



**TO:** City Plan Board **Item Number: 3**

**FROM:** Planning & Development Services Department **DATE: April 25, 2013**  
 Staff

**SUBJECT:** Petition PB-13-44 TCH. City of Gainesville. Amend the Land Development Code Section 30-65.2 Urban mixed-use district 2 (UMU-2: 10- 100 units/acre; and up to an additional 25 units/acre by special use permit) to: change the maximum block size in the University Heights area from 1800' to 2000'; change the timing requirement for construction of new streets; and to revise the bicycle parking requirements.

### Recommendation

Staff recommends approval of Petition PB-13-44 TCH.

### Discussion

This petition proposes to amend the standards for the Urban mixed-use district 2 (UMU-2) in Land Development Code Sec. 30-65.2. At the March 7, 2013 City Commission meeting, staff was directed to make several changes to this zoning district in order to facilitate redevelopment within and around Innovation Square (this area is referred to as the University Heights area within the UMU-2 zoning ordinance). Specifically, this amendment proposes the following:

1. **Change the maximum block perimeter from 1800 feet to 2000 feet within the University Heights area of UMU-2.** Currently, the regulations require that the new streets shown on Figure 2.1 (see Attachment B to this report) be constructed when they are within the boundaries of subdivisions, minor subdivisions, lot splits, or development. It further states that "these new local streets shall be located so that the resulting block(s) will not exceed a maximum block perimeter of 1,800 feet." The proposed revision will mean that development will not be required to construct new streets unless the block where the development is located exceeds 2000 feet. This will result in a reduction in the number of new streets that will be required to be constructed in the University Heights area. Specifically, it will remove the requirement for two of the new streets which are shown on Figure 2.1 within the approved UMU-2 ordinance. One of these streets would be an east-west extension of SW 1<sup>st</sup> Avenue between SW 7<sup>th</sup> and 8<sup>th</sup> Streets; the other street would be a north-south extension of SW 9<sup>th</sup> Street between SW 4<sup>th</sup> and 5<sup>th</sup> Avenues. Since both of these streets would intersect blocks that are between 1800 feet and 2000 feet in perimeter, the proposed revision would essentially remove the requirement to construct them. Although these particular streets were contemplated during the drafting and approval of the UMU-2 ordinance, other planning documents related to the vision for this area do not include the streets. They are not shown on the Development Framework Plan, which is a comprehensive document that outlines the potential layout and

development progression for Innovation Square (produced by Perkins & Will for the University Development Corporation). It is for this reason that the City Commission directed staff to amend the maximum block perimeter and thereby remove the requirement for these particular streets. This will require amendment of the text of the ordinance as well as Figure 2.1, which shows the new streets required within the University Heights area. However, since the City is already planning to construct the only other two streets shown on Figure 2.1, staff is recommending that this figure simply be removed from the UMU-2 ordinance.

- 2. Change the requirements for the timing of construction of required new streets within the UMU-2 zoning district.** The current regulations state that the required new streets “shall be constructed at the expense of the owner/developer as part of the subdivision, minor subdivision, lot split or development.” This means that staff cannot issue final approval of any subdivision, minor subdivision, lot split or development unless these streets have actually been constructed within the boundaries of the subject property. This has created a practical problem for the Infusion Center, since this development is proposing a minor subdivision that would separate the new development from the Innovation Hub and the remainder of the Innovation Square property. According to the current requirement, this minor subdivision cannot be approved until the required new streets are constructed within the subject property. The proposed minor subdivision would encompass the entire block between SW 2<sup>nd</sup> and 4<sup>th</sup> Avenues and SW 10<sup>th</sup> Street and 7<sup>th</sup> Terrace, and therefore would require the construction of the full extents of SW 9<sup>th</sup> Street and SW 3<sup>rd</sup> Avenue. However, since these particular streets are going to be constructed through a joint effort of the City of Gainesville and Gainesville Regional Utilities, they will not need to be constructed by the developer as part of a subdivision or proposed development. Therefore, staff is recommending that the UMU-2 standards be revised to allow for a subdivision or development to be approved where required new streets have either been constructed or will be constructed by the City or some other governmental entity.
- 3. Revise the bicycle parking requirements within the UMU-2 zoning district.** The current standards for bicycle parking in this district require one space per every 1,500 square feet of gross floor area for nonresidential development, and one space per two bedrooms for residential development. At least 20 percent of these spaces are required to be located alongside the public street within the sidewalk or landscape zone. In addition, scooter parking is required at a rate of one space per four bedrooms. Due to the nature of development allowed within UMU-2 and its proximity to the University of Florida, the requirements for non-vehicular parking are higher than in other areas of the City (see Attachment C for a comparison of existing bicycle and scooter parking standards). However, staff has observed that this standard is very difficult to meet, often due to the combination of multi-story development and the limited open areas on development sites. The City is attempting to encourage high-intensity, mixed-use development in the areas with UMU-2 zoning, and the requirement to dedicate a significant portion of the site to bicycle parking is not consistent with this goal. Therefore staff is recommending a moderate reduction to the bicycle parking standard in order to allow for reasonable provision of bicycle racks on development sites. Furthermore, due to all of the necessary

components of development that are present in an urban streetscape, it is difficult to locate 20 percent of the required bicycle parking along the street frontage, and so staff is also recommending a reduction in that standard.

**Recommended Changes: Sec. 30-65.2 Urban mixed-use district 2 (UMU-2).**

The specific recommended changes are shown below in underline and ~~strike-through~~. The UMU-2 zoning standards are included in their entirety in Attachment D).

*(e) Public realm requirements.*

*(3) New streets/blocks.*

- a. *Within the University Heights area, subdivisions, minor subdivisions, lot splits, and development that requires development plan review shall be required to include ~~any of the proposed new local streets depicted in Figure 2.1 that are located within the boundaries of the subdivision, minor subdivision, lot split or development.~~ These new local streets shall be located so that the resulting block(s) will not exceed a maximum block perimeter of ~~1,800~~ 2,000 feet.*
- e. *The required local streets, multi-use paths or urban walkways shall be constructed at the expense of the owner/developer as part of the subdivision, minor subdivision, lot split or development, to serve the subdivision, minor subdivision, lot split or development, and shall be constructed according to the appropriate city standards as determined through the development review, subdivision, minor subdivision, or lot split process, but may be sited and configured in a manner so that they provide the most appropriate access to the development, subdivision, minor subdivision, or lot split. The subdivision, minor subdivision, lots split or development may be approved prior to street construction when the required local streets: will be constructed by the City or some other governmental entity; are listed on an approved capital project plan or included within an approved budget; are scheduled for construction within two years; and the required right-of-way has been dedicated to the City or an agreement for construction has been finalized. Where a street is planned to continue beyond the extent of the development, subdivision, minor subdivision or lot split, the development shall provide for the continuation of the street by stubbing out the improvements as close as is practicable to the edge of the property boundary.*

*(f) Additional requirements.*

*(3) Parking.*

- c. *Bicycle parking.*
  1. *The owner/developer shall provide a minimum of one space per ~~1,500~~ 2000 square feet of gross floor area for non-residential uses and one space per ~~two~~ three bedrooms for residential uses for bicycle parking.*

2. *A minimum of ~~20~~ 10 percent of the provided bicycle parking shall be located between the building and the street, ~~within the landscape zone or sidewalk zone~~. The remainder shall be located a maximum distance of 100 feet from a building entrance and shall be covered from inclement weather or located within an accessory parking structure.*

**Impact on Affordable Housing**

There are no specific impacts to affordable housing from this petition.

Respectfully submitted,



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Planning Manager

Prepared by:

  
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**List of Attachments:**

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|---------------------|---|
| <b>Attachment A</b> | <b>Application for Text Amendment to the LDC</b>        |
| <b>Attachment B</b> | <b>Figure 2.1 (from UMU-2 zoning district)</b>          |
| <b>Attachment C</b> | <b>Comparison of non-vehicular parking standards</b>    |
| <b>Attachment D</b> | <b>Complete UMU-2 zoning district (Section 30-65.2)</b> |