



PLANNING & DEVELOPMENT SERVICES DEPARTMENT

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TO: City Plan Board **Item Number:** OB1

FROM: Planning & Development Services Department **DATE:** February 28, 2013
Staff

SUBJECT: PB-12-19 TCH. City of Gainesville. Amend the Land Development Code Appendix A, Section 3 Special Area Plan for College Park and Section 6 Special Area Plan for University Heights to regulate existing non-hard-surfaced off-street parking and access to parking areas.

Recommendation

Staff recommends:

- Approval of Petition PB-12-19 TCH;
- Providing a 12-month compliance period from the date of final ordinance adoption; and,
- That the Code Enforcement Division hold workshop(s) to explain to impacted property owners how to comply with the new regulations

Background and overview

This petition is a referral to the City Plan Board from the City Commission (Legislative Matter No. 100668) as approved on the Consent Agenda on January 19, 2012. This item was originally referred to the Community Development Committee (CDC) by the City Commission and discussed at the April 26, 2011 CDC meeting (Vehicle Parking in Multi-Family Residential Zoning Districts within the University Context Area). The item was discussed again at the July 26, 2011 and August 23, 2011 CDC meetings. At the August 23 meeting, the item, with proposed regulations, was referred to the City Commission for approval. The agenda item, meeting minutes, and backup material from all those meetings are included in Appendix A as Exhibit A-1.

The original referral from the CDC and City Commission proposed to regulate driveway access and parking areas for all properties in the University of Florida Context Area that never required a development plan approval by the City of Gainesville or Alachua County, or those properties that were exempt from the development approval process or for developments that pre-dated such requirements. Specifically, properties zoned RMF-5, RMF-6, RMF-7, RMF-8, RH-1, RH-2, UMU-1, UMU-2, RMU, OR, and OF were proposed for regulation.

The referral cited specific reasons for the need to regulate access to parking areas and existing, unpaved parking areas. These included: soil erosion; damage to curbs and sidewalks; safety and visibility problems (with special concern for pedestrians and bicyclists); aesthetics; and equity in enforcement (since single family and Residential Conservation properties are already regulated).

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Upon receipt of the referral, Planning and Development Services Department staff reviewed options for regulating the parking problems discussed at the Community Development Committee. Using the original proposal, 6,177 properties would have been impacted. The staff's findings were that the vast majority of the access and parking area problems were in the College Park and University Heights Special Area Plan areas. As a result, staff revised the original proposal to regulate the parking problems in only those special area plan areas. This is consistent with the redevelopment, aesthetic, and reduction of blight goals in those areas and will reduce the dilution of enforcement of regulations that would occur if the broader area were being regulated.

Planning and Development Services staff presented this petition and the proposed regulations at the April 26, 2012 Plan Board meeting. The proposed regulations were discussed at length by interested stakeholders, who included property owners and managers, City staff, and representatives from the University of Florida. Several speakers at the Plan Board meeting asserted that since the proposed regulations concerned the two redevelopment areas, the College Park University Heights (CPUH) Redevelopment Advisory Board should have an opportunity to discuss the item and provide input to Planning staff and to the Plan Board.

During the hearing, several stakeholders also expressed concerns regarding the efficacy of the City's Controlled Vehicular Parking Program (Parking Decal Program) in providing on-street parking decals for zone residents, particularly within Zone 1 (University Heights) and Zone 2 (College Park). Several speakers cited the ease at which decals could be obtained fraudulently and felt that the problems with the decal parking program should be addressed in concert with this petition.

The Plan Board voted 4-1 to continue Petition PB-12-19 TCH in order to obtain more input from the College Park/University Heights CRA Advisory Board and from the Public Works Department concerning the parking decal program and requirements for paved parking.

Staff held a stakeholder meeting on May 21, 2012 to solicit further input regarding the proposed regulations. Topics of discussion included: the number of impacted parcels; the need to address on street parking in tandem with the proposed regulations; the decal parking regulations and fee structure; materials used for coverage of unpaved parking areas; how the University of Florida properties (sorority houses) will be coordinated with this effort; and timing of regulations as related to when leases are signed.

Consistent with the Plan Board's direction, this item was heard by the CPUH Redevelopment Advisory Board on June 6, 2012. The Board heard input from interested parties and questioned staff regarding the proposed regulations. At the conclusion of the discussion, a motion was approved unanimously that: "the CPUH Board recommends the CRA Board recommend to the Plan Board to table this topic until the CPUH Board can review, discuss and make a recommendation back to the Plan Board on this topic."

A second stakeholder meeting was held on January 7, 2013 to discuss the proposed regulations as amended based on input from the prior stakeholder meeting, the CPUH Board meeting, and ongoing discussion with the City's Public Works Department.

Planning staff returned to the CPUH Redevelopment Advisory Board and presented the proposed regulations on February 6, 2013. The Board heard the staff presentation, heard board member comments and took comments from the public. The Board made a motion to the CRA Board that: “the CRA recommend to the City Plan Board to move forward with the Parking Access and Unpaved Parking regulations.” At the February 18, 2013 Community Redevelopment Agency Board meeting, the Board approved the motion recommending that the Plan Board move forward with the proposed regulations.

Discussion

This petition proposes to amend Land Development Code (LDC) Appendix A, Section 3, Exhibit B College Park Special Area Plan (SAP) and Section 6, Exhibit A University Heights Special Area Plan by establishing new regulations for existing non-hard-surfaced off-street parking.

The Special Area Plans provide a cohesive and predictable set of regulations designed to preserve the integrity and character of the College Park and University Heights neighborhoods while promoting quality redevelopment and new investment in the areas. As explained by the whereas statements of the College Park SAP, the intent of this special area plan designation is to “to adopt regulations and guidelines that will encourage revitalization and redevelopment and to maintain the scale, character and integrity of the "College Park" neighborhood.” Similarly, the University Heights SAP enumerates a list of intent statements which support the area’s special area plan designation. “This Code establishes standards for land development in order to:

2. “Create high-quality street spaces by using buildings to form a pleasant, convenient and safe environment designed for pedestrians, bicyclists, public transit and motorists;
4. “Provide a measure of predictability to property owners and occupants about what may be built on their land or their neighbors' property, yet allow for a market-driven mixture of land uses; and
6. “Make the neighborhood a pleasant place to live, that will attract a mix of long-term residents reflecting the composition of the university community and adjacent neighborhoods.”

The proposed regulations support the intent of the College Park and University Heights SAPs by providing standards which are intended to mitigate the problems caused by unregulated parking and to establish more consistent and predictable parking regulations across the spectrum of zoning districts and building types within the boundaries of the special area plans.

The boundaries of the College Park and University Heights SAPs lie within the College Park/University Heights Community Redevelopment Area. As stated within the Retrospective Overview and Current Issues sections of the 2004 College Park/University Heights (CP/UH) Redevelopment Plan, “growing student demand for multi-family housing within this area has catalyzed the conversion of single-family residences to multifamily housing resulting in a higher demand for parking on neighborhood streets and increased traffic congestion.” The redevelopment plan points out that, “the existing CP/UH Community Redevelopment Area continues to be affected by a lack of aesthetic quality and infrastructure, particularly a lack of

curb and gutter, gaps in sidewalks, shortage of parking and stormwater deficiencies.” These deficiencies were cited by the redevelopment plan as major factors curtailing new investment in this area. The proposed parking regulations address the parking and related aesthetic concerns raised by the redevelopment plan by providing for consistent enforcement of parking standards for all existing properties within the College Park and University Heights SAPs.

Off-street parking on properties zoned residential conservation district (RC) or on any single-family residential district properties (RSF-1, RSF-2, RSF-3, and RSF-4) which are located within the boundaries of the University of Florida Campus Master Plan 2005-2015 Context Area (context area) or in a residential parking overlay district, is currently regulated by LDC Section 30-56(c)(4). The boundaries of the College Park and University Heights SAPs lie within the context area. Unpaved parking and access to parking areas are currently being regulated for those properties within the SAPs that are zoned RC and RSF-1,2,3, and 4. However, properties zoned with any of the multi-family, mixed-use, or office zoning districts, which also allow residential development, are currently not subject to those regulations. Many of these excluded properties have been developed with single family homes which are comparable in character and share similar lot sizes and layouts to those properties regulated by LDC Sec. 30-56(c)(4). This regulatory inequity creates confusion for neighborhood residents and is inconsistent with the intent of the SAPs.

Proposed Regulations

The proposed regulations can be broken down into four areas of focus. These include: Applicability and Exemptions; Access and the Parking Plan; Borders and Parking Area Coverage Materials; and Administration.

Applicability and Exemptions:

The proposed regulations are only applicable to properties that contain unpaved parking areas and are located within the boundaries of either the College Park Special Area Plan or University Heights Special Area Plan. Properties with an approved development plan from the City of Gainesville are not subject to these regulations. The regulations also include the ability for a property to receive an exemption based on a number of criteria or in the case of a hardship due to a unique constraint of the property.

Planning and Development Services staff performed a windshield survey within both areas in order to determine the potential number of parcels which may be impacted by the proposed regulations. There are approximately 452 parcels within the College Park SAP and approximately 610 parcels within the University Heights SAP. As seen in the table below, Staff removed properties within both areas that were: 1) under the jurisdiction of the UF Master Plan; 2) owned by the City of Gainesville; 3) were located within a recently developed condominium with a site plan; 4) were zoned single-family (RSF-1, 2, 3, or 4) and already have regulated parking; 5) were located within a PD zoned (as yet un-built) development (One College Park and University Corners); or 6) have paved parking.

		Parcel Information						
Special Area Plan	Total # of Parcels	UF Master Plan	Condominiums	Single family zoned	PD zoned projects	Parcels with paved parking	City owned	Potential # of Impacted Parcels
College Park	452	7	153	19	15	102	-	156
University Heights	610	16	327	-	-	70	2	195

Based on staff's analysis, the proposed regulations will potentially impact approximately 34.5% of the properties in College Park and 32% of properties within University Heights.

Access and the Parking Plan:

The proposed regulations require that any parking area must be accessed via a legal driveway connection. Non-existent or substandard driveway access connections to parking areas can result in automobiles unlawfully driving over the curb to reach a parking space (LDC Sec. 26-51). This can damage the integrity of curb, sidewalk structures, and/or landscaping. Detectable warnings, located on curb ramps and pedestrian crossings on non-state highway system roadways within the City, are designed using non-traffic bearing brick inserts which become damaged when automobiles use Americans with Disabilities Act (ADA) accessible curb ramps to access parking areas. Additionally, the concrete mix used in curb and sidewalk structures has less strength than the mix required for driveway construction and is not designed to handle the load from automobile traffic.

Non-existent or substandard driveway connections also hamper driver visibility of pedestrians and cyclists and increase the likelihood of a driver being forced to make illegal and/or unpredictable traffic movements to access or exit parking areas. Unpermitted driveway connections may be located at undesirable or prohibited locations such as within the vision triangle.

The proposed regulations require a parking plan, in addition to a legal driveway connection. The plan consists of a sketch of the property which clearly depicts the proposed parking areas, how the parking area will be accessed from the driveway connection, and the types and distribution of the parking area borders and coverage materials. The parking plan will be kept on file with the City's Code Enforcement Department as a record of the approved parking area and will assist the department in verifying compliance with the proposed regulations.

Borders and Parking Area Coverage Materials:

The proposed regulations stipulate that all regulated unpaved parking areas be delineated with borders and that the parking area is adequately covered with approved materials. The borders and coverage materials are intended to improve the aesthetics of the unpaved parking areas consistent with the intent of the Special Area Plans and to reduce damage to vegetated groundcover and root systems that can occur when automobiles maneuver within parking areas which lack

adequate parking area coverage materials. As stated in the purpose and objectives subsection of LDC Sec. 30-56.1 Residential parking overlay district, “the city commission finds that healthy vegetation, with an above-ground network of leaves, shoots, and stems and an extensive fibrous root system below, contributes environmental benefits by reducing soil erosion, noise, and improving surface and groundwater by filtering rainwater.

The borders must contain the coverage materials onsite to reduce the run-off of materials into the stormwater system. Smaller parking areas (1-4 spaces) may opt to use mulch, wood chips, or leaves. Larger areas (more than 5 spaces) are limited to gravel or pavers.

Notwithstanding the requirements of the proposed regulations, a property owner may opt to utilize impervious pavement for existing unpaved parking areas consistent with the requirements of the Land Development Code and the Public Works Engineering Design and Construction Manual.

Administration:

The proposed regulations will be administered by the Code Enforcement Division. The Division currently administers the off-street parking regulations for single family zoned parcels located in the context area and staff anticipates the administration of the proposed regulations will closely mirror the single-family parking program format.

The proposed regulations contain a prohibition on leased parking within the regulated parking areas except as allowed by Land Development Code (LDC) Sec. 30-329(i). Leased parking facilities that do not conform to LDC Sec. 30-329(i), are prohibited citywide and the proposed regulations are consistent with the existing prohibition.

The proposed regulations will not affect game day parking or parking on major university-related event days. Changes to the permitting for game day parking are part of a separate referral (Legislative Matter #120139).

As stated in the Recommendation, Staff recommends that the Code Enforcement Division hold a workshop(s) with affected property owners to explain how owners can comply with the new regulations. Staff is also recommending that owners of all affected properties have 12 months to bring affected parking areas into compliance from the date of the final ordinance adoption. Notices of violation of this ordinance would not be issued until after that time period has elapsed. Submitting a parking plan or applying for a driveway permit would constitute moving into compliance.

Recommended Changes: Appendix A, Section 3, Exhibit B College Park Special Area Plan (SAP) and Section 6, Exhibit A University Heights Special Area Plan

The recommended changes are shown below in underline and ~~strike-through~~.

Appendix A, Section 3, Exhibit B College Park Special Area Plan:

Off-Street Parking Requirements.

Parking Reduction. The minimum off-street parking requirement may be reduced by the amount of on-street parking directly abutting each parcel proposed for development. This provision shall encourage a reduction of off-street paving and result in better use of the property, thus encouraging redevelopment.

Parking Requirements. Except as provided for herein, design requirements for vehicle and bicycle parking shall be in accordance with Article IX of the City of Gainesville Land Development Regulations. Parking may be provided within 600 feet of the building. All parking areas must be clearly defined and must be accessed from a legal driveway connection which meets the requirements of the Land Development Code and the Public Works Engineering Design and Construction Manual.

A. *Multiple-family dwelling.* The number of off-street vehicle and bicycle parking spaces required for multiple-family dwellings located in the Special Area Plan shall be as stipulated in this section. For the purposes of this section, multiple-family is as defined in the City of Gainesville Land Development Regulations.

Automobiles.

Minimum—one parking space per 2 bedrooms.

Maximum—one parking space per bedroom.

Excess—none allowed.

Bicycle.

Minimum—one bicycle parking facility per 2 bedrooms.

B. *Non-residential uses.* No minimum number of parking spaces required except as required by the Americans with Disabilities Act and the Florida Accessibility Code provided herein. Bicycle parking is encouraged and may encroach into the public right-of-way or beyond the build-to line, with approval of the public entity responsible for right-of-way provided, however, that no less than 5 feet of unobstructed sidewalk width and any required tree strip shall be retained.

C. *Existing non-hard surface parking.* The provisions of this section only apply to properties that never required a development plan approval by the City of Gainesville or Alachua County, or those properties which are exempt from the development approval process or the development pre-dates such requirements. The property owner shall be responsible for providing proof of a development plan approval by the City of Gainesville.

At no time should this section be construed to allow for parking in addition to an approved development plan or allow a property owner to circumvent other required city processes or approvals.

1. Exemptions. The City Manager or designee may exempt a property from this subsection upon a finding that the property meets items a, b, and c or that compliance would create an inordinate burden on the landowner as described in item d. of the following:
 - a. The parking area is clearly defined; and
 - b. The parking area is maintained in a safe and neat condition; and
 - c. The parking area does not contribute to run-off of materials which would negatively impact the stormwater system. or,
 - d. The requirements of this section would impose an inordinate burden on the landowner due to topographical road configuration constraints or other significant design constraints.

2. Parking Plan. Each owner of property regulated by this section must provide a parking plan which shall clearly depict:
 - 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 parking plan must be submitted to the Code Enforcement Division. There is no fee for a parking plan submittal and review. Within 90 days of the City Manager or designee's approval of the new parking plan, the new plan shall be implemented and the parking area shall be constructed to the specifications and design of this approved parking plan. When the new plan is implemented, the City Manager or designee shall inspect the parking area for compliance.

3. Borders. All unpaved parking areas must be clearly delineated with side borders of plants, pressure treated landscape timbers, railroad ties, pressure treated wood, composite "plastic wood," brick, concrete or similar border materials and shall contain the parking area coverage materials onsite.
 - a. Plant borders shall be a one-gallon minimum size at the time of planting, and 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.

- b. 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 3 ½ inches wide by 3 ½ inches high and shall be continuous around the border. Multiple pieces can be stacked to achieve the required size. Where railroad ties are used, the ties shall be structurally sound and fully intact and shall be continuous around the border. All wood borders or composite plastic wood borders must be affixed to the ground by driving a metal stake through the wood/plastic into the ground. At least two stakes must be driven into each wood or composite plastic wood border segment. The distance between stakes shall not be more than four feet. The metal stake must be a minimum of three-eighths of an inch in diameter and driven a minimum of 12 inches below the ground surface. The metal stake must be driven flush with the surface of the wood/plastic.
- c. Brick curbing shall be set in a mortar base and shall be a minimum of 3 ½ inches wide by 3 ½ inches high. Concrete curbing may be pre-cast, formed or machine extruded and shall be a minimum of six inches wide by six inches high and consist of a concrete mix with a minimum strength of 3,000 pounds per square inch. Brick and concrete curbing shall be continuous around the border. Pre-cast concrete curbing must be affixed to the ground by driving a metal stake through the curbing into the ground. At least two stakes must be driven into each piece of pre-cast concrete. The distance between stakes shall not be more than four feet. The metal stake must be a minimum of three-eighths of an inch in diameter and driven a minimum of 12 inches below the ground surface. The metal stake must be driven flush with the surface of the curbing.
- d. Other borders may be approved on a case-by-case basis by the City Manager or designee, provided that the proposed borders clearly delineate the parking area and will contain the parking area coverage materials on the site. All parking plans shall include a full description, including specifications of the proposed border.
4. Parking area coverage material. All unpaved parking areas must be covered and maintained with gravel, wood chips, mulch, leaves, or other parking area coverage materials within the defined parking area as specified below:

<u>Number of parking spaces</u>	<u>Permitted parking area coverage material</u>
<u>1-4 spaces</u>	<ul style="list-style-type: none"> • <u>Mulch,</u> • <u>wood chips,</u> • <u>leaves,</u>

	<ul style="list-style-type: none"> • <u>gravel, or</u> • <u>pervious pavement materials, such as pavers, approved by the Public Works Department</u>
<u>5 or more spaces</u>	<ul style="list-style-type: none"> • <u>Gravel, or</u> • <u>pervious pavement materials, such as pavers, approved by the Public Works Department.</u>

- a. Where mulch, wood chips, or leaves are used, they shall cover the entire surface of the contiguous parking area 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.
 - b. Where gravel is used, it shall cover the entire surface of the contiguous parking area 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 shall be rock, crushed stone, or recycled crushed concrete and must be maintained in good condition.
 - c. Use of pervious and/or similar permeable pavement materials shall be allowed subject to the review and approval by the Public Works Department prior to use.
 - d. Pine needles, grass clippings, canvas, plastic sheets, poly sheets, or other similar rolled sheeting shall not be used as an parking area coverage material.
 - e. Other types of parking area coverage materials may be used on a case-by-case basis upon approval by the City Manager or designee. The parking area coverage material shall be clearly stated on the submitted parking plan and approved by the City Manager or designee prior to its use. The proposed coverage material shall cover the entire surface of the contiguous parking area, be distributed evenly within the borders, and shall be free of bare spots and vegetation.
 - f. Notwithstanding the provisions of a.- f., an owner/developer may elect to use paving (impervious surface) to meet these requirements. However, such paving shall meet the applicable requirements Land Development Code and the Public Works Engineering Design and Construction Manual.
5. Parking area lease prohibition. No parking area regulated by this section may be leased, rented or otherwise provided for consideration, except as consistent with Sec. 30-329(i). This prohibition shall not apply to leasing of parking to tenants that occupy the same development where the parking spaces are located.
 6. Major university-related event days. Off-street parking outside of the boundaries of the approved parking plan regulated by the 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.

7. *Enforcement.* 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, or if a parking plan has not been timely submitted, 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. The modified parking plan for the non-compliant property must be received by the City Manager or designee within 30 days of the owner's receipt of a written request for the new parking plan. Within 60 days of the City Manager or designee's approval of the new parking plan, the new plan shall be implemented and the parking area shall be constructed to the specification and design of this approved parking plan. When the new plan is implemented, the City Manager or designee shall inspect the parking area for compliance.

Appendix A, Section 6, Exhibit A University Heights Special Area Plan:

II. Administration

- A. *Required Compliance.* All new commercial, office, mixed-use and multi-family development (including single-family attached rowhouses) shall be required to comply with this Special Area Plan. Development which meets the criteria specified in subsection F. *Parking: 2. Existing Parking.* shall be required to comply with the provisions of F. *Parking* where indicated, in that subsection.

F. *Parking:*

1. *Parking Requirements* Parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act and Florida Accessibility Code. All parking areas must be clearly defined and must be accessed from a legal driveway connection which meets the requirements of the Land Development Code and the Public Works Engineering Design and Construction Manual.

Other than ADA and FAC, there shall be no minimum auto parking requirement, except bicycle parking, which shall be provided as specified by Sec. 30-332. There shall be a maximum auto parking allowance of 1 parking space per 400 sq ft of gross floor area.

2. *Existing Parking* The provisions of this section only apply to properties that never required a development plan approval by the City of Gainesville or Alachua County, or those properties which are exempt from the development approval process or the development pre-dates such requirements. The property owner shall be responsible for providing proof of a development plan approval by the City of Gainesville or Alachua County. At no time should this section be construed to allow for parking in addition to an approved development plan or allow a property owner to circumvent other required city processes or approvals.

- a. *Exemptions.* The City Manager or designee may exempt a property from this subsection upon a finding that the property meets items 1, 2, and 3 or that compliance would create an inordinate burden on the landowner as described in item 4. of the following:

1. The parking area is clearly defined; and
2. The parking area is maintained in a safe and neat condition; and
3. The parking area does not contribute to run-off of materials which would negatively impact the stormwater system. or,

4. The requirements of this section would impose an inordinate burden on the landowner due to topographical road configuration constraints or other significant design constraints.
- b. Parking Plan. Each owner of property regulated by this section must provide a parking plan which shall clearly depict:
- 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 parking plan must be submitted to the Code Enforcement Division. There is no fee for a parking plan submittal and review. Within 90 days of the City Manager or designee's approval of the new parking plan, the new plan shall be implemented and the parking area shall be constructed to the specifications and design of this approved parking plan. When the new plan is implemented, the City Manager or designee shall inspect the parking area for compliance.

- c. Borders All unpaved parking areas must be clearly delineated with side borders of plants, pressure treated landscape timbers, railroad ties, pressure treated wood, composite "plastic wood," brick, concrete or similar border materials and shall contain the parking area coverage materials onsite.
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 3 ½ inches wide by 3 ½ inches high and shall be continuous around the border. Multiple pieces can be stacked to achieve the required size. Where railroad ties are used, the ties shall be structurally sound and fully intact and shall be continuous around the border. All wood borders or composite plastic wood borders must be affixed to the

ground by driving a metal stake through the wood/plastic into the ground. At least two stakes must be driven into each wood or composite plastic wood border segment. The distance between stakes shall not be more than four feet. The metal stake must be a minimum of three-eighths of an inch in diameter and driven a minimum of 12 inches below the ground surface. The metal stake must be driven flush with the surface of the wood/plastic.

3. Brick curbing shall be set in a mortar base and shall be a minimum of 3 ½ inches wide by 3 ½ inches high. Concrete curbing may be pre-cast, formed or machine extruded and shall be a minimum of six inches wide by six inches high and consist of a concrete mix with a minimum strength of 3,000 pounds per square inch. Brick and concrete curbing shall be continuous around the border. Pre-cast concrete curbing must be affixed to the ground by driving a metal stake through the curbing into the ground. At least two stakes must be driven into each piece of pre-cast concrete. The distance between stakes shall not be more than four feet. The metal stake must be a minimum of three-eighths of an inch in diameter and driven a minimum of 12 inches below the ground surface. The metal stake must be driven flush with the surface of the curbing.

4. Other borders may be approved on a case-by-case basis by the City Manager or designee, provided that the proposed borders clearly delineate the parking area and will contain the parking area coverage materials on the site. All parking plans shall include a full description, including specifications of the proposed border.

d. *Parking Area Coverage Material* All unpaved parking areas must be covered and maintained with gravel, wood chips, mulch, leaves, or other parking area coverage materials within the defined parking area as specified below:

<u>Number of parking spaces</u>	<u>Permitted parking area coverage material</u>
<u>1-4 spaces</u>	<ul style="list-style-type: none"> • <u>Mulch,</u> • <u>wood chips,</u> • <u>leaves,</u> • <u>gravel, or</u> • <u>pervious pavement materials, such as pavers, approved by the Public Works Department</u>

<u>5 or more spaces</u>	<ul style="list-style-type: none">• <u>Gravel, or</u>• <u>pervious pavement materials, such as pavers, approved by the Public Works Department.</u>
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1. Where mulch, wood chips, or leaves are used, they shall cover the entire surface of the contiguous parking area 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.
 2. Where gravel is used, it shall cover the entire surface of the contiguous parking area 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 shall be rock, crushed stone, or recycled crushed concrete and must be maintained in good condition.
 3. Use of pervious and/or similar permeable pavement materials shall be allowed subject to the review and approval by the Public Works Department prior to use.
 4. Pine needles, grass clippings, canvas, plastic sheets, poly sheets, or other similar rolled sheeting shall not be used as an parking area coverage material.
 5. Other types of parking area coverage materials may be used on a case-by-case basis upon approval by the City Manager or designee. The parking area coverage material shall be clearly stated on the submitted parking plan and approved by the City Manager or designee prior to its use. The proposed coverage material shall cover the entire surface of the contiguous parking area, be distributed evenly within the borders, and shall be free of bare spots and vegetation.
 6. Notwithstanding the provisions of 1.- 5., an owner/developer may elect to use paving (impervious surface) to meet these requirements. However, such paving shall meet the applicable requirements of the Land Development Code and the Public Works Engineering Design and Construction Manual.
- e. Parking Area Lease Prohibition. No parking area regulated by this section may be leased, rented or otherwise provided for consideration, except as consistent with Sec. 30-329(i). This prohibition shall not apply to leasing of parking to tenants that

occupy the same development where the parking spaces are located.

f. *Major University-Related Event Days.* Off-street parking outside of the boundaries of the approved parking plan regulated by the 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.

g. *Enforcement.* 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, or if a parking plan has not been timely submitted, 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. The modified parking plan for the non-compliant property must be received by the City Manager or designee within 30 days of the owner's receipt of a written request for the new parking plan. Within 60 days of the City Manager or designee's approval of the new parking plan, the new plan shall be implemented and the parking area shall be constructed to the specifications and design of this approved parking plan. When the new plan is implemented, the City Manager or designee shall inspect the parking area for compliance.

23. *Off-Street Surface Parking Lots* Off-street surface parking lots as a principal use are prohibited.

34. *Structured Parking Lot Placement* Parking structures (or parking portions of mixed-use structures) shall be set back a minimum of 30 ft from the property lines of all adjacent streets. "Liner buildings" shall be placed between parking structures and the lot frontage. The liner building shall have a height greater than or equal to the parking structure or parking portions of mixed-use structures. Liner buildings shall be no less than 2 stories or 34 ft in height. Liner buildings may be detached form or incorporated into parking structures. A point of entry is allowed on side streets. When the size of the parcel would prohibit the development of a liner building between the parking structure and the lot frontage of all adjacent streets, the liner building must be placed along the more primary street frontage and along other frontages only where feasible. The more primary street shall be decided by the planning and development services department staff and approved by the appropriate reviewing board. Building facade and landscaping enhancements will be required on all other frontages to ensure that there will be no blank walls along street

frontages. In instances where full-height liner buildings or liner portions of mixed-use buildings are infeasible, the liner may be limited to first-story retail, office or residential use (as appropriate under applicable zoning).

45. *Access to Off-Street Parking* All motor vehicle surface parking shall be located in the rear or interior side of the building, or both, with rear encouraged. No surface parking area shall extend for a width of more than 70 ft along any street frontage without a building, outdoor cafe, or a vertically prominent and articulated pedestrian-oriented feature interrupting the parking streetscape. Surface parking shall not occupy lots which terminate a street vista.

Alleys, when present, shall be the primary source of access to off-street parking, although the City Manager or designee may make an exception for access to structured parking, which may be better served by a side street.

Alleys may be incorporated into parking lots as a standard drive aisle. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.

In blocks without alleys, mid-block buildings may develop before corner buildings. Access to the side street may not be possible because of the corner building being set back. A driveway from the frontage street may be granted by the City Manager, designee, or appropriate reviewing board. Once corner sites redevelop and allow access to side streets, the City may require the driveway on the frontage street to be removed. Corner lots that have both rear and side access shall access parking through the rear (see diagram). Garages shall always be accessed from the alley and located in the rear of the lot, when possible.


56. *Garages where Alleys are Not Present* If no alleys exist, then garage door(s) shall be positioned no closer to streets, square or parks than 20 ft behind the principal plane of the building frontage. Garages facing streets, squares or parks are limited to one car width. However, 2-car garages are allowed, where alleys are not present, so long as the garage is located in the rear of the lot. Doors shall not exceed 10 ft in width.


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Impact on Affordable Housing

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

Respectfully submitted,


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List of Exhibits

- Exhibit A-1 Community Development Committee Background Materials
- Exhibit B-1 Special Area Plan District, College Park Special Area Plan, University Heights
Special Area Plan - Intent
- Exhibit B-2 Map 1 – College Park Special Area Plan
- Exhibit B-3 Map 2 – University Heights Special Area Plan
- Exhibit C-1 Application