent of a development, 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, multi-use paths or urban walkways shall provide for public access and may be dedicated for public right-of-way after construction, if the city desires to accept same for maintenance.
- c. Notwithstanding any other provision in this chapter, a 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:
 - i. Requires the city and/or the community redevelopment agency to construct the required local streets as public streets within two years of final approval; and
 - ii. 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.

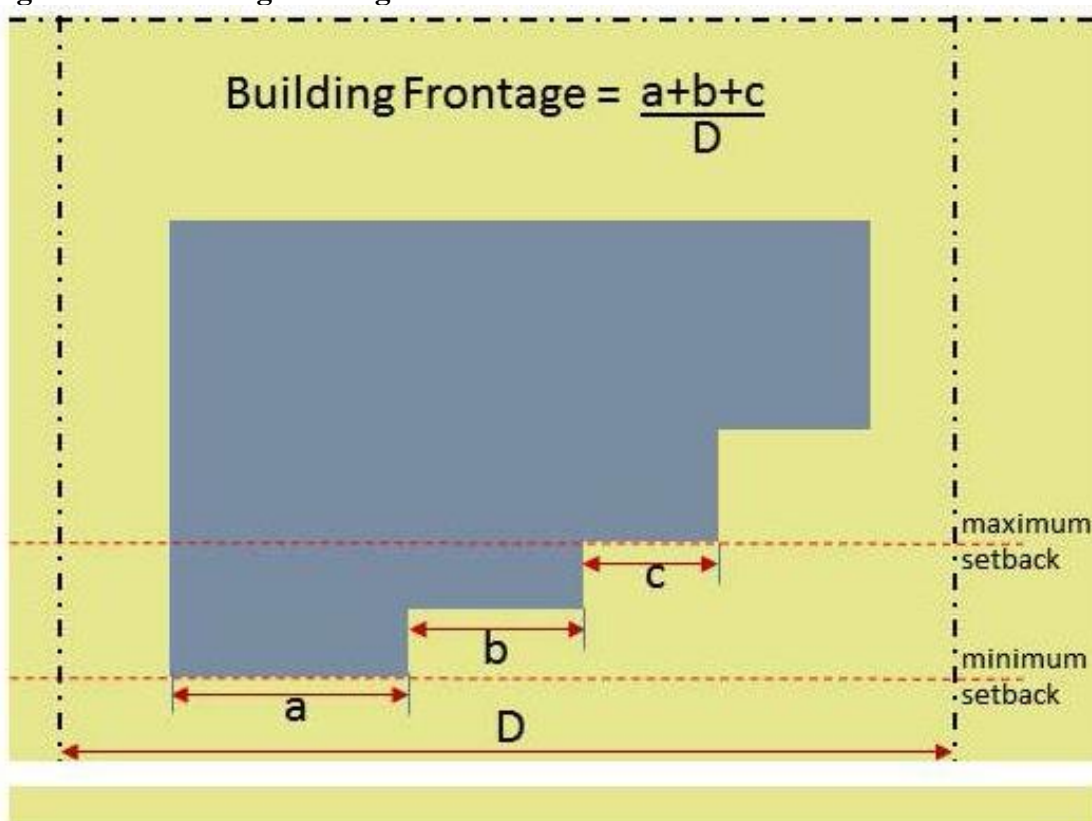
The city may enter into such an agreement only when the city determines that doing so would be in the public interest and when the city and/or the community redevelopment agency has budgeted legally available funds for the construction of the required local streets. The form and content of the agreement 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 the procedures and criteria for a variance, 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 a variance from these requirements is approved, the block perimeter shall be completed with the provision of sidewalk and bicycle connections, and multi-use paths or urban walkways, subject to approval by the city.

3. *Urban walkways.* When required new streets or urban walkways are constructed as part of a subdivision or development, their design and construction shall conform to the following standards and applicable design manual standards:
 - a. New streets or urban walkways shall connect to existing streets on abutting properties, or be constructed in alignment with planned public streets on abutting properties.
 - b. Where a portion of a new street or urban walkway is newly constructed, it shall be designed to be extended to abutting property. Stub-outs shall extend 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 ten feet wide in total width and shall provide for both bicycles and pedestrians. An urban walkway shall 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.
- B. *Building frontage.* Building frontage requirements shall create a continuous building presence along streets.
 1. The building frontage standards are a proportion of the building length relative to the width of the development site measured at the site frontage line, (see Figure V-3).

Figure V-3: Building Frontage



2. *Frontage hierarchy.*

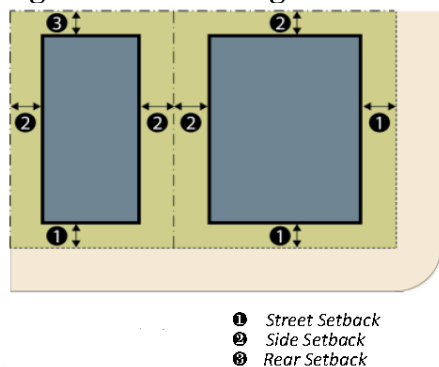
- a. Where a development has frontage along multiple street types that do not include a thoroughfare, the urban street (storefront or principal, in that order of hierarchy) shall be considered the primary street for the front face of the building.
- b. Where a development has frontage on a thoroughfare and any other street type, the thoroughfare shall be considered the primary street.
- c. Where a development has frontage on two streets of equal type, then the city manager or designee shall make a determination as to which street frontage shall be considered primary.

Figure V-4: Example of Gateway

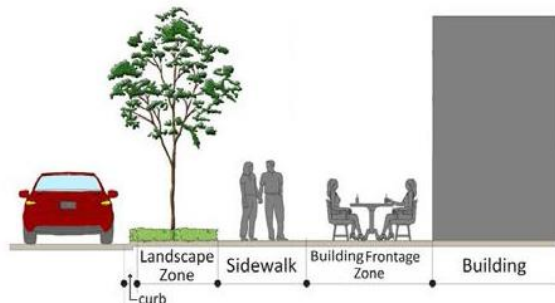


Floor above gateway not required

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-4).
 4. A preserved high quality heritage tree canopy within the street setback range may count towards meeting the building frontage requirement.
 5. The ground floor along the street frontages 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, lobbies or dining areas for hotels or multi-family residential buildings, and hotel rooms or multi-family residential units with street facing entrances.
- C. *Building placement and setbacks.* The placement of a building on a site is critical to creating a vital and coherent public realm. The building placement and setback standards shall shape the public realm and strengthen the physical and functional character of the area. Figure V-5 depicts the types of setbacks.

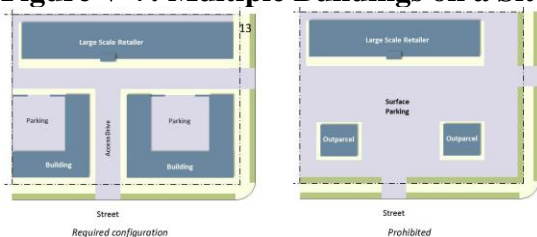
Figure V-5: Building Setbacks

1. Building placement requirements shall be measured from the back of curb instead of the front property line, with the following exceptions:
 - a. In the absence of curbs, shall be measured from the edge of pavement.
 - b. Where the required building placement falls within a public right-of-way, it shall be shifted to the property line instead.
2. Building placement requirements shall be comprised of a landscape zone, a public sidewalk zone and a building frontage zone. Figure V-6 depicts the required configuration of these zones in relation to the street curb and building. The required minimum widths for the landscape and sidewalks zones are listed within Table V-2. The building frontage zone shall be a minimum of five feet in all locations. Section 30-4.13 D. contains additional standards for the design of the building frontage zone.

Figure V-6: Public Realm Zones

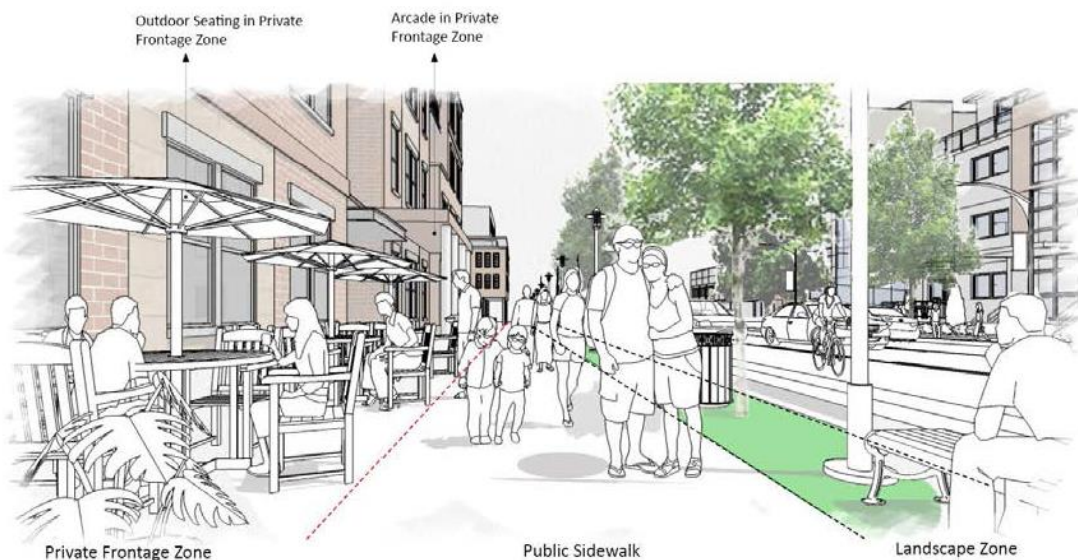
3. Side and rear setbacks are minimums and shall be measured from shared property lines.
4. The following shall not be located within the public sidewalk zone; utility poles including electrical transmission and distribution poles; light poles; mechanical equipment as defined in section 30-6.10; signs included in section 30-9.2A; and street furniture including benches, trash receptacles, and bicycle racks.
5. 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 building placement and setback and building frontage requirements of this division. Figure V-7 depicts the required configuration of multiple buildings on a site, such as within a shopping center. Streets or access drives shall be incorporated into the site to break it down into smaller lots/blocks (platting will not be required). The primary 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



- D. *Building frontage zone requirements.* All development shall provide a minimum five-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 (Figure V-8). For a commercial building, the intent of the private frontage zone is to attract customers into the business. 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: Examples of Building Frontage Zone Activity



Building Frontage Zone used for outdoor seating

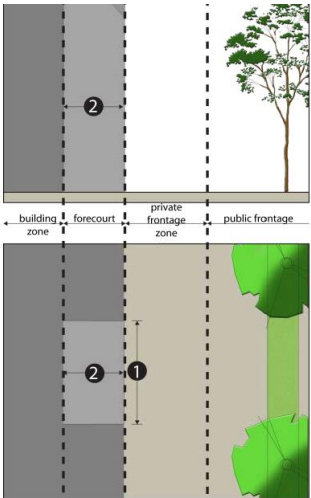
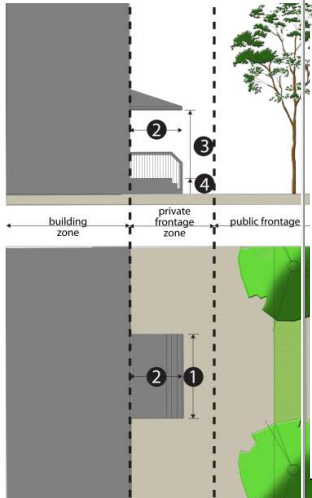
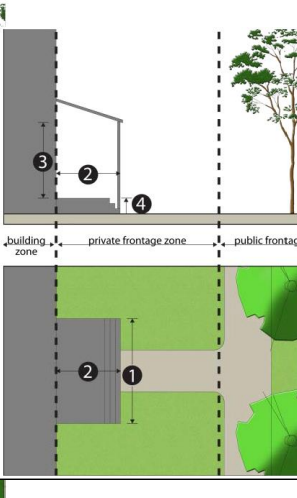


Private frontage zone with landscaping to buffer residential uses

Table V-3: Building Frontage Dimensional Standards

Storefront	Gallery	Arcade
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<p>1. Width: 25% of façade width min.</p>	<p>1. Width: 75% of façade width min.</p>	<p>1. Width: 75% of façade width min.</p>
<p>2. Depth: 5' min.</p>	<p>2. Depth: 8' min.</p>	<p>2. Depth: 8' min.</p>
<p>3. Clear Height: 8' min.</p>		
<p>3. Clear Height: 12' min. (1st floor)</p>	<p>3. Clear Height: 12' min. (1st floor)</p>	

Courtyard	Stoop	Porch
		
<p>1. Width: 10' min. to 50% of façade width max.</p>	<p>1. Width: 5' min. to 16' max.</p>	<p>1. Width: 12' min.</p>
<p>2. Depth: 10' min./20' max.</p>	<p>2. Depth: 5' to 8'</p>	<p>2. Depth: 8' min.</p>
<p>3. Elevation: 18" max. above grade.</p>	<p>3. Clear Height: 8'</p>	<p>3. Clear Height: 8' min.</p>
	<p>4. Elevation: 21" min. above grade.</p>	<p>4. Elevation: 21" min. above grade.</p>

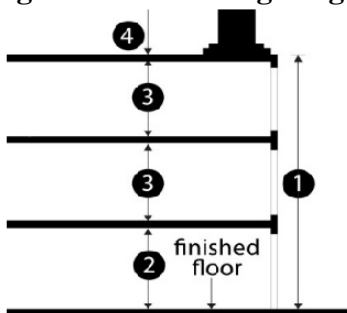
Note: See Article II for definitions of frontages.

1. *Building frontage standards, general.*
 - a. In addition to the encroachments shown in Table V-3, cantilevered balconies, bay windows and roof overhangs are allowed to encroach into the building frontage zone.
 - b. Street furniture such as benches, trash receptacles, or bicycle racks may be installed within the building frontage zone; however, permanent fencing is prohibited.
2. *Standards for storefronts, awnings and canopies.*
 - a. Storefront doors shall not be recessed more than five feet from the front façade. Recessed doors shall have angled walls leading to the door to promote the visibility of the entrance.
 - b. Awnings and canopies shall not cover building architectural elements including but not limited to 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 shall match the width of the window or door opening and shall enhance the architectural features of the building.
- 3. *Standards for galleries and arcades.*
 - a. Along urban Storefront streets, gallery/arcade openings shall align with storefront entrances.
 - b. Galleries may be one or two stories.
 - c. Arcades and galleries shall have consistent depth along a frontage.
- 4. *Standards for courtyards.*
 - a. Courtyards shall be paved and a minimum of 20 percent of the total courtyard area shall be enhanced with either above-ground or in-ground landscaping.
- 5. *Standards for stoops and porches.*
 - a. Stoops shall align directly with the building entry.
 - b. Porches may be one or two stories.
 - c. Porches may encroach into the building frontage zone.

E. *Building height.*

Figure V-9: Building Height



- ① *Building height*
- ② *Floor height (ground floor)*
- ③ *Floor height (upper floors)*
- ④ *Exceptions to maximum 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 that meet the definition and requirements of the Florida Building Code shall not 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 15 feet above eave line.
 - b. Trellises may extend above the maximum height up to eight feet.

F. *Floor height.*

- 1. Floor height shall be measured as provided in the Florida Building Code.

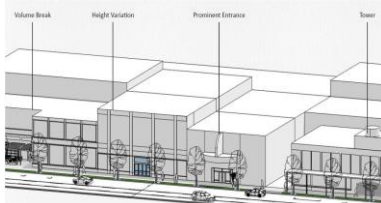
2. Parking garages are exempt from the minimum floor height requirements.

(Ord. No. [170831](#), § 4, 4-5-18; Ord. No. [170971](#), § 2, 2-21-19; Ord. No. [170974](#), § 6, 2-21-19)

Sec. 30-4.14. - 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 60 feet along a street frontage without providing a substantial volume break such as a volume projection or recess, a tower or bay, or an architecturally prominent public entrance. The recesses and projections shall have a minimum depth and width of ten feet.

Figure V-16: Building Massing



- B. *Facade articulation.* The standards contained in this section apply to multi-family, nonresidential and mixed-use buildings. Building facades along streets shall maintain a pedestrian scale by integrating the following architectural elements:

***Projections &
Recesses***

***Expression
line***

Figure V - 18: Façade Elements



Arcade

Change in material

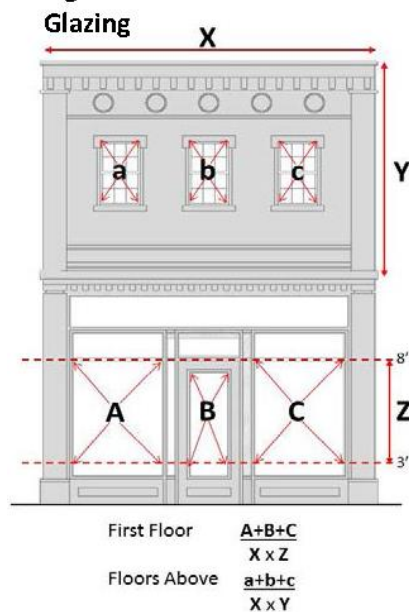
1. Façades shall not exceed 20 horizontal feet without including at least one of the following elements:
 - a. A window or door.
 - b. Awning, canopy or marquee.
 - c. An offset, column, reveal, void, projecting rib, band, cornice, or similar element with a minimum depth of six inches.
 - d. Arcade, gallery or stoop.
 - e. Complementary changes in façade materials or texture.
2. An expression line shall be provided between the first and second stories delineating the transition between ground and upper floors.

3. Architectural treatments on the façade, such as cornices or expression lines, shall be continued around the sides of the building visible from a street.
4. All building elevations (including secondary/interior side façades) shall use similar materials and appearance as the front/street facade.

C. *Glazing requirements.*

1. Glazing percentages shall be calculated as follows:

Figure V - 17: Non-Residential



- a. Nonresidential first floor: The area of glass between three feet and eight feet above finished floor, divided by the area of the building façade also between three feet and eight feet above finished floor.
 - b. Nonresidential 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 used, 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 percent minimum transmittance. The use of reflective glass and reflective film is prohibited on the ground floor of all buildings.

D. *Building entrances.*

1. Each building shall provide a primary public entrance oriented toward the public right-of-way, and may be located at the building corner facing the intersection of two streets. Additional entrances may be provided on other sides of the building.
2. Primary public 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.
 Sec. 30-4.15. - Parking requirements.

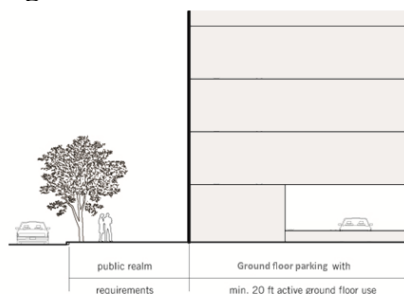
A. *Parking amounts.*

Transect	Min. Vehicle Spaces		Min. Bicycle Spaces		Min. Scooter Spaces
	Nonresidential Use	Residential Use	Nonresidential Use	Residential Use	
DT	-	-	1 per 2,000 sq. ft. of GFA	1 per 3 bedrooms	1 per 6 bedrooms
U9	-	-	1 per 2,000 sq. ft. of GFA	1 per 3 bedrooms	1 per 6 bedrooms
U8	-	-	1 per 2,000 sq. ft. of GFA	1 per 3 bedrooms	1 per 6 bedrooms
U7	-	1 per 3 bedrooms	1 per 2,000 sq. ft. of GFA	1 per 3 bedrooms	1 per 6 bedrooms
U6	-	1 per 3 bedrooms	1 per 2,000 sq. ft. of GFA	1 per 3 bedrooms	1 per 6 bedrooms
U5	-	1 per 3 bedrooms	1 per 2,000 sq. ft. of GFA	1 per 3 bedrooms	-
U4	Per parking code				
U3					
U2					
U1					

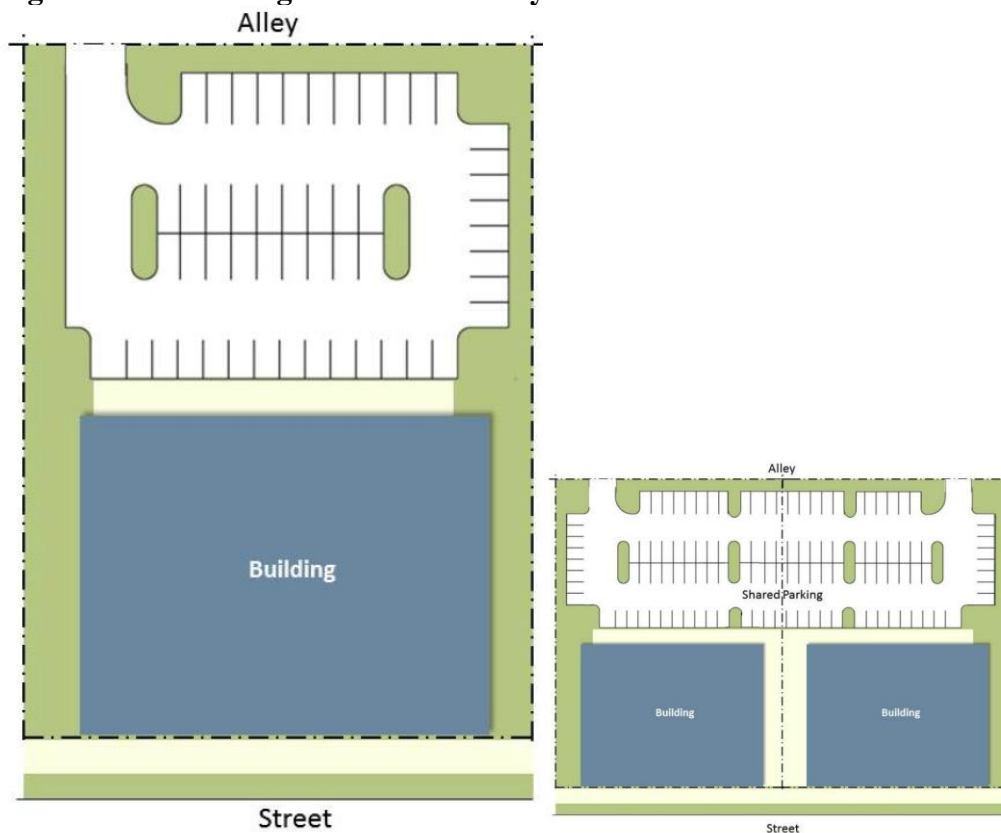
B. *Location of parking facilities.*

1. Surface parking lots shall be located to the rear or side of buildings, but no more than 50 percent of the total parking area may be located to the side of buildings.

Figure V-10: Ground-Floor Parking under Building



2. Surface parking in the form of a single level of ground floor parking located within the building footprint (see Figure V-10) must include a minimum of 25 feet of active ground floor commercial, residential, or office uses along Storefront and Principal streets, or in the event that all of the abutting roadways are local streets, must include a minimum of 25 feet of active ground floor uses along the most primary local street as determined by pedestrian traffic. All other street frontages must include decorative screening walls, perimeter parking landscaping per Article VII, or a combination thereof to shield ground floor parking areas.
3. Surface and structured parking areas shall be accessed from rear alleys or rear lanes where available (see Figure V-11), from an adjacent property (see Figure V-12), or from local streets, in that order of hierarchy. Vehicular access from other street types shall only be allowed in the absence of these options.
4. Within the DT district, any surface parking areas abutting a public street or urban walkway shall be screened from street view by a masonry garden wall with a height between three and five feet. In the other T-zones, the parking lot may be screened in accordance with the perimeter parking landscaping standards per article VII.
5. A minimum of ten percent of the provided bicycle parking shall be located between the building and the street.

Figure V-11: Parking Access from Alley

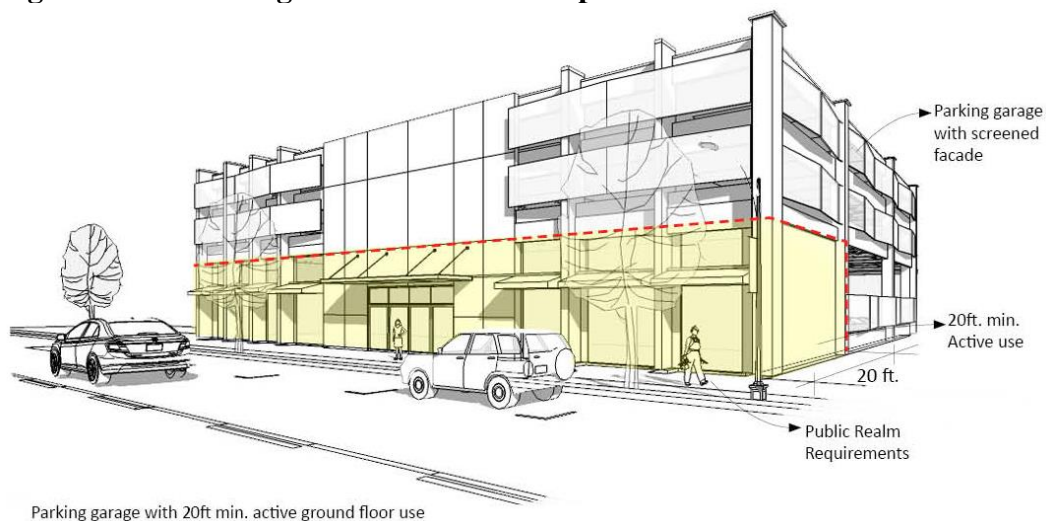
C. *Design of parking structures.*

1. Parking structures located along Storefront streets shall 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 of two stories and a minimum height of 30 feet and a minimum depth of 25 feet along the entire length of the parking structure.

Figure V-13: Parking Structures on Storefront Streets

2. Parking structures located along Principal 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 on Principal Streets



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

Figure V-15: Parking Structures on Other Streets



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

(Ord. No. [170974](#), § 7, 2-21-19)

DIVISION 6. - TRANSPORTATION

Sec. 30-6.17. - Streets.

- A. *Public and private streets.* The design standards for streets are contained in the Design Manual or standards from other agencies as referenced in the manual.
- B. *Private approved streets.* Each private approved street in a minor subdivision shall meet the following requirements:
1. An approved private street shall be paved to a minimum width of 12 feet wide for one-directional traffic flow and 18 feet wide for two-directional traffic flow. Alternatively, a determination shall be made by the city public works department, the city fire rescue department, and city solid waste department that the approved private street is adequate to support service vehicles as necessary to provide municipal services.
 2. The structure and sub-base of the approved private street shall meet the standards set forth in the Design Manual.
 3. Each approved private street shall be connected directly to a public street or to another approved private street that connects directly to the major public road network. The method and type of connection shall be subject to approval by the public works department in accordance with the standards set forth in the Design Manual. The private street serving the subdivision shall have a maximum length of 1,000 feet (measured by traversing the length of the approved private street from its farthest extent to the nearest public street). When the private street reaches 1,000 feet in length, the subdivision shall include one of the following, as determined by the city fire rescue department: 1) appropriate emergency connection to the nearest public road, if such a connection can be made on property within the minor subdivision, or 2) a turnaround sized to accommodate fire and rescue vehicles.
 4. The owners of each approved private street shall provide necessary easements to the city for the purpose of providing municipal services. Alternatively, if the city finds the street serves a valid public purpose, the owners may gratuitously dedicate an approved private street for purposes of public right-of-way.
 5. Lots created on an approved private street shall be designed to minimize the number of curb cuts onto the street. Shared driveway access shall be required of adjoining lots, except where an odd number of lots are created, in which case, one lot, as determined by the public works department, may be allowed to have a separate driveway.
 6. Approved private streets shall provide a sidewalk having a minimum width of five feet. The sidewalk shall be provided on one side of the street in accordance with standards of the Design Manual. Where five feet of pavement is not possible due to a natural or permanent man-made obstruction, the pavement width may be decreased to a minimum of three feet as necessary to avoid the obstruction. If paving is not possible due to natural conditions, a minimum three-foot wide stabilized pedestrian trail shall be constructed.
 7. All proposed minor subdivisions shall meet the level of service standards in the Comprehensive Plan. Proof of meeting these standards shall exist in the form of a certificate of concurrency exemption, certificate of preliminary concurrency or certificate of conditional concurrency reservation. The approval of a nonresidential minor subdivision in no way reserves capacity for the purposes of concurrency.
- C. *Culs-de-sac or dead-end streets.* Culs-de-sac shall not exceed 250 feet, except where alternative emergency service access is available. Where emergency service access is available, dead-end streets or cul-de-sacs shall not extend beyond 1,000 feet. Pedestrian connections shall be provided to these streets in order to shorten walking distances.

Sec. 30-6.18. - Sidewalks and shared-use bicycle paths.

- A. *Intent.* The intent of this section is to enable pedestrian activity throughout the city, especially as a means to promote pedestrian and transit trips, pedestrian safety and accessibility. Sidewalks are required in conjunction with development orders in every zoning district. This shall apply on any parcel or lot where a roadway is existing adjacent to the proposed development or where there is a reasonable likelihood of mass transit service or a pedestrian need for sidewalks. Sidewalk(s) are required on both sides of all public and private streets.
- B. *Schools.* Public and private schools shall meet the design guidelines of Safe Routes to School. Sidewalks and bikeways adjacent to the site shall be extended to appropriate walkways around buildings and bicycle storage areas.
- C. Sidewalks are required on both sides of all streets at least five feet in width. Whenever a sidewalk intersects with a curbed street, ramps shall be installed to facilitate access to the sidewalks by wheelchairs.
 - 1. A shared-use bicycle path shall be provided in a subdivision wherever designated on the officially adopted trail network plan for the city. Also, subdivisions containing a proposed trail network corridor shall provide a shared-use bicycle path and sidewalk system that integrates or links the subdivision with the trail network.
- D. *Responsibility for construction.* The installation of sidewalks is the responsibility of the developer/owner and the sidewalks shall be installed prior to the issuance of a certificate of occupancy by the city. For a phased development, sidewalk(s) shall be completed to serve any area for which a certificate of occupancy or any temporary occupancy is required. The developer/owner shall only be responsible for the sidewalk on the same side of the street(s) on which the approved plan is adjacent, except as specifically modified in this section.
- E. *Design standard.* Sidewalk(s) and ramp(s) shall be constructed in accordance with the Design Manual.
- F. *Dedication.* In conjunction with the owner/developer's installation of any required sidewalk(s) along a street, the sidewalk shall be constructed within existing right-of-way or, if insufficient space exists within the right-of-way, the sidewalk area shall be dedicated to public use in a form acceptable to the city attorney.
- G. *Modifications.* The appropriate reviewing authority may approve modifications from the terms of this section as follows:
 - 1. The appropriate reviewing authority shall require the petitioner to provide information in the form of reports, maps, diagrams, and similar material to support their request for modification.
 - 2. The appropriate reviewing authority may determine the appropriate location or termination of sidewalks, or determine that a portion of a sidewalk may be narrowed to the minimum extent necessary to meet the requirements of this section.
 - 3. The applicant shall demonstrate that conditions and circumstances, which do not result from the actions of the developer, warrant modification of the sidewalk requirements. In reaching its decision, the appropriate reviewing authority shall consider the following:
 - a. Protection of heritage trees; and
 - b. Excessive slope or other topographic or geological features.

(Ord. No. [170831](#), § 7, 4-5-18)

Sec. 30-6.19. - Access management.

- A. *Access to residentially zoned properties.*
 - 1. No residentially zoned land shall be used for driveway, walkway or access purposes to any land that is non-residentially zoned or that is used for any purpose not permitted in a residential

district or that is shown on the future land use map of the Comprehensive Plan for solely non-residential use, except for ingress and egress to a use that was existing on October 26, 1981, on land that does not abut a public street.

2. Entrances to dwelling units in the RMF-5, RMF-6, RMF-7, RMF-8 districts shall be 15 feet or greater from any access road or driveway.
3. Minor improvements, such as ramps and landings, that are intended to provide access for a handicapped resident shall be permitted by right within the required yard of any existing single-family dwelling, two-family dwelling and three-family dwelling.

B. *Access to non-residential uses.*

1. Where a parcel of property used for nonresidential use in any business, office, industrial or mixed-use district abuts more than one street, access from either street to such property shall be permitted only if no property in any RSF-1, RSF-2, RSF-3, RSF-4 or RC residential district or shown for single-family residential use on the future land use map of the Comprehensive Plan lies immediately across such street from such office-zoned property; provided, however, access may be permitted from any major collector or arterial as shown on the official roadway map; and provided, further, that one point of access shall be permitted in any case, notwithstanding other provisions of this subsection.
2. Access to shopping centers shall be in accordance with the provisions of this article, chapter 23 of the Code of Ordinances, and the Design Manual. Areas used by motor vehicles shall be physically separated from public streets by landscaped buffer areas.

C. *Bicycle, greenway and pedestrian access.* Provisions shall be made to safely incorporate travel ways for bicycle and pedestrian usage into development and redevelopment projects extending to adjacent properties. Where bikeways, greenways or sidewalks are presently adjoining the property, provisions shall be made to safely link the internal bicycle and pedestrian system with adjoining facilities. During development plan review, the appropriate reviewing authority shall also review the relationship of the mixed-use development to adjoining properties and may require appropriate access for bicycles or pedestrians at locations where vehicular access is prohibited.

(Ord. No. [170831](#), § 8, 4-5-18)

Sec. 30-6.20. - Driveways.

F. *Number and location of driveways.* In order to maximize traffic safety and highway capacity, provide reasonable ingress and egress to property, and adhere to the concepts of access management as stated in Florida Statutes and regulated by the state department of transportation, the number and location of driveways shall be regulated as follows:

1. One driveway shall be permitted for ingress and egress to a lot, except:
 - a. Where joint-use driveways, shared-access or cross-access drives are approved by the development review board or city plan board under development plan review in accordance with this chapter; or
 - b. Where property zoned and in use for a detached single-family dwelling or two-family dwelling abuts a local street.
2. Two driveways shall be permitted for ingress to and egress from a lot provided:
 - a. All other requirements of this article are met;
 - b. The minimum distance between the two driveways equals or exceeds 20 feet as measured from inside edge to inside edge of the driveways at the property line; and

- c. The applicant demonstrates to the city traffic engineer sufficient need, such as delivery of emergency services, one-way driveway, physical features unique to the site, and/or loading/unloading requirements, to justify two driveways.
- 3. More than two driveways shall be permitted for ingress and egress to a lot provided:
 - a. All other requirements of this article are met and exceptional circumstances exist that cannot be mitigated, in the judgment of the city traffic engineer, unless more than two driveways are provided; or
 - b. Where the lot meets the following three thresholds:
 - i. The lot exceeds ten acres in total land area;
 - ii. The lot has more than 1,000 automobile parking spaces; and
 - iii. Whenever more than two driveways are permitted, the minimum distance between driveways meets or exceeds 300 feet as measured from centerline to centerline of the driveways at the property line.
- 4. The number and location of driveways on the state highway system are regulated by the state under Chapters 14-96 and 14-97, Florida Administrative Code, as amended from time to time.
- 5. If development on any city street impacts the operation of any road on the state highway system, the regulations set forth in Chapters 14-96 and 14-97, Florida Administrative Code, as amended from time to time shall apply.

G. *Driveway types.*

- 1. All driveways on the state highway system or on county-maintained streets shall meet the relevant requirements of the appropriate governmental entity.
- 2. All driveways on city-maintained roadways shall be the standard ramp-type driveway construction except that street-type entrances may be permitted from major thoroughfares into the major entrances of planned shopping centers, large industrial developments, apartment complexes and drive-in theaters that have parking areas for 300 or more vehicles.

H. *Width of driveways having access to city-maintained roadways.*

- 1. *Ramp-type driveways.*
 - a. The width of a ramp-type driveway shall be within the minimum and maximum limits as specified below:

Location	Minimum (feet)	Maximum (feet)
Single-family residential	10	24
Residential	12	30
All other uses:		
One-way	15	24
Two-way	24	40

- b. All driveway widths shall be measured at the street right-of-way line.
 - c. For single-family residential driveways, the width of the curb opening shall not be less than 16 feet measured from the outside edge to outside edge of the curb transition (T).
 - d. For all other ramp-type driveways the width of curb opening shall not exceed the driveway width by more than three feet on each side.
2. *Street-type driveways.* The width of street type driveways shall be within the minimum and maximum limits as specified below:

Location	Minimum (feet)	Maximum (feet)
Planned shopping centers, industrial developments, apartment complexes (with parking for 300 or more vehicles).	24	60

DIVISION 8. - RIGHT-OF-WAY VACATIONS

Sec. 30-3.41. - Right-of-way vacations.

A. *Review procedures.*

1. *Application.* An application to vacate a public right-of-way may be submitted by either the city commission or by all the owners of land abutting the subject right-of-way.
2. *Board review.* Applications to vacate a public right-of-way shall be reviewed by the city plan board and the city commission according to the criteria provided in this section, with notice of the board hearings provided in accordance with law and this article. The city plan board's review shall be a recommendation to the city commission. Prior to the public hearing before the city plan board, the application shall be reviewed by city staff in accordance with the development plan review process as stated in this article.

B. *Review criteria.* Rights-of-way may only be vacated by the city commission upon its finding that the criteria in both 1. and 2. as provided below have been met:

1. The public right-of-way no longer serves a public purpose and the vacation of the public right-of-way is in the public interest, which shall be based on a consideration of the following:
 - a. Whether the public benefits from the use of the subject right-of-way as part of the city street system;
 - b. Whether the proposed action is consistent with the Comprehensive Plan;
 - c. Whether the proposed vacation is consistent with the minimum block size requirements and other applicable street connectivity standards;
 - d. Whether the proposed action would deny access to private property;
 - e. The effect of the proposed action upon public safety;
 - f. The effect of the proposed action upon the safety of pedestrians and vehicular traffic;
 - g. The effect of the proposed action upon the provision of municipal services including, but not limited to, emergency service and waste removal;
 - h. The necessity to relocate utilities both public and private; and
 - i. The effect of the proposed action on the design and character of the area.
2. If the public right-of-way is a street, the city shall not vacate the right-of-way except if the following additional criteria are met:
 - a. The loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;
 - b. The loss of the street will not foreclose non-motorized access to adjacent land

uses or transit stops;

- c. The loss of the street is necessary for the construction of a high density, mixed-use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses; and
- d. There is no reasonably foreseeable need for any type of transportation corridor for the area.

Sec. 30-4.8. - Development compatibility.

A. *Setbacks.*

1. Whenever a zero foot setback is allowed in a zoning district, it may only be used if the abutting property is within a district that allows the same setback.
2. The minimum required side and rear setback for nonresidential and multi-family buildings located on property abutting a single-family zoning district or the U1 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.* 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 that is in a single-family zoning district or the U1 district.

C. *Building height and massing.*

Within 100' of the Following Districts:	Max. Building Height	
Single-Family Zoning	3 stories and 36'	Building facades shall not exceed 60' unless a substantial volume break is provided, such as a volume recess with a minimum 10' depth.
U1	<ul style="list-style-type: none"> • Measured to the roof peak with a hip, gable, mansard or similar roof where the 3rd floor is above the roof line, or 	
Historic District (except University Heights-South)	<ul style="list-style-type: none"> • Measured to the top plate of the 3rd floor with a flat or similar roof. 	
University Heights-South Historic District	4 stories and 60'	
	<ul style="list-style-type: none"> • Measured to the top plate of the 4th floor. 	
Within the Following Districts:	Max. Building Height	
Pleasant Street Historic District	3 stories and 36'	
Power District	6 stories, but 3 stories when adjacent to residential zoning, with a step-back of 15' per additional building story up to max. permitted.	

Figure 1: Height Compatibility Pitched Roof Example

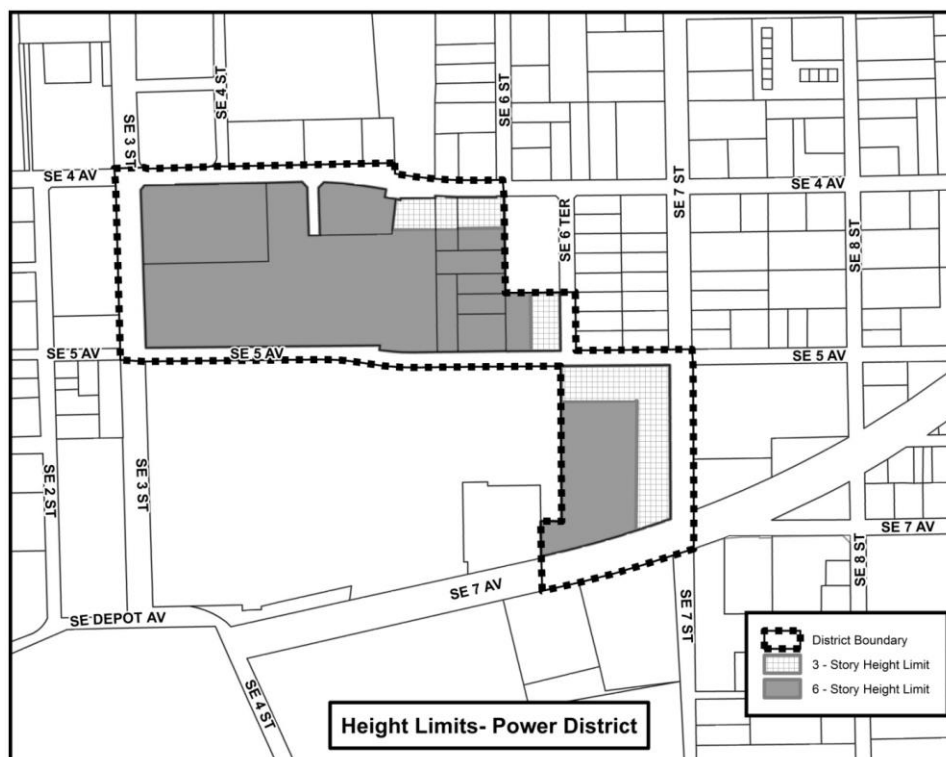


Figure 2: Height Compatibility Flat Roof Example



Figure 2: Height Compatibility University Heights





D. *Multi-family developments.*

1. *Generally.* 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 multi-family when located within 100 feet of any property that is in a single-family zoning district, the U1 district, or a designated historic district.
2. *Abutting single-family property.* All new multi-family projects, whether stand alone or part of a mixed-use project, abutting property in a residential district or a planned development district with predominantly residential uses shall comply with the following regulations:
 - a. There shall be no outdoor recreation areas or uses allowed within any required building setback area or landscape buffer between abutting multi-family development and single-family designated properties.
 - b. Active recreation areas (including swimming pools, tennis courts, basketball, and volleyball courts) shall be located away from abutting single-family designated properties and shall be oriented in the development to minimize noise impacts on single-family designated properties.
 - c. There shall be no car washing areas, dumpsters, recycling bins, or other trash/waste disposal facilities placed in the required setback area between multi-family development and properties zoned for single-family use.
 - d. Parking lots and driveways located in the area between multi-family and abutting single-family designated properties shall be limited to a single-loaded row of parking and a two-way driveway.
 - e. A decorative masonry wall (or equivalent material in noise attenuation and visual screening) with a minimum height of six feet and a maximum height of eight feet plus a Type B landscape buffer shall separate multi-family residential development from properties designated single-family residential. However, driveways, emergency vehicle access, or pedestrian/bicycle access may interrupt a continuous wall. If, in the professional

judgment of city staff or other professional experts, masonry wall construction would damage or endanger significant trees or other natural features, the appropriate reviewing authority may authorize the use of a fence and/or additional landscape buffer area to substitute for the required masonry wall. There shall be no requirement for a masonry wall or equivalent if buildings are 200 or more feet from abutting single-family properties. In addition, the appropriate reviewing authority may allow an increased vegetative buffer and tree requirement to substitute for the required masonry wall.

- f. The primary driveway access shall be on a collector or arterial street, if available. Secondary ingress/egress and emergency access may be on or from local streets.
3. *Bedroom limit.* Maximum number of bedrooms in multi-family developments located within the University of Florida Context Area.
 - a. Multi-family developments shall be 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.
 - b. 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.
 - c. The bedroom mix in the development (i.e., the number of units with a specific number of bedrooms) is not regulated by these provisions.
 - d. Developments with planned development (PD) zoning are not subject to the bedroom multiplier.

(Ord. No. [170974](#), § 5, 2-21-19)

Sec. 30-6.12. - Outdoor lighting.

- A. *Purpose.* To provide regulations for outdoor lighting that will:
1. Protect and promote the public health, safety, and welfare;
 2. Promote safety and security in vehicular use areas;
 3. Protect adjacent properties, the environment, and the night sky from adverse lighting impacts such as light pollution, light trespass, glare, excessive lighting, and offensive light sources;
 4. Promote energy and resource efficient lighting; and
 5. Encourage the use of crime prevention through environmental design (CPTED) fundamentals in the design of lighting installations.
- B. *Applicability.* All outdoor lighting uses within the city, including but not limited to multi-family residential, nonresidential, public and private recreational and institutional uses, architectural, and landscape lighting.
- C. *Exemptions.*
1. Properties with a single-family or two-family dwelling.
 2. Lighting for public rights-of-way, public streets, and approved private streets.
 3. Lighting necessary for emergency equipment and work conducted in the interests of law enforcement, fire rescue, storm debris clean-up or other similar public safety efforts.
 4. Lighting for construction, renovation, or repair of roads and utilities.
 5. Temporary general construction lighting, which shall be regulated in accordance with building construction standards and shall be valid during the active period of a building permit.
 6. Sign lighting, which is regulated elsewhere in this Land Development Code.
 7. Lighting required by federal or state laws or regulations.
 8. Luminaires with fully shielded light sources, provided the total output of the fixture does not exceed 1800 lumens.
 9. Luminaires with diffuse lensing, provided the total output of the fixture does not exceed 900 lumens.
 10. Point source, or other types of unshielded fixtures, provided the total output of the fixture does not exceed 600 lumens.
 11. Low-voltage landscape lighting, provided the lighting is shielded in such a way as to eliminate glare and light trespass.
- D. *General requirements.*
1. *Luminaire design and operation.*
 - a. Fixture placement, distribution, wattage, orientation, and mounting height shall maximize the efficient and effective use of light output, and minimize light trespass, light pollution and glare, including the projection of light skyward or beyond the primary object being illuminated. Fixtures using directional optics and located adjacent to property boundaries shall be oriented in such a way as to minimize glare onto adjacent properties.
 - b. Lighting of horizontal surfaces shall be fully shielded full-cutoff fixtures and shall be aimed downwards.
 - c. Lighting of non-horizontal surfaces shall be designed, installed and aimed so as not to project light output beyond the object being illuminated, skyward, onto a public roadway, or onto adjacent uses.

- d. Luminaires shall consist of the most energy efficient light sources.
- e. The maximum mounting height of area lighting shall not exceed 30 feet when located within 75 feet of a single-family use or single-family zoning district.
- f. Sites shall not exceed an average vertical illuminance of 0.5 footcandles at a height of five feet above the mounting height of the highest luminaire. This requirement shall be provided at a parallel horizontal over the area where surface level data are provided.
- g. Controls shall be provided that automatically extinguish all outdoor lighting when sufficient daylight is available. Automatic lighting controls are not required for the interior of parking structures.
- h. A property owner/representative may and is encouraged to reduce any required level of lighting output by up to 50 percent of the otherwise required value after the site closes or is no longer in use for the night. Uniformity ratios shall meet the otherwise required values.
- i. The placement of light poles in landscape islands is discouraged. Separate islands should be created for the placement of light poles. Poles may be placed within the perimeter and interior landscape strips in locations that avoid conflicts with existing and required trees. Notwithstanding the above, where special designs, tree separation, pole arm extensions and reduced pole heights are feasible, a pole may be placed within a landscape island after review and approval by the appropriate reviewing body.
- j. Except in emergencies by police, fire, utilities, medical personnel, aircraft warning lights or for meteorological data gathering purposes, the use of exposed light sources, search lights, flood lights, lasers, lighting or lights that pulse, flash, rotate or simulate motion is prohibited. No exceptions or variances shall be permitted.

2. *Light trespass standards.*

- a. Unless otherwise provided in this section, lighting shall have illuminances, uniformities and glare control in accordance with the published standards of the Illuminating Engineering Society of North America (IESNA).
- b. Light trespass measured line-of-site at the property line of the receiving property shall not exceed the following levels:
 - i. 1.0 footcandles for non-residential and multi-family sites.
 - ii. 0.5 footcandles for residential sites.
 - iii. 0.4 footcandles for nature parks.
 - iv. 5.0 footcandles for public and private streets.
 - 1) *Alleys.* This standard shall be decreased to 2.0 footcandles where an alley of 20 feet or less separates a receiving property that has a single-family use or zoning.
 - 2) *Automobile dealers.* This standard shall be increased to 10 footcandles for public streets abutting automobile dealers along Main Street north of NW 16th Avenue and along NW 39th Avenue between NE 2nd Street and NE 10th Street, provided that portion of the receiving public street is at least 500 feet from any property with single-family use or zoning. Light trespass at private streets shall meet the above requirements.

E. *Specific illumination requirements.* In addition to the general requirements applicable to all outdoor lighting uses, the following requirements for specific outdoor lighting uses or areas shall apply. If provisions in this subsection conflict with any of the general requirements, the provisions in this subsection shall prevail.

- 1. *Recreational lighting.* Lighting for outdoor recreational uses (including mounting heights above 30 feet, where appropriate) may be designed in accordance with the published standards of the Illuminating Engineering Society of North America (IESNA).

2. *Nature parks.* Buildings shall not be externally illuminated on any vertical faces fronting a nature park.
3. *Building entrances, exteriors and site security.* Lighting shall be provided for the general security of areas, including building entrances, stairways, ramps, main walkways, dumpsters, other site accessory structures, pedestrian entrance/exit points, and vehicular use areas.
 - a. Lighting levels at building entrances/exits and around buildings shall not exceed an average horizontal illuminance of 5.0 footcandles at ground level, a uniformity ratio of 6:1 and a maximum uniformity ratio of 10:1.
 - b. Lighting levels on pedestrian walkways and at pedestrian entrances/exits of vehicular use areas of multi-family developments shall maintain a minimum horizontal illuminance of 1.0 footcandles at ground level.
 - c. Pedestrian walkways greater than 30 feet from the edge of a building or vehicular use area shall maintain a minimum horizontal illuminance of 0.2 footcandles at ground level.
 - d. There shall be a minimum horizontal illuminance of 1.0 footcandles at ground level within five feet of dumpsters, site accessory structures and areas that are of the type known to be prone to illicit behavior or victimization.
 - e. Unimproved areas of a site may be so defined and excluded from the lighting plan.
4. *Vehicular use areas.*
 - a. Lighting shall be uniform throughout the parking lot, with no dark patches or pockets, for safety and identification of features.
 - b. Lighting shall maintain a minimum horizontal illuminance of 0.5 footcandles at ground level and shall not exceed an average horizontal illuminance of 2.5 footcandles, a uniformity ratio of 5:1, and a maximum uniformity ratio of 15:1. An applicant may elect to use the building entrance and outdoor lighting standards on portions of vehicular use areas within 30 feet of a building.
5. *Parking structures.*
 - a. *Applicability.* These standards for parking structures shall apply to any multilevel parking structure and any floor of a building, including but not limited to the first floor and/or basement level, used for parking or storage of vehicles. However, when either the top floor of a building used for parking or storage of vehicles or the top floor of a multilevel parking structure is uncovered and open to the sky, said floor shall be regulated in accordance with the standards for parking lots but shall have luminaires that do not exceed a height of 15 feet. Where covered parking areas are restricted in depth to one vehicle length, lighting shall be provided in accordance with the building entrances, exteriors and site security provisions above.
 - b. Luminaires shall be full-cutoff, semi-cutoff and/or refractor high intensity discharge (HID) or LED fixtures. The exact type, configuration and placement of luminaires shall be designed to prevent glare, cavern effect and to facilitate vertical illumination of the floor so that drivers are able to discern objects within the facility. Luminaires used in driving lanes shall not emit greater than 50 percent of the light output above an angle of 38 degrees on driver approach and 75 degrees on driver retreat.
 - c. Lighting intensities for all floors, ramps, entrance/exit areas, and stairways shall be as listed in Table 1.

**Figure 1—Transverse Lighting Coverage.
Transverse Coverage and Cutoff based on 8-foot Mounting Height**

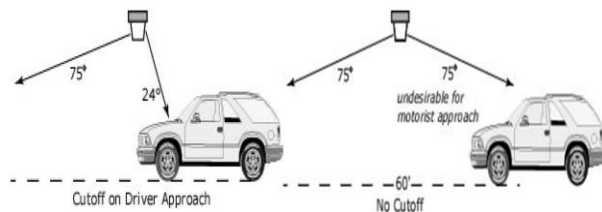


Table 1:

	Min. Horizontal Illuminance (footcandles)	Max. Uniformity Ratio	Min. Vertical Illuminance* (footcandles)
Basic per floor	1	10:1	0.5
Ramps Day	2	10:1	1
Ramps Night	1	10:1	0.5
Entrance Areas Day	50	-	25
Entrance Areas Night	1	10:1	0.5
Stairways	10	-	1

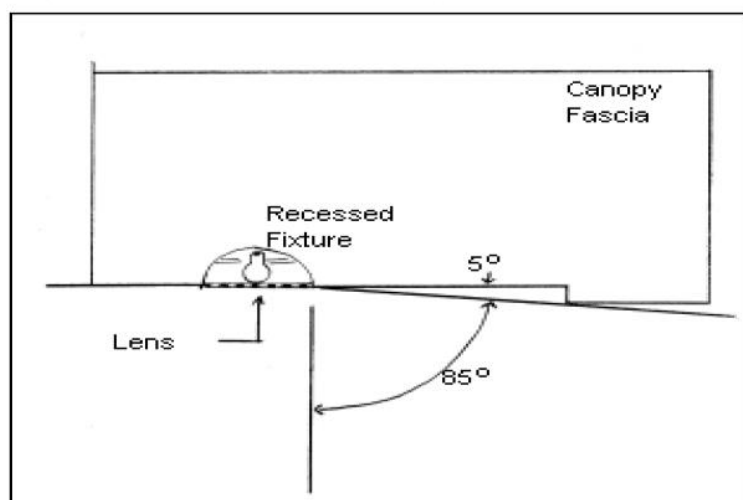
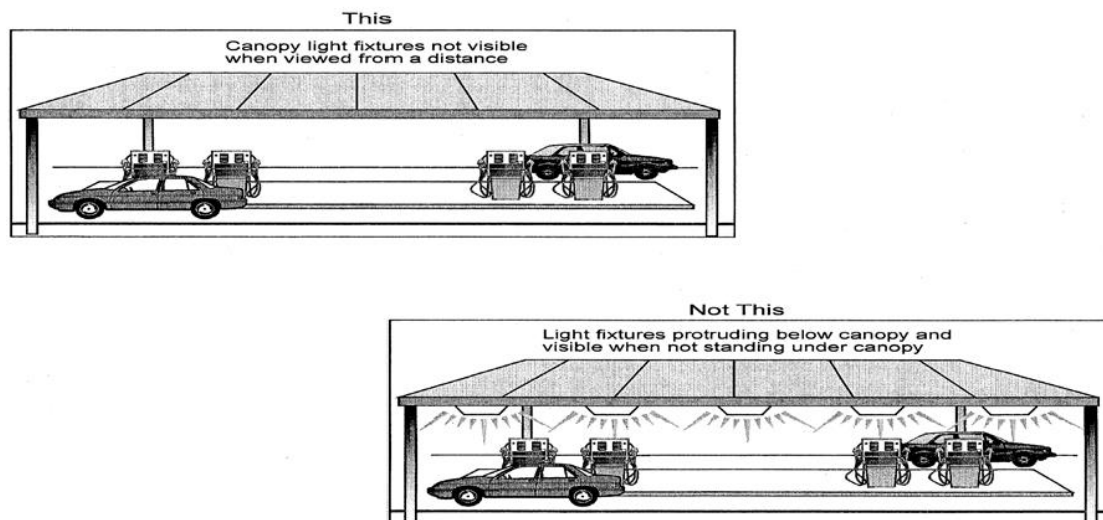
* Measured facing the drive aisle at five feet above the parking surface at the point of the lowest horizontal illuminance.

6. *Vehicular use areas canopy lighting.*

- a. Luminaires mounted on or under canopies shall be full-cutoff fixtures or recessed so that the lens cover is flush with the bottom surface (ceiling) of the canopy, as demonstrated in Figure 2. Lighting may also be shielded by fixtures or the edge of the canopy so that light is restrained to 85° or less from vertical as shown in Figure 2. Luminaires shall not result in glare and shall meet light trespass standards applicable to adjacent properties.
- b. Lighting within six feet of the canopy shall maintain a minimum horizontal illuminance of 2.0 footcandles at ground level and shall not exceed an average horizontal illuminance of 10 footcandles, a uniformity ratio of 5:1, and a maximum uniformity ratio of 10:1.
- c. Indirect lighting where light is aimed upward at the underside of the canopy and reflected back down from the underside of the canopy may be used when luminaires are shielded so that all direct illumination is focused exclusively on the underside of the canopy and when the average vertical illuminance does not exceed 0.5 footcandles at five feet above the canopy level.

- d. Luminaires shall not be mounted on the top or sides (fascias) of the canopy when not part of a permitted sign. The sides (fascias) of the canopy shall not be illuminated in a manner other than that prescribed under the sign code.

Figure 2—Canopy Lighting



7. *Gasoline and other fuel dispensing uses.*
- In addition to the requirements listed above for vehicular use area canopy lighting, lighting shall not exceed an average horizontal illuminance of 20 footcandles at ground level under the canopy and within an area of six feet from the edge of the canopy. Lighting shall not exceed a uniformity ratio of 5:1 and a maximum uniformity ratio of 10:1.
8. *Vehicle and automobile dealerships along Main Street north of NW 16th Avenue and along NW 39th Avenue between NE 2nd Street and NE 10th Street; when more than 500 feet from residential.*
- Lighting shall not exceed an average horizontal illuminance of 50 footcandles at ground level.

- F. *Lighting plan submission and review.* Lighting plans demonstrating compliance with the requirements of this section shall be submitted to the technical review committee for review and approval for development plan review, a building permit, or special use permit applications. Lighting plans shall be certified by signature and seal of a registered architect, engineer, or lighting professional holding a current lighting certification (LC) from the National Council on Qualifications for the Lighting Profession (NCQLP) as providing illumination in accordance with the applicable standards of this section and shall include the following information:
1. A layout of all existing and proposed luminaires with location, designation, mounting height and orientation.
 2. A schedule of all fixtures that includes the following information:
 - a. Fixture designation.
 - b. Fixture distribution information for area lighting fixtures, such as IESNA Type III, Type IV, or Type V.
 - c. Mounting height.
 - d. Light source type and wattage.
 3. An illustration showing lighting levels (illuminance in footcandles) for each source of light. Separate calculations shall be performed for each area of the site, such as parking lots, building entry areas, and light trespass on receiving property boundaries. The boundary of each area shall be clearly indicated and the area shall be labeled. The calculations shall be performed on a grid at a maximum of every ten feet.
 4. A table of photometric calculations indicating, at a minimum, the following values for each area:
 - a. Average, maximum and minimum illuminance.
 - b. Average and maximum uniformity ratios.
 - c. The ordinance section applicable to the area.
 5. Landscaping information demonstrating that the site lighting and existing and proposed landscaping have been coordinated to minimize conflict between vegetation and intended light distribution, both initially and at vegetation maturity.
 6. Topographic variations on site and any significant change in grade or elevation of the surrounding sites.
 7. A brief written narrative describing the proposed luminaires, mounting heights, control devices and schemes, applicable calculation zones, and a summary of the adjacent properties. This may be provided as notations on the lighting plan or in a separate attachment on the preparer's letterhead.
 8. Manufacturer specification sheets, cut-sheets or other manufacturer-provided information for all existing and proposed luminaires. Photometric reports generated from manufacturer-provided IES data, where available.
 9. For parking structures, the lighting plan shall include the following additional information:
 - a. Minimum horizontal and vertical lighting intensities for each floor, floor ramps, entrance areas and stairways. Data may be requested for certain daylight periods.
 - b. Uniformity ratios and maximum uniformity ratios for each floor, floor ramps, entrance areas and stairways. Data may be requested for certain daylight periods.
 - c. The cutoff angles on driver approach and retreat.
- G. *Variances.* During approval of a development plan or building permit, the appropriate reviewing authority may approve a variance for one or more of the requirements of this section. The appropriate reviewing authority may approve a variance only when the applicant demonstrates, in

addition to meeting all of the review criteria for a variance in article III, that the applicant is using an alternate methodology, technique, or approach that is consistent with IESNA standards and that meets the intent and purpose of the lighting ordinance. At the expense of the applicant, the appropriate reviewing authority may request an independent review by a registered architect, engineer, or lighting professional holding a current lighting certification (LC) from the National Council on Qualifications for the Lighting Profession (NCQLP).

H. *Nonconforming luminaires and lighting.*

1. A legally nonconforming luminaire or lighting installation shall be made to conform with the requirements of this section when any of the following situations applies:
 - a. Minor corrective action, such as re-aiming or shielding, can achieve conformity with the applicable requirements of this section;
 - b. Fifty percent or more of the existing luminaires on a property are replaced;
 - c. The number of existing luminaires on a property is increased by 50 percent or more;
 - d. The city manager or designee deems the nonconforming luminaire or lighting installation a safety hazard; or
 - e. A development is expanded or remodeled at a cost that exceeds 50 percent of the assessed value of the site or structures as determined by the Alachua County Property Appraiser. Assessed valuation shall be determined by reference to the official property tax assessment rolls of the year of the expansion and/or remodel.
2. A development that becomes nonconforming with this section due to a change in operational hours from daytime only to include nighttime operation shall be required to comply with these regulations within 90 calendar days of the effective date of the change.
3. To prevent safety hazards, nonconforming luminaires and temporary luminaires that direct light towards streets or parking lots and that cause disability glare shall be either shielded or re-directed within 90 calendar days of notification by the city.

Sec. 30-7.4. - Bicycle and motorcycle parking.

- A. Required bicycle parking facilities shall be designed, constructed and maintained in accordance with the following standards:
1. Bicycle parking facilities shall include provision for the secure storage and locking of bicycles on a hard surface at least seven feet in length. All required bicycle parking facilities shall be from an approved list of bicycle parking devices that is adopted by the city commission and maintained by the city. Other bicycle parking devices may be used if it can be established to the satisfaction of the building official that they are equivalent to any devices on the approved list in function, quality and construction.
 2. Fixed objects that are intended to serve as bicycle parking facilities shall be clearly labelled as available for bicycle parking.
 3. If a room or common locker not divided into individual lockers or rack spaces is used, one bicycle space shall consist of an area that is at least 12 square feet with locking devices. Adequate aisle widths shall be provided in rooms or common lockers. Bike racks should be spaced at least two and one-half feet on center.
 4. Individual locker spaces or racks shall be designed to provide convenient ramped access to users.
- B. Motorcycle spaces or stalls shall be a minimum of three feet in width. The locations and design of motorcycle stalls shall be in accordance with current engineering practices and motorcycle parking design and construction specifications on file in the public works department. Motorcycle parking stalls shall be constructed of concrete, suitable asphaltic, approved pervious surface or other material as approved by the city manager or designee that is not subject to motorcycle kickstand damage. Motorcycle parking shall be clearly labeled as such.

Sec. 30-7.6. - Off-street loading and unloading.

- A. *Purpose.* In order to prevent undue interference with public use of streets and alleys, every manufacturing, storage, warehouse, department store, variety store, wholesale store, laundry, dry cleaning, dairy, mortuary and other uses similarly and customarily receiving or distributing goods by motor vehicles shall provide loading and unloading space on the premises for that number of vehicles normally at the premises at any one time on an average day of full use.
- B. *Loading and unloading space.*
1. Every building housing a use mentioned in this section and having over 5,000 square feet of gross floor area but less than 20,000 square feet of gross floor area shall be provided with at least one off-street loading/unloading space, immediately adjacent to the principal building. In addition, one off-street loading/unloading space shall be provided for each additional 10,000 square feet of gross floor area or fraction thereof over 20,000 square feet up to 50,000 square feet, plus one for each 25,000 square feet over 50,000 square feet. Where the requirement exceeds five loading spaces, the traffic engineer shall determine whether additional spaces are needed and to what extent. Such space is defined as an area of at least 50 feet in depth, 12 feet in width and with an overhead clearance of not less than 14 feet, exclusive of access, platform or maneuvering area, to be used exclusively for loading and unloading of merchandise. The exact dimensions of the loading/unloading space(s) shall be subject to the approval of the traffic engineer.
 2. Access to all truck standing, loading and unloading facilities shall be provided directly from a public street or alley and shall be so designed that all maneuvering areas are located on the property.
 3. Loading spaces required under this subsection shall be provided onsite as an area additional to off-street parking spaces as required in this article and shall not be considered as supplying off-street parking spaces.
 4. Loading areas within a transect zone shall be located in the rear of the site, incorporated into the building mass, or screened from public view by a wall (up to a maximum of eight feet) and landscaping.

Sec. 30-7.7. - Residential parking.

A. *Residential parking.* This section 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).

1. *Purpose and effect.* This section allows residents to take affirmative steps to preserve the character of their 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, healthy vegetation with an above-ground network of leaves, shoots, and stems and an extensive fibrous root system below reduces soil erosion and noise, and improves surface and groundwater by filtering rainwater.

This section acts as an overlay, in that 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 described in this section. If provisions of this section conflict with the underlying zoning, the provisions of this section shall govern and prevail.

2. *Criteria.*

- a. The proposed area shall consist of at least 25 compact and contiguous parcels, as defined in this chapter.
- b. The area shall not cause the creation of an enclave or peninsula, as commonly defined in annexations.
- c. 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.
- d. No area boundaries shall overlap the boundary of an existing residential parking overlay district or the context area.
- e. 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.

3. *Procedures.*

- a. To create a residential parking overlay, a petition requesting imposition of the overlay district on an area that meets the criteria described above shall be submitted to the city manager or designee on forms provided by the city. Each petition shall meet the following requirements:
 - i. The individual circulating the petition forms ("petitioner") shall obtain the requisite petition form from the city manager or designee.
 - ii. 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.
 - iii. The petitioner shall submit to the city manager or designee an accurate, reproducible map of the proposed residential parking overlay district.
 - iv. Each petition shall contain authentic signatures of at least 60 percent of the fee simple record title owners of the lots or parcels within the proposed overlay district area, exclusive of public property.
 - v. 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.
 - vi. 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.

- vii. Signatures dated more than six months prior to the date the petition is filed with the city are not acceptable.
 - viii. For a signature to be verified, Alachua County Property Appraiser records shall indicate that the printed name of the petition signatory is consistent with the name of the property owner as listed in the current records of the Alachua County Property Appraiser.
 - ix. The petition shall clearly and accurately advise each putative signer of the type of restrictions that may be imposed on the property if the overlay district is imposed upon the area.
 - x. The petition shall clearly and accurately describe the proposed boundaries of the area.
- b. When the petition is submitted to the city manager or designee, the city manager or designee shall verify the names and signatures, and shall determine whether the petition meets the criteria of this section.
 - c. To pay for the cost of verifying signatures, the city shall charge a fee as set forth in appendix A of the Code of Ordinances.
 - d. If an insufficient number of acceptable owner signatures are submitted, the city shall return the petition to the petitioner and the city shall retain the fee.
 - e. If a sufficient number of acceptable owner signatures are submitted, the petitioner may apply for the rezoning of the area with the imposition of the overlay district as provided in this chapter for zoning changes (including application fees, public notice, and public hearings before the city plan board and the city commission).
 - f. Criteria used to evaluate parcels for rezoning. The following criteria shall be used to evaluate the appropriateness of imposing this overlay district on the area:
 - i. The petitioner shall submit evidence of the impact of off-street parking on the quality of vegetation or runoff within the proposed overlay district area. Such evidence includes, but is not limited to, evidence that off-street parking is resulting in a negative impact to the quality of the vegetation of parcels or contributing to a decline in said quality within the proposed area; and
 - ii. The petitioner shall submit evidence that off-street parking is resulting in a negative aesthetic impact to lots or parcels within the proposed area, or the effect of that off-street parking on the environment of the area.
 - g. The petition for imposition of the overlay district shall be considered by the city plan board for its recommendation to the city commission. In order to impose the overlay district upon parcels within an area, an affirmative vote of the city commission is required. If the petition or ordinance fails, a subsequent petition for imposition of the overlay district on all or any portion of the area may not be included in a new petition unless at least one year has transpired from the date of submittal of the previous petition for imposition of the overlay on an area.
4. *Off-street parking regulations in the context area and in any residential parking overlay.* 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 shall meet the dimensional requirements below and be able to provide parking and ingress or egress of vehicles.
- a. The maximum width of the driveway parking area is the greater of 18 feet or the maximum width of the enclosed parking space.

- b. Pullout spaces can be no more than nine feet wide and 16 feet long; shall be covered with pavement, gravel, wood chips, bark mulch, or other erosion-preventing material clearly defining the pullout spaces; and shall be contiguous to the driveway parking area.
- c. Notwithstanding subsections a. and b. above, no more than 40 percent of front open space may be devoted to driveway parking area and pullout spaces.
- d. 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.
- e. Access to all driveway parking areas shall be from an approved or existing legal driveway connection.
- f. All unpaved driveway parking areas and pullout spaces shall 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.
 - i. *Erosion preventing material.*
 - 1) 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.
 - 2) 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 one and one-half 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.
 - 3) Leaves, pine needles, grass clippings, canvas, plastic sheets, poly sheets, or other similar rolled sheeting shall not be used as an erosion preventing material.
 - 4) 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.
 - ii. *Borders.*
 - 1) 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.
 - 2) 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 three and one-half inches wide by three and one-half 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 shall be affixed to the ground by driving a metal stake through the wood/plastic into the ground. At least two stakes shall 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 shall be a minimum of three-eighths of an inch in diameter and driven a minimum of 12

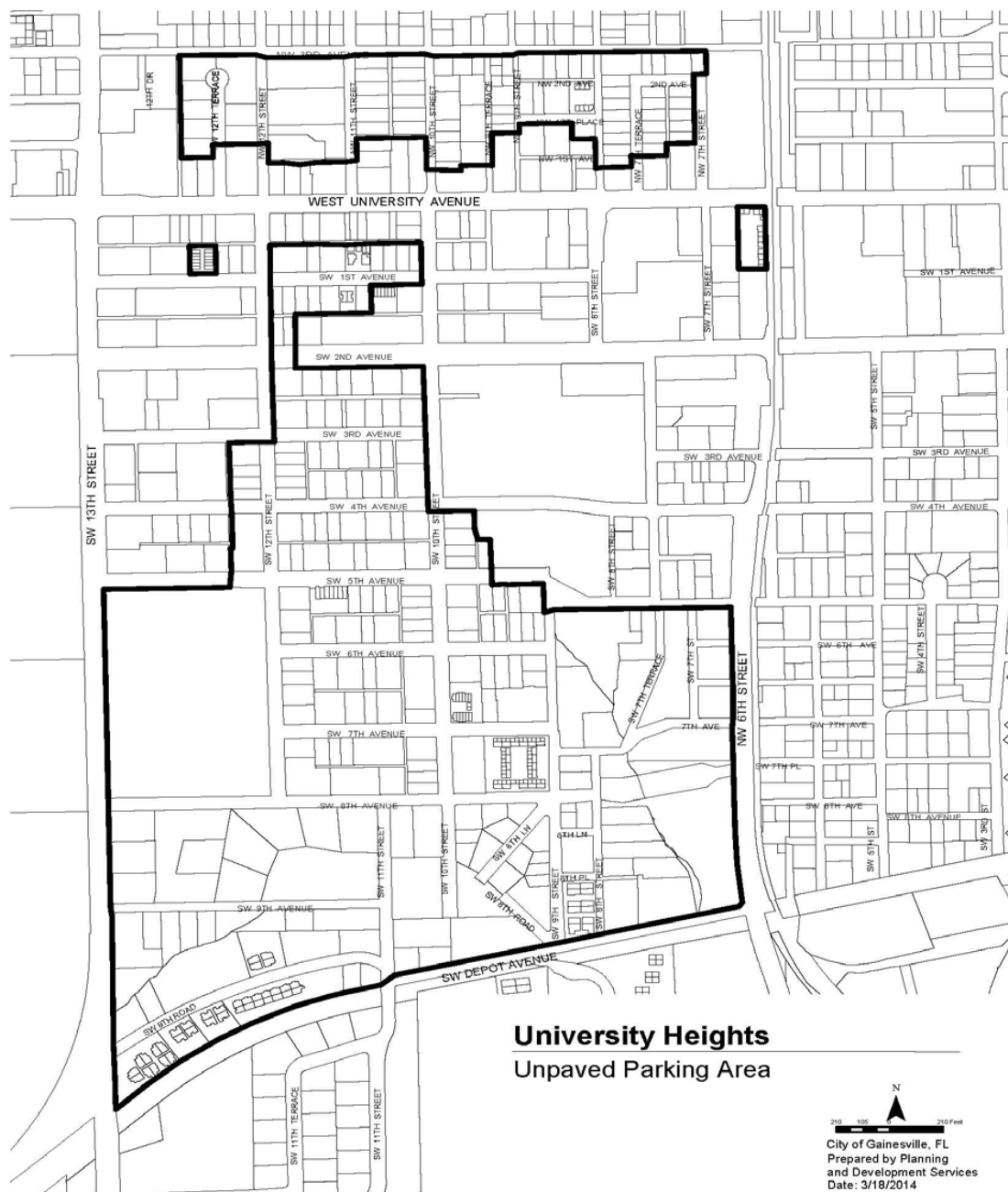
inches below the ground surface. The metal stake shall be driven flush with the surface of the wood/plastic.

- 3) Brick curbing shall be set in a mortar base and shall be a minimum of three and one-half inches wide by three and one-half 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 shall be affixed to the ground by driving a metal stake through the curbing into the ground. At least two stakes shall be driven into each piece of pre-cast concrete. The distance between stakes shall not be more than four feet. The metal stake shall 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 shall be driven flush with the surface of the curbing.
 - 4) 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.
- g. 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, subject to the following regulations:
- i. Parking is allowed only on the day of the event commencing at 8:00 a.m. and concluding at 12:00 a.m. or three hours after conclusion of the event, whichever occurs later. Vehicles may remain parked overnight, provided they are not occupied and may only be picked up the day after the event between the hours of 8:00 a.m. and 12:00 p.m.
 - ii. All trash, signs, and other physical items associated with the parking must be removed by 6:00 p.m. the day after the event.
 - iii. If any portable toilets are provided, they may be placed on the property the day prior to the event and must be removed by 6:00 p.m. on the second day after the event.
 - iv. The parking area must be located solely within private property and may not extend onto any public property or public right-of-way.
- h. The city manager or designee may exempt a property from the driveway parking area limitations if all of the following conditions are found:
- i. The driveway parking area is clearly defined.
 - ii. The driveway parking area is maintained in a safe, sanitary and neat condition.
 - iii. The driveway parking area does not contribute to soil erosion.
 - iv. The requirements of this section would impose an inordinate burden on the landowner due to topographical road configuration constraints or other significant design constraints.
- i. Each owner of property regulated by this subsection shall 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 shall be submitted upon request of the city manager or designee within 30 calendar days of receiving a written request for a parking plan from the city manager or designee. Within 45 calendar 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.

- j. 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 specifically provided otherwise in this article.
 - k. 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 shall be received by the city manager or designee within 30 calendar days of the owner's receipt of a written request for the new parking plan. Within 45 calendar 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.
 - l. 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, shall 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.
- B. *College Park/University Heights Unpaved Parking Overlay.* With the exception of any properties that are regulated by subsection A. above, off-street unpaved parking within the College Park and University Heights areas as depicted in Figures V-18 and V-19 below shall be subject to the following regulations.

Figure V-19—University Heights



1. *Exemptions.* The city manager or designee may exempt a property from this subsection upon a finding that each of the following conditions are met:
 - a. The parking area is clearly defined;
 - b. The parking area is maintained in a safe and neat condition;
 - c. The parking area does not contribute to soil erosion or run-off of materials that would negatively impact the stormwater system; and
 - d. The requirements of this subsection would impose an inordinate burden on the property owner due to significant design constraints.

2. *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:
 - a. The location and extent of the proposed parking area;
 - b. A general circulation plan showing how vehicles will safely access the parking area from a legal driveway connection; and
 - c. 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 calendar 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.

3. *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.
 - a. 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.
 - b. Wood, composite, or brick borders shall be at least three and one-half inches high by three and one-half inches wide and shall be securely affixed to the ground. Wood borders shall be pressure-treated or otherwise treated to inhibit decomposition.
4. *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,
	<ul style="list-style-type: none"> • wood chips,
	<ul style="list-style-type: none"> • leaves,
	<ul style="list-style-type: none"> • pine needles,
	<ul style="list-style-type: none"> • gravel, or
	<ul style="list-style-type: none"> • pervious pavement materials (e.g., pavers) approved by the public works department
5 to 8	<ul style="list-style-type: none"> • gravel, or

	<ul style="list-style-type: none"> pervious pavement materials (e.g., pavers) approved by the public works department.
8 or more	Parking area shall conform to the applicable parking lot standards of the Land Development Code.

- a. 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.
 - b. Pervious and/or permeable pavement materials shall be allowable subject to the review and approval by the public works department.
 - c. Grass clippings, canvas, plastic sheets, poly sheets, or other similar rolled sheeting shall not be used as a parking area coverage material.
5. *Parking area lease prohibition.* No parking area regulated by this section may be leased, rented or otherwise provided for consideration, except as otherwise provided in this section. This prohibition shall not apply to leasing to tenants that occupy the same development where the parking spaces are located.

(Ord. No. [170974](#), § 13, 2-21-19)



**City of Gainesville
Department of Sustainable Development
Planning Division**

PO Box 490, Station 11
Gainesville, FL 32627-0490
306 NE 6th Avenue
P: (352) 334-5022
F: (352) 334-2648

Petition PB-19-159 SVA

June 25, 2020

Attachment A: Application and Supporting Documents

Attachment B: Comprehensive Plan and Land Development Code References

Attachment C: Technical Review Committee (TRC) Conditions



Attachment "C" Department Review Status Report

Project Name: PB-19-00158 Ardent SUP / PB-19-00159 Ardent SVA

Workflow Started: 11/14/2019 3:52 PM

Report Generated: 06/08/2020 01:12 PM

Department	Reviewer	Status	Reviewer Comments	Applicant Comments
Building Coordinator	Paul Myers	No Review Required		
Environmental	Liliana Kolluri	Approved for Board Review		
Gaineville Fire Rescue	Tom Burgett	Approved	Approvable	
Gaineville Police	Laura Dedenbach	No Review Required	Please excuse me from comments- conflict of interest.	
GRU New Services	Wendy Mercer	Approved		
Department	Jason Simmons	Corrections Required		
Historic Preservation	Lawrence Calderon	Corrections Required		
Planners	Rick Melzer	Corrections Required		
Public Works - Design	Matt Williams	Corrections Required		
Public Works Constructability	Steve Joplin	Corrections Required		
Public Works Solid Waste	Gail Mowry	Approved	Stormwater management required. Will review and comment on the design plans.	
Public Works Stormwater	Liliana Kolluri	Approved for Board Review		
Urban Forestry	Scott Wright	Approved for Board Review	A UF Context Area agreement and fee will be required at development plan review stage.	
Department of Mobility	Mary Frieg	Corrections Required	Please include the SMU data on the coversheet of the site plan.	SMU data will be included on the Site Plan cover sheet when they are submitted, following approval of the SUP and corresponding ROW Vacation applications.
Public Works Stormwater Management Utility	Wendy Mercer	No Review Required	Pat Durbin will review at the next cycle	Survey is included in attached materials
Public Works Survey	Paul Myers	No Review Required		
Building Coordinator	Liliana Kolluri	Approved for Board Review		
Environmental	Tom Burgett	Approved	Approvable	
Gaineville Fire Rescue	Laura Dedenbach	No Review Required	No review - conflict of interest	
Gaineville Police	Wendy Mercer	Approved		
GRU New Services	Jason Simmons	Approved for Board Review		
Department	Lawrence Calderon	Corrections Required		
Historic Preservation	Rick Melzer	Approved for Board Review		
Planners	Matt Williams	Approved for Board Review	New proposed alley does align better, however it has been determined that the RoW to the South is actually City Property not RoW. This may not affect this phase however it should be noted.	
Public Works - Design	Steve Joplin	Approved		
Public Works Constructability	Gail Mowry	Approved for Board Review	Stormwater management required. Will review and comment on the design plans.	
Public Works Solid Waste	Wendy Mercer	No Review Required		
Public Works Stormwater				
Public Works Survey				



Attachment "C" Department Review Status Report

Department	Reviewer	Status	Reviewer Comments	Applicant Comments
Urban Forestry	Liliana Kolluri	Approved for Board Review		
Department of Mobility	Scott Wright	Approved for Board Review	A UF Context Area agreement and fee will be required at development plan review stage.	
Public Works Stormwater Management Utility	Mary Frieg	Approved		



**City of Gainesville
Department of Sustainable Development
Planning Division**

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Gainesville, FL 32627-0490
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F: (352) 334-2648

Petition PB-19-159 SVA

June 25, 2020

Attachment A: Application and Supporting Documents

Attachment B: Comprehensive Plan and Land Development Code References

Attachment C: Technical Review Committee (TRC) Conditions

Attachment D: Drawings and Plans



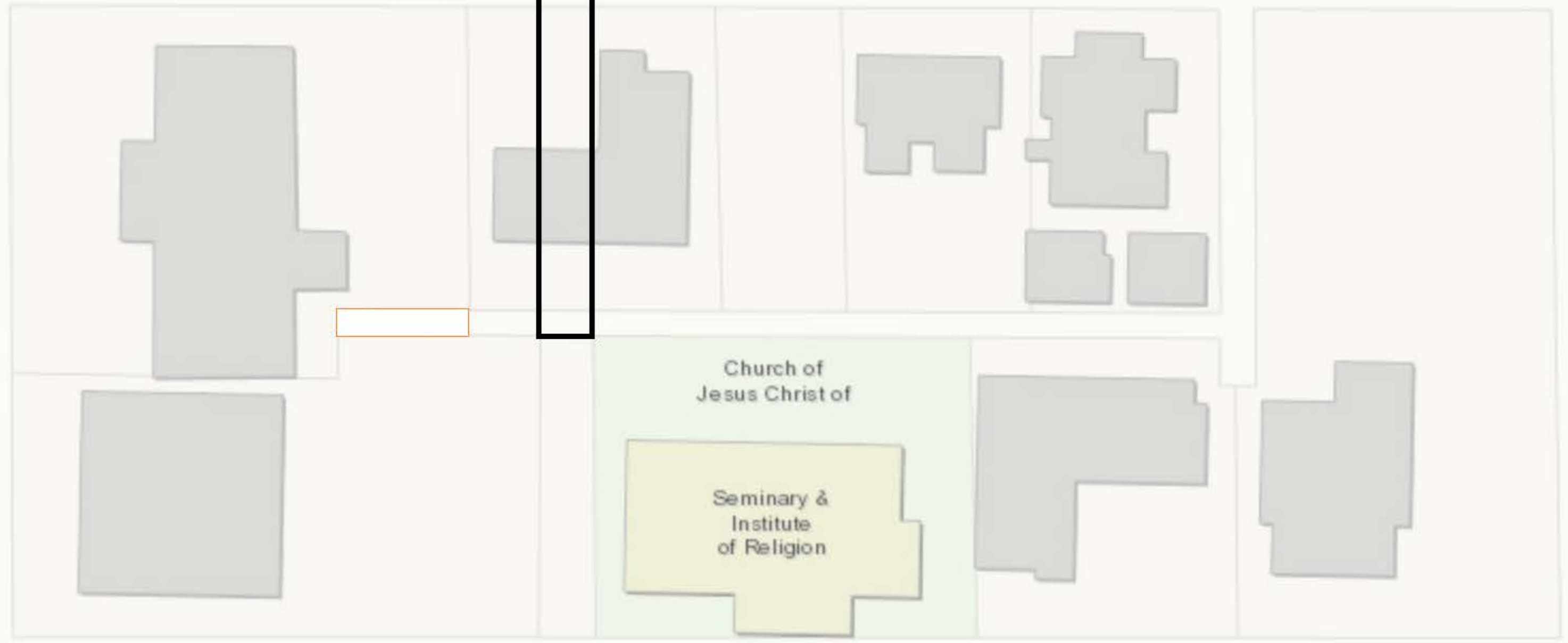
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SW 4TH AVE

SW 4TH AVE

SW 12TH ST



Church of
Jesus Christ of

Seminary &
Institute
of Religion

1200

1220

SW 5TH AVE

SW 4th Ave

SW 13th St

SW 12th St

441

SW 5th Ave

Tax Parcel #
13129-001-000

Tax Parcel #
13131-000-000

Tax Parcel
#13132-000-
000

Tax Parcel #
13133-000-000

A Portion of
Tax Parcel #
13134-000-000

Tax Parcel #
13137-000-000

Tax Parcel #
13129-000-000

Tax Parcel #
13129-002-000

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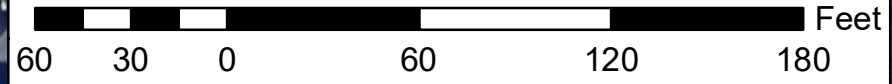
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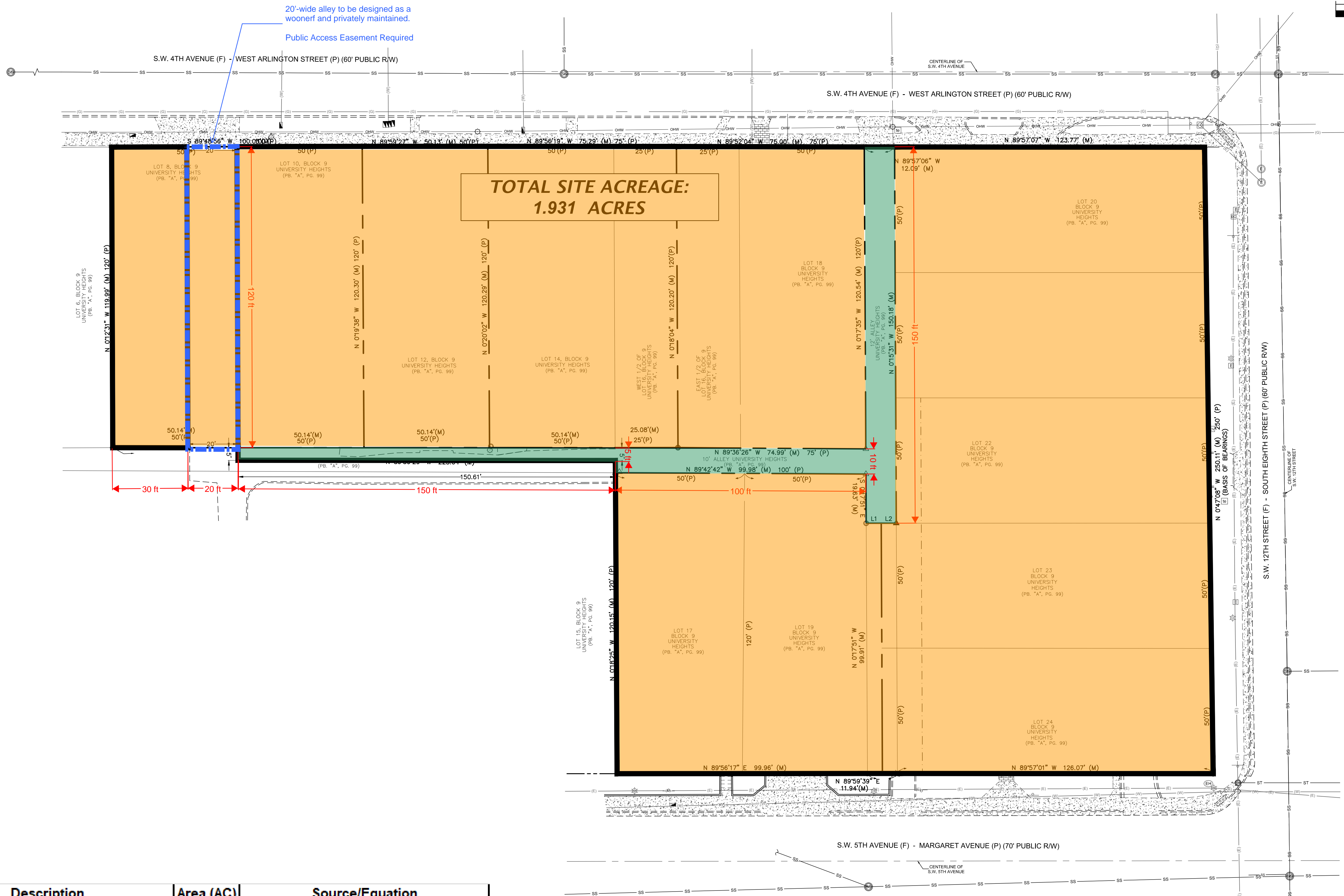
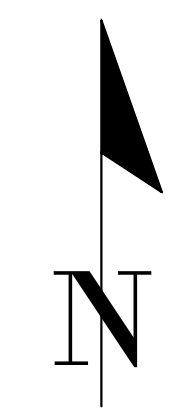
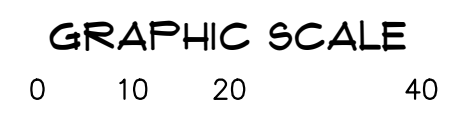


Subject Right-of-Way



Alachua County Tax Parcels





**TOTAL SITE ACREAGE:
1.931 ACRES**

20'-wide alley to be designed as a
woonerf and privately maintained.
Public Access Easement Required

Tech: Ryan F. For Date: Jan 31, 2020 11:25am Filename: N:\2019\19-0239\Engineering\DWG\Misc\Plan\19-0239.01 ALTA (Boundary & Top) - Revised.dwg

Description	Area (AC)	Source/Equation
Survey Boundary	1.85	CHW ALTA Survey, Surveyor's Note #14
Vacated ROW, granted to Site Boundary	0.081	$(150' \times 12') + (100' \times 10') + (150' \times 5')$
Total	1.931	-

11801 Research Drive
Alhambra, Florida 32615
(352) 331-1976
www.chw-inc.com

est. 1988 FLORIDA
CA-5075

SCALE: 1" = 20'

VERTICAL SCALE ON ORIGINAL DRAWING: 1" = 10'

HORIZONTAL SCALE ON THIS SHEET: ADJUST SCALES ACCORDINGLY.

CONSTRUCTION FEATURES

SUBMITTAL - SUP, FEBRUARY 3, 2020

CLIENT: ARDENT

PROJECT: 4th AVENUE MIXED USE

SHEET TITLE: SUP PROJECT BOUNDARY

DESIGNERS:
N. HILL
DISBURSE
R. THOMPSON
QUALITY CONTROL
C. BRASHIER

PROJECT NUMBER:
19-0239

SHEET NO.: 1 of 1

SW 4th Ave Alley Vacation:

That certain 10' wide Alley lying South of Lots 10, 12, 14, 16 & 18 of Block 9 of University Heights, according to the Plat thereof recorded in Plat Book "A", Page 99 of the Public Records of Alachua County, Florida.

AND

That certain 12' wide Alley lying West of Lots 20, 21 & 22 of Block 9, of University Heights, according to the Plat thereof recorded in Plat Book "A", Page 99 of the Public Records of Alachua County, Florida.