

Attachment “D”

Comprehensive Plan and Land Development Code References.

COMPREHENSIVE PLAN REFERENCES

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.

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.

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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.

LAND DEVELOPMENT CODE REFERENCES

Sec. 30-65.2. - Urban mixed-use district 2 (UMU-2).

- (a) Intent. The UMU-2 zoning district is created to promote and encourage redevelopment of the existing urban commercial areas and neighborhoods near the University of Florida. The district is intended to encourage multimodal mobility and to allow uses and development compatible with each other and with surrounding residential areas and which are consistent with the land use policies of the comprehensive plan. Furthermore, this district is intended to allow for establishments engaged in conducting research and experimental development in the physical, engineering or life sciences, in order to facilitate technology transfer from institutions of higher learning to the market place. The objectives of this district are to:
- (1) Provide a mixture of residential, commercial and office/research uses that are complementary to the residential and mixed-use character of the district;
 - (2) Encourage quality redevelopment and the renovation of existing structures;
 - (3) Promote multimodal transportation and create high-quality urban streetscapes by using buildings, sidewalks, and street trees to form a pleasant, convenient and safe environment designed for pedestrians, bicyclists, public transit, and automobiles;
 - (4) Promote retail and office uses that serve the surrounding neighborhoods and enhance the viability of existing commercial areas by focusing new development in appropriate locations;
 - (5) Promote office/research uses that serve the needs of the University and the community and enhance the development of the local innovation economy; and
 - (6) Promote infill and redevelopment in the Urban Village to improve the urban form and increase mobility and interconnectivity by creating a gridded street network and sidewalk connections.
- (b) Administration.
- (1) Required compliance. All development shall comply with these zoning district regulations except as otherwise provided by variance of the board of adjustment or by board modification, or administrative modification, as described below.
 - (2) Modifications.
 - a. Board modification. The appropriate reviewing board shall have the authority to grant modifications limited to the build-to line, building frontage, building relationship to the street, building articulation and design, landscape zone, sidewalk zone and streets/blocks standards as are set forth in this section, where the board finds by substantial competent evidence that:

1. The proposed development offers unique/alternative compliance that meets the intent of the UMU-2 zoning district; the requested modification is the minimum necessary to allow reasonable development of the site; and the requested modification is not injurious to the public health, safety and welfare; or
 2. An undue hardship, owing to conditions peculiar to the land or structure and not the result of the action of the applicant, would result from strict adherence to the standard; or
 3. The sidewalk zone or landscape zone cannot be constructed due to restrictions by the governmental entity responsible for the street where the sidewalk or landscaping is proposed.
- b. Administrative modification. The city manager or designee shall have the authority to grant limited modifications, as set forth below, where the city manager or designee determines that the proposed development meets the intent of the UMU-2 zoning district, the requested modification is the minimum necessary to allow reasonable development of the site and the requested modification is not injurious to the public health, safety and welfare. Administrative modifications are limited to the following:
1. Build-to lines: Modification not to exceed three feet beyond the required build-to line.
 2. Glazing: Reduction of no more than ten percent of the required glazing.
 3. First floor height: Reduction of no more than four feet of the required minimum height.
 4. Sidewalk zones: Reduction of no more than two feet from the required width, provided that a minimum five feet of unobstructed width is maintained.
 5. Landscape zones: Reduction of no more than one foot from the required width, provided that the required root space is allocated for street trees.
 6. Building frontage: Allowance of insets in the building façade for the purpose of providing pedestrian forecourts, courtyards, plazas, cafes or other public outdoor gathering areas. The allowance for the inset may be up to 20 feet in length and greater than five feet in depth and up to ten feet in depth. In addition, insets for high quality heritage trees may be allowed up to the required area to protect the tree.
- c. In granting a modification, the reviewing board or administrator may impose any reasonable additional conditions, restrictions or limitations deemed necessary or desirable by the board or administrator to preserve and promote the intent of the UMU-2 zoning district.
- d. All requests for modifications shall be submitted in writing with the application for development review on forms provided by the city. The

request shall be approved or denied during development plan review and, if granted, shall be noted on the final development plan. If denied, there is no further administrative appeals process.

- (3) Effect of regulations. Where this section specifically addresses a requirement and it is in conflict with other provisions of this land development code, the requirement of this section shall govern. Where this section does not specifically address a requirement, the applicable provisions of the land development code shall apply.
- (4) This zoning district applies only to land zoned UMU-2 and located within the University Heights, Archer Triangle, and Urban Village areas. These areas are depicted in Figures 1.0, 1.1 and 1.2.
- (5) All figures referenced in this section are located at the end of this section.

(c) Uses.

- (1) Permitted uses by right are as follows:

SIC	Uses	Conditions
	Compound uses	
	Single-family dwellings	
	Rowhouses	
	Multi-family dwellings	Minimum and maximum densities are set forth in the Dimensional Requirements Table in this section
	Incidental residential accessory uses, including storage rooms, management offices, club or game rooms, and recreational and laundry facilities intended for use solely by the residents of the developments and their guests	
	Dormitory	Must not abut property designated single-family on the future land use map

	Rooming houses and boarding houses	In accordance with article VI
	Consolidated apartment management offices	
	Bed and breakfast establishment	In accordance with article VI
	Community residential homes with 14 or fewer residents	When part of a permitted single-family or multi-family residential development and in accordance with article VI
	Community residential homes with more than 14 residents	In accordance with article VI
	Adult day care homes	In accordance with article VI
	Family day care homes	In accordance with article VI
	Day care center	In accordance with article VI
	Places of religious assembly	In accordance with article VI
	Public service vehicles	In accordance with article VI
	Outdoor cafes	In accordance with article VI
	Eating places	
	Repair services for household needs	
	Specialty T-shirt production	
	Structured parking	In accordance with subsection (f)(3) below
	Rehabilitation centers	In accordance with article VI
	Research and development in the physical,	

	engineering and life sciences	
	Light assembly, packaging, and manufacturing associated with research and development in the physical, engineering and life sciences	
	Chilled water and steam plants, electric generation, and other energy storage, distribution, and conversion facilities	
	Scooter sales	Only within enclosed buildings in accordance with section 30-67(g). Facilities to service scooters are permitted as an accessory use when such facilities do not exceed 45% of the gross floor area of the enclosed building.
GN-074	Veterinary services	Only within enclosed buildings and in accordance with article VI
GN-078	Landscape and horticultural services	
MG-43	U.S. Postal Service	
GN-471	Arrangement of passenger transportation	Offices only, with no operation of passenger tours on site
GN-483	Radio and television broadcasting stations	Accessory transmission, retransmission, and microwave towers up to and including 100 feet in height in accordance with article VI, excluding cellular telephone services
GN-523	Paint, glass, and wallpaper stores	

GN-525	Hardware stores	
GN-526	Retail nurseries, lawn and garden supply	
MG-53	General merchandise stores	
MG-54	Food stores	Excluding gasoline pumps
MG-56	Apparel and accessory stores	
MG-57	Home furniture, furnishing, and equipment stores	
MG-59	Miscellaneous retail	Excluding GN-598 Fuel Dealers
Div. H	Finance, insurance and real estate	Excluding cemetery subdividers and developer (IN-6553)
Div. J	Public administration	Excluding correctional institutions (IN-9223)
MG-72	Personal services	Including funeral services and crematories in accordance with article VI and excluding industrial laundries (IN-7218)
MG-73	Business services	Excluding outdoor advertising services (IN-7312), disinfecting and pest control services (IN-7342), heavy construction equipment rental and leasing (IN-7353), and equipment rental and leasing, not elsewhere classified (IN-7359)

GN-701	Hotels and motels	
MG-78	Motion picture	
MG-79	Amusement and recreation services	Excluding go-cart rental and raceway operations, commercial sports, and simulated gambling establishments. Must be located within enclosed structures.
MG-80	Health services	
MG-81	Legal services	
MG-82	Educational services	
MG-83	Social services	
MG-84	Museums, art galleries, and botanical and zoological gardens	
MG-86	Membership organization	
MG-87	Engineering, accounting, research, management, and related services	

(2) Permitted uses by special use permit are as follows:

SIC	Uses	Conditions
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	Alcoholic beverage establishments	In accordance with article VI
	Surface parking (as a principal use)	Only within the University Heights District and in accordance with subsection (f)(3) below

- (3) Prohibited uses: Single-story, large-scale retail uses (defined as a single retail use with a ground floor footprint exceeding 100,000 square feet) are prohibited in the Urban Village.
- (4) Drive-through facilities: Drive-through facilities are prohibited in this district except fronting on SW 34th Street in the Urban Village. Access to a drive-through facility fronting on SW 34th Street may be from another street or from an internal system within a mixed use development. A special use permit is required for all drive-through facilities in the Urban Village. Drive-through facilities are defined as facilities that provide services mechanically or personally to customers who do not exit their vehicles, examples include, but are not limited to, banking facilities, payment windows, restaurant, food and/or beverage sales, dry cleaning and express mail services. The following are not considered drive-through facilities: auto fuel pumps and depositories which involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.
- (d) Site development requirements.
- (1) All structures shall be located and constructed in accordance with the Dimensional Requirements Table. Accessory structures shall meet all regulations pertaining to principal structures within this district.

Dimensional Requirements Table

	Nonresidential and Vertically Mixed Use Buildings	Single-Family Dwellings	Multi-Family Dwellings, Two-Family Dwellings and Rowhouses
Lot depth (minimum)	90 feet	90 feet	90 feet
Interior side (minimum)	0 feet, or 25 feet when abutting property designated single-family or	5 feet except that, where adjoining lots are developed at the	7.5 feet, or 25 feet when abutting property designated single-family or

	residential low-density on the future land use map	same time under single ownership, one side of each lot may have no yard setback if the setback for the adjoining yard is at least 10 feet	residential low-density on the future land use map
Rear (minimum)	0 feet, or 25 feet when abutting property designated single-family or residential low-density on the future land use map.	10 feet	5 feet, or 25 feet when abutting property designated single-family or residential low-density on the future land use map.
Lot coverage (maximum)	N/A	N/A	80%
Building frontage ¹	70% minimum	N/A	70% minimum
Density (minimum) ²	Within University Heights and the Archer Triangle, N/A	N/A	Within University Heights and the Archer Triangle, 10 du/acre
	Within the Urban Village, to be considered mixed-use, a residential development must include a minimum of 10,000 square feet of nonresidential uses; and a nonresidential development must contain a minimum of 3 residential units.		Within the Urban Village, 20 du/acre for new, single-use multi-family development; 10 du/acre for mixed use developments and additions to existing developments.
Density (maximum)	Within University Heights and the Archer Triangle, 100 du/acre, or up to 125	N/A	Within University Heights and the Archer Triangle, 100 du/acre, or up to 125

	du/acre by special use permit.		du/acre by special use permit.
	Within the Urban Village, 100 du/acre by right; or up to 125 du/acre by special use permit, except that 125 du/acre is allowed by right when only structured parking and/or on-street parking is provided (except for handicapped accessible surface parking)		Within the Urban Village, 100 du/acre by right; or up to 125 du/acre by special use permit, except that 125 du/acre is allowed by right when only structured parking and/or on-street parking is provided (except for handicapped accessible surface parking).
Height and Stories	Non-single-family buildings shall have a minimum height of 24 feet.		
	A maximum of six stories is permitted by right. Unless otherwise specified, a maximum of eight stories is permitted by special use permit in all areas except the Power District.		
	Within the Urban Village, a maximum of eight stories is permitted by right when only structured and/or on-street parking is provided (except for handicapped accessible surface parking spaces for multi-family development and loading spaces for nonresidential development).		
	Within University Heights, a maximum of three or four stories for a distance of 50 feet as measured from the property line of properties located adjacent to the University Heights Historic Districts, as depicted in Figure 3.0.		
	Within the Power District, a maximum of three stories is permitted at the build-to line when located adjacent to residentially zoned properties as depicted in Figure 3.1, with a step back of 15 feet per additional building story up to the maximum permitted.		

Notes to Table:

¹ Minor insets (defined as up to five feet in depth) for the purpose of creating articulation and architectural interest in the building façade will be deemed to meet the build-to line and shall be included in computing the building frontage.

² Within University Heights and the Archer Triangle, lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size are exempt from the minimum density requirements. Within the Urban Village, lots that existed prior to 12:01 a.m. on June 1, 2009 and that are less than 0.5 acres in size are exempt from the minimum density requirements.

(2) Building relationship to the street or urban walkway. Urban walkways are allowed only in the Urban Village as set forth in section 30-65.2(e)(3)d.

- a. All principal nonresidential buildings are required to have a main entrance facing the street or an urban walkway. If a building fronts both a street and an urban walkway, the main entrance shall face the street. A main entrance shall be indicated on building floor plans by the placement of atriums, lobbies, or other entry rooms at the entrance and through the inclusion of architectural entry features such as, but not limited to, awnings, arcades, columns or archways, and by providing a level of architectural detailing that is comparable to or exceeds other entrances to the building.
- b. Two-family dwellings and rowhouse residential units on the first story shall have a functional entrance on the street or on an urban walkway.
- c. For nonresidential and multiple family residential (except for two family dwellings and rowhouses) buildings, the façade fronting a street or an urban walkway shall have a functional entrance at least every 150 feet.
- d. Sidewalk connections to the public sidewalk must be provided from all building entrances that face the street or an urban walkway. These connections shall provide at least five feet of unobstructed width.
- e. Front porches or covered stoops for multi-family uses.
 1. Two-family dwellings and rowhouse residential units on the first floor along a street or urban walkway shall have individual front porches or covered stoops.
 2. Front porches or covered stoops shall have a minimum surface area of 25 square feet with a minimum depth of five feet and a minimum width of five feet.
 3. Front porches or covered stoops shall be open and not air conditioned.
 4. Front porches may only be screened where they are located behind the build-to line.
- f. Except for a driveway to reach the side yard or rear yard or on-site parking, neither driveways nor surface parking lots are permitted between the sidewalk and a building or between an urban walkway and a building.

Driveways shall be perpendicular to any adjacent street. In the Urban Village, porte cocheres or covered drop-off areas in front of a building may be allowed for hotels, medical facilities, nursing homes, or assisted living facilities. Porte cocheres or covered drop-off areas shall be designed to meet queuing requirements such that vehicular traffic does not overflow out on public streets or sidewalks and does not impede safe and convenient pedestrian circulation at the site.

(3) Building articulation and design.

- a. Glazing. As depicted in Figure 7.0, glazing percentages are calculated by measuring the area of glazing between three feet and eight feet above grade, and dividing it by the total area of the building façade between three feet and eight feet above grade. Required glazing must be at least 80 percent transparent and shall not utilize painted glass, reflective glass or other similarly treated windows. Glazed areas on entrances may be counted towards meeting the minimum glazing requirements.
 1. For multi-family residential uses, the minimum glazing percentage shall be 30 percent for the first story and 20 percent for upper stories, on all street frontages or urban walkways.
 2. For nonresidential uses, minimum glazing percentage shall be 50 percent for the first story on local and urban throughway street frontages and all street frontages in the Urban Village, and 65 percent for the first story on storefront street and principal street frontages. In the Urban Village, nonresidential buildings fronting on an urban walkway shall have a minimum glazing percentage of 50 percent for the first story.
- b. Delineation of stories. The area between the first and second stories along all street frontages shall include architectural detailing, such as, but not limited to, variations in materials or horizontal expression lines, to visually delineate the first and second stories.
- c. First floor height. All multi-story buildings on storefront streets shall have a minimum first story floor-to-floor height of 15 feet.
- d. First floor uses. On principal and storefront streets, buildings shall be designed so that the area of the first floor along the street frontage contains active uses that are 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, and lobbies or dining areas for hotels or multifamily residential buildings. Residential units shall not be located directly on the first floor street frontage of buildings on storefront streets.

(e) Public realm requirements.

- (1) Existing streets. The street types referred to throughout this section (local street, principal street, storefront street and urban throughway) are identified and depicted in Figure 2.0 and Figure 2.2.
- (2) Primary frontage streets. Within the Urban Village, primary frontage streets are identified and depicted in Figure 2.3. All buildings with multiple street frontages shall orient the main entrance and the front face to the primary frontage street. If a building fronts both SW 34th Street and another primary frontage street, the main entrance and the front face shall be oriented toward SW 34th Street. In the case of corner lots, corner entrances that front both streets are allowed.
- (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 new local streets so that the resulting block(s) will not exceed a maximum block perimeter of 2,000 feet.
 - b. Within the Archer Triangle area, subdivisions, minor subdivisions, lot splits, and development on sites greater than two acres which propose new development on more than 50 percent of the site shall be required to include new local streets within the subdivision, minor subdivision, lot split or development so that the resulting block(s) will not exceed a maximum block perimeter of 2,600 feet.
 - c. Within the Urban Village area, subdivisions, minor subdivisions, lot splits, and development on sites greater than two acres which propose new development on more than 50 percent of the site shall be required to include new local streets within the subdivision, minor subdivision, lot split or development so that the resulting block(s) will not exceed a maximum block perimeter of 2,000 feet.
 - d. Within the Urban Village area, an urban walkway may be used to meet the block perimeter requirements, subject to city approval. An urban walkway is a pedestrian/bicycle pathway that is either: a minimum width of 30 feet with a single contiguous paved area of at least ten feet or a minimum width of 31 feet with a separated (boulevard style) paved area with a minimum contiguous paved area of eight feet on one side and five feet on the other side. Urban walkways must provide a minimum eight-foot landscape zone area on each side of the paved area. Unpaved areas in an urban walkway must be landscaped and may 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. Cross-sections for urban walkways must be submitted as part of a required circulation plan or as part of a development plan when a circulation plan is not required. The cross-section must illustrate paved area, landscape zone, build-to line and any outdoor uses. An urban walkway may be used as an interim/temporary method for retaining the required area for a future street when an abutting development/redevelopment occurs. In this case, the total

width may be reduced to 25 feet, while maintaining a contiguous minimum paved width of ten feet. The width and cross-section of the urban walkway is subject to review and approval by the city to ensure that future street construction can occur in the area provided. If the urban walkway will be a permanent area, it may be used to count toward meeting open space requirements even if it is later dedicated as a public urban walkway. Notwithstanding the foregoing, in the case where an urban walkway provides access for fire and rescue vehicles, stormwater management, utilities or other public facilities and services, the urban walkway shall be sized and designed to meet the requirements for those facilities and services.

- 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. Where a street is planned to continue beyond the extent of a 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 edge of the property boundary.

The required local streets or multi-use paths or urban walkways may be dedicated for public right-of-way after construction, if the city desires to accept same for maintenance, or may be privately owned streets, multi-use paths or urban walkways provided the streets, multi-use paths or urban walkways remain open for public ingress and egress.

- f. Notwithstanding any other provision in this chapter, a subdivision, minor subdivision, lot split, or development may receive final approval prior to construction of the required local streets if the city, upon approval of the city commission, has executed a binding agreement with the owner/developer that:
 - 1. Requires the city and/or the Gainesville Community Redevelopment Agency to construct the required local streets as public streets within two years of final approval; and
 - 2. 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 Gainesville 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.

- g. Board modifications may be granted in accordance with section 30-65.2(b)(2)a., 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 it is determined that it is not possible to construct the streets that would be required to meet block perimeter standards, the block perimeter shall be completed with the provision of sidewalk and bicycle connections or multi-use paths or urban walkways, subject to approval by the city.

(4) Sidewalk zone.

- a. The minimum sidewalk dimensions are set forth in the Streetscape Dimensions Table.
- b. The sidewalk zone shall be continuous and entirely hardscaped by the owner/developer and shall be immediately contiguous to the landscape zone.
- c. Outdoor seating may encroach into the sidewalk zone provided that a minimum unobstructed width of five feet is maintained.
- d. Balconies, marquees, projecting signs, and awnings may encroach into the sidewalk zone up to a distance of half the required sidewalk dimension, provided that they are at least nine feet above the grade of the sidewalk.
- e. The owner/developer shall construct new sidewalks to align with existing sidewalks on abutting properties.

(5) Landscape zone.

- a. There shall be a continuous landscape zone adjacent to the curb which shall meet the dimensions set forth in the Streetscape Dimensions Table. This zone allows the placement of street trees, street furniture and light poles, fire hydrants, traffic signs, bus shelters, bicycle racks, litter receptacles, benches and similar items. In the Urban Village, street trees in the landscape zone may not intrude into the public right-of-way without approval from the governmental entity responsible for the public road.
- b. The owner/developer shall install street trees to meet the spacing requirements set forth in the Streetscape Dimensions Table. All street trees shall be provided a minimum of 140 square feet of root room to a depth of three feet, and shall be planted no closer than ten feet from any building or wall foundation.
- c. The area of the landscape zone between trees shall be hardscape on storefront streets and principal streets. Hardscape is optional for streets

with on-street parking. Street trees shall be planted within a landscaping or grass strip on local streets, urban throughway streets, and all streets in the Urban Village. In the Urban Village, a board modification to allow hardscape within the landscape zone may be requested. Surface openings for trees within tree wells shall be at least 18 square feet. Landscaping utilized between street trees should not exceed 30 inches at mature height.

- d. Where heritage trees are located within the public right-of-way they should be preserved and no new construction placed within the tree root plate. New buildings should be designed so that no more than 25 percent of the crown of these preserved trees is removed. The removal, relocation or replacement of heritage trees shall be in accordance with section 30-258 of the land development code.
- e. Street trees shall meet state department of transportation clear zone requirements, adopted pursuant to F.S. Ch. 316 and adopted by reference in chapter 26 of this Code. A visual example is provided in Figure 6.1, Streetscape with Four-Foot Clear Zone.

(6) Build-to line.

- a. The build-to line shall be measured from the back of curb. Except that, in the Urban Village, the build-to line shall be measured from the property line on swale system streets and from the back edge of the landscape zone on urban walkways.
- b. The build-to-line shall be calculated as the sum of the required landscape zone, sidewalk zone and required setback from the sidewalk zone. Except that, on urban walkways, the build-to line shall be a fixed five feet from the back edge of the landscape zone.
- c. The build-to line standards of this section shall not result in structures being built in the public right-of-way. If the build-to line dimensions result in a build-to line within the public right-of-way, the actual build-to line shall be established at the property line adjacent to the public right-of-way.

- (7) Transit facilities. Transit stop facilities shall be within the landscape zone or sidewalk zone or right-of-way and located in accordance with the most current "Regional Transit System Bus Stop Improvement Plan" on file with the Regional Transit System.

Streetscape Dimensions Table

	Urban Throughway and SW 34th Street	Storefront streets	Principal streets	Local streets or private streets ¹	Swale system streets	SW 24 th Avenue

Landscape zone (minimum)	8 feet	5 feet	5 feet	8 feet	8 feet	8 feet
Street tree spacing	35 feet (minimum) to 50 feet (maximum), on center	35 feet (minimum) to 50 feet (maximum), on center	35 feet (minimum) to 50 feet (maximum), on center	35 feet (minimum) to 50 feet (maximum), on center	35 feet (minimum) to 50 feet (maximum), on center	35 feet (minimum) to 50 feet (maximum), on center
Sidewalk zone (minimum)	8 feet	10 feet	10 feet	10 feet	8 feet	8 feet
Build-to-line (nonresidential uses)	25-80 feet setback from the back of curb	20 feet setback from the back of curb	20 feet setback from the back of curb	18 feet setback from the back of curb	15-25 feet setback from the back of right-of-way	20-25 feet setback from the back of curb
Build-to line (residential uses)	30-80 feet setback from the back of curb	20 feet setback from the back of curb	25 feet setback from the back of curb	23 feet setback from the back of curb	15-25 feet setback from the back of right-of-way	25-30 feet setback from the back of curb

Note to Table:

¹ Newly constructed local or private streets shall be curb and gutter unless otherwise approved by the city's public works department.

Examples of the landscape zone, sidewalk zone and streetscape scenarios are depicted in Figures 4.0—4.3, Public Realm Requirements and Figure 6.0, Streetscape Scenarios.

Urban Walkway Dimensions Table ¹

Overall Width	Paved Area	Landscape Zone	Build-to Line
30 feet (minimum) for single; 31 feet (minimum) for split boulevard style	10 feet (minimum) for single; or 8 feet (minimum) and 5 feet (minimum) for split boulevard style	8 feet (minimum)	5 feet from back edge of landscape zone

¹ Notwithstanding the standards set forth in this table, in the case where an urban walkway provides access for fire and rescue vehicles, stormwater management, utilities or other public facilities and services, the urban walkway shall be sized and designed to meet the requirements for those facilities and services.

(f) Additional requirements.

(1) Circulation plan.

a. Applicability. All new development or redevelopment on more than 50 percent of development sites in the Urban Village that is greater than two acres in size (including all contiguous lots/parcels) shall submit a circulation plan for the site. Abutting property owners or multiple property owners may submit a binding joint circulation plan that establishes the future circulation system (including bicycle, pedestrian, motorized vehicle, and transit) for a specified area. The joint circulation plan shall provide for all necessary cross-access agreements, deed restrictions, land reservations, or other methods necessary to implement the circulation plan and ensure cross-connectivity that runs with the land. The circulation plan shall be submitted as:

1. A preliminary plan approved by the appropriate reviewing board to guide future development on the site;
2. Part of an application for development plan or planned development rezoning;
3. Part of a master plan (as defined in section 30-161) for phased developments; or
4. Part of a subdivision, minor subdivision, or lot split application.

b. Contents. The circulation plan shall illustrate:

1. The perimeter block size for the proposed development area;
2. Proposed new street or urban walkway locations;

3. General location of developed areas, future phases, and open space;
 4. The connection points to abutting properties including stub-outs where the abutting property is either undeveloped or contains development that presents an impediment to connectivity;
 5. The access point(s) to the existing external roadway network;
 6. Location of proposed stormwater facilities;
 7. Known, regulated environmental features or regulated natural or archeological resources;
 8. Location of existing or proposed transit stops and connections to transit stops;
 9. Street and/or urban walkway cross-sections including locations of on-street parking, landscape zone, bike paths, sidewalk zone, paved area, and the build-to line;
 10. Compliance with the primary frontage street requirements; and
 11. A street frontage hierarchy for new streets in the development to identify where principal building entrances will be located.
- c. Review, expiration, and amendment of a circulation plan. The circulation plan is subject to review and approval by the appropriate reviewing board or by staff when only subject to staff review. A circulation plan shall be valid for the period of a development plan, PD, or other final development order when part of another review. Alternatively, if the circulation plan is a stand-alone plan, it shall be valid for a period of five years unless otherwise specified. The circulation plan expiration date may be extended prior to expiration for good cause with city approval. A circulation plan may be amended by the appropriate reviewing board or by staff when only subject to staff review to account for changed conditions at the site or in the proposed street network in the Urban Village.
- (2) Landscape buffers. All development in this district is exempt from the general landscape buffer requirements in article VIII of the land development code.
- (3) Parking. Other than as required by the Americans with Disabilities Act (ADA) and Florida Accessibility Code (FAC) or other state or federal requirements, there shall be no minimum vehicular parking requirement in University Heights and Archer Triangle. In the Urban Village, the minimum vehicular parking requirement is one space per residential unit and one-half of the required parking for nonresidential uses as provided in the land development code. Scooter parking shall be provided for residential uses at a rate of one space for every four residential units.
- a. Surface parking (as an accessory use).
1. There shall be a maximum vehicular surface parking allowance of one parking space per 400 square feet of gross floor area for nonresidential

uses. There shall be a maximum of one surface parking space per unit for multi-family in the Urban Village. However, there shall be no limit on the number of parking spaces provided in the form of structured parking for residential or nonresidential uses.

2. Surface parking shall be located in the rear or interior side of the building.
 3. Surface parking adjacent to streets shall meet the standards depicted in Figure 5.0, Parking Exhibit. Surface parking adjacent to primary frontage streets in the Urban Village shall meet the standard for principal streets. All other streets in the Urban Village shall meet the standard for local streets.
 4. Surface parking lots shall comply with the landscaping requirements in article VIII of the land development code.
- b. Surface parking (as a principal use). In addition to the special use permit regulations found in Article VII, Division 5, Special Use Permit, this subsection provides additional regulations for surface parking as a principal use within the University Heights Area. If provisions in this subsection conflict with the provisions in Article VII, Division 5, the provisions in this subsection shall prevail.
1. Surface parking shall be permitted only when the surface parking will be replaced with either a building or structured parking in accordance with an approved master plan.
 2. Surface parking shall be paved.
 3. Surface parking shall have either perimeter landscaping in accordance with the landscape regulations as provided in this land development code or perimeter garden walls that create a visual buffer, are at least 25 percent opaque, and do not exceed a height of 72 inches.
 4. Surface parking shall be in compliance with all lighting and stormwater regulations in this land development code.
 5. Any special use permit approved pursuant to this subsection shall be valid for a period not to exceed five years. The city plan board may extend a special use permit approved under this section for an additional period not to exceed five years if the applicant demonstrates that development in accordance with the approved master plan has commenced.
- c. Structured parking.
1. Shall not be located within 100 feet of property designated for single-family use on the future land use map.
 2. Structured parking shall provide architectural detailing on the first and second stories, such as, but not limited to, variations in materials,

framing of wall openings, vertical or horizontal expression lines, pilasters, arches, or railings.

3. Automobiles shall be screened from street view by wall, fence or vegetative matter.
 4. Structured parking adjacent to streets shall meet the standards depicted in Figure 5.0, Parking Exhibit. Within the Urban Village, structured parking on primary frontage streets shall meet the standard for principal streets as depicted in Figure 5.0 including the provision of a minimum of 20 feet of active uses on the first floor.
- d. Bicycle parking.
1. The owner/developer shall provide a minimum of one space per 2,000 square feet of gross floor area for nonresidential uses and one space per three bedrooms for residential uses for bicycle parking.
 2. A minimum of ten percent of the provided bicycle parking shall be located between the building and the street. 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.
- e. Vehicular access. Developments may have one curb cut located on each street frontage, except that curb cuts shall not be permitted on storefront or principal streets when access may be provided from a local street or alley.

(4) Loading areas and dumpsters.

- a. Loading docks shall be prohibited along storefront streets, principal streets, urban throughway streets, and all non-local streets in the Urban Village. If a development has access/frontage only on a storefront or principal street and it is infeasible to provide an alley or other rear loading area on the site, the loading dock must be located in the most unobtrusive location and fully screened from street and sidewalk view.
- b. Loading dock entrances along the street shall be screened with automatic doors so that the dock and related activities are not visible from the adjacent sidewalk.
- c. Dumpsters shall be placed at the side or the rear of the building so that they are not visible from the street.
- d. Dumpsters shall be surrounded by an enclosing wall that is attached to a building. The enclosing wall shall not exceed eight feet in height, and shall be finished or painted with the same material or color as the building. The enclosing wall shall be fitted with an opaque sliding or hinged door and working latch.

(5) Walls and fences.

- a. Fences made of chain-link (wholly or in part) are prohibited.

- b. The maximum height of fences or walls shall be 40 inches when located within a front or side yard and 72 inches when located within a rear yard.

(6) Mechanical equipment.

- a. Mechanical equipment shall not be permitted between any building and storefront, urban throughway or principal streets or any non-local street in the Urban Village.
- b. Screening (by wall, fence or vegetative matter) that exceeds the height of the equipment shall be required if the equipment is visible from the street or adjacent properties. Certain equipment, such as but not limited to, rain barrels or cisterns, shall not require screening provided they are designed to blend with the building and are constructed with the same materials and colors.
- c. Chiller plants and similar utility structures.
 - 1. Chiller plants and similar utility structures shall not be permitted between any building and storefront street, principal street or any non-local street in the Urban Village.
 - 2. Chiller plants and similar utility structures shall provide a minimum 15-foot landscape strip planted with shrubs and trees between the structure and the street or abutting properties.
 - 3. Opaque walls a minimum of six feet in height shall be provided between the structure and the public street.

(7) Signage.

- a. Signs shall be externally lit. Individual letters and symbols may be internally lit or back-lit.
- b. Finish materials shall consist of one or more of the following:
 - 1. Wood (painted or unpainted); or
 - 2. Metal (painted or unpainted); or
 - 3. Painted or rubberized canvas; or
 - 4. Strip lighting with the appearance of neon (including individual channel letter signs that are internally illuminated and may have plastic faces); or
 - 5. Engraving directly on the facade surface; or
 - 6. Wood-like materials; or
 - 7. Lettering on transparent windows or doors; or
 - 8. Vinyl lettering with a painted appearance.