

Attachment “B”

Comprehensive Plan and Land Development Code 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.

Objective 1.5 Discourage the proliferation of urban sprawl.

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

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

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

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

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

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

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

GOAL 2 REDEVELOP AREAS WITHIN THE CITY , A S NEEDED , I N A MANNER THAT PROMOTES QUALITY OF LIFE, TRANSPORTATION CHOICE, A HEALTHY ECONOMY, AND DISCOURAGES SPRAWL.

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

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

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

Objective 3.4 The City shall ensure that services and facilities needed to meet and maintain the Level of Service (LOS) standards adopted in this Plan are provided.

Policy 3.4.1 The City shall determine and monitor whether facilities and services that will serve proposed development meet adopted LOS standards. The Concurrency Management System shall be used to maintain adopted LOS standards. Transportation Mobility LOS is excluded from the Concurrency Management System.

Policy 3.4.2 A concurrency analysis shall be conducted prior to the approval of any application for a development order or permit, and no final development order or permit shall be issued unless:

- 1) existing facilities and services meet the City's adopted LOS standards as included in the Concurrency Management System, or
- 2) the final development order or permit is conditioned on such facilities and services being available at the time the impact of the development will occur. Concurrency requirements shall be met consistent with

Objective 1.2 and associated policies in the Capital Improvements Element.

GOAL 5 ENHANCE THE CITY'S URBAN FORM THROUGH THE IMPLEMENTATION OF DESIGN STANDARDS IN THE LAND DEVELOPMENT CODE AND THROUGH COORDINATION WITH THE UNIVERSITY OF FLORIDA.

Objective 5.1 Urban design standards established in the Land Development Code shall enhance the sense of place, improve the urban form, and provide for the safety and comfort of pedestrians, bicycles, transit, and other vehicles in the City. These standards shall reflect a commitment to improve and maintain the vitality of the City and its neighborhoods

Policy 5.1.1 Urban design standards established in the Land Development Code shall foster predictable built results and a high-quality public realm with clear distinctions between urban, suburban, and natural areas.

Policy 5.1.2 Urban design standards established in the Land Development Code shall address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

Urban Mixed-Use 1 (UMU-1: 8 -75 units per acre; and up to 25 additional units per acre by special use permit)

This category allows a mixture of residential, retail, service and office/research uses. The Urban Mixed-Use districts are distinguished from other mixed-use districts in that they are specifically established to support research and development in the physical, engineering and life sciences in close proximity to the University of Florida main campus. An essential component of the district is orientation of structures to the street and multi-modal character of the area. Retail and office uses located within this district shall be scaled to fit into the character of the area. Residential density shall be limited to 75 units per acre with provisions to add up to 25 additional units per acre by special use permit. Lots that existed on November 13, 1991 and are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. All new non single-family principal buildings shall have a minimum height of 24 feet. Building height shall be limited to 6 stories. Land development regulations shall set the appropriate densities; the distribution of uses; design criteria; landscaping, and pedestrian/vehicular access.

Transportation Mobility Element

Objective 10.1 The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.

Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.

Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.

Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.

Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

- a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
- b. Cross-access connections/easements or joint driveways, where available and economically feasible;
- c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;
- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code; and
- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Sec. 30-65.1. - Urban mixed-use district 1 (UMU-1).

- (a) *Purpose.* The UMU-1 district is created to promote and encourage redevelopment of urban corridors and neighborhoods in the core of the city and to reflect the character and scale of the existing developments in the neighborhoods. The UMU-1 district is intended to encourage pedestrian access and the combining of trips and is established to allow uses compatible with each other and with surrounding residential areas which are consistent with the land use policies stated in the comprehensive plan. This district will also 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.
 - (b) *Objectives.* 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 the renovation of existing structures;
 - (3) Promote the integration of pedestrian traffic and vehicular traffic;
 - (4) Promote retail and office uses that serve the surrounding neighborhoods; and
 - (5) Promote office/research uses to serve the needs of the University and the community.
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- (c) *Permitted uses.*
 - (1) *Uses by right:*

SIC	Uses	Conditions
	Adult day care homes	In accordance with article VI
	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 component and in accordance with article VI
	Community residential homes with more than 14 residents	In accordance with article VI
	Consolidated apartment management offices	In accordance with article II
	Day care center	In accordance with article VI
	Dormitory	Must not abut property designated single-family on the future land use map
	Eating places	
	Family day care homes	In accordance with article VI
	Food trucks	In accordance with article VI
	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.	
	Limited automotive services	In accordance with article VI
	Medical marijuana dispensaries	
	Multi-family dwellings (8 to 75 units per acre)	Lots that existed on November 13, 1991 as recorded in the planning and development services department and that are less than or equal to 0.5 acres in size are exempt from

		minimum density requirements.
	Outdoor cafes	As defined in article II and in accordance with article VI
	Places of religious assembly	In accordance with article VI
	Public service vehicles	In accordance with article VI
	Rehabilitation centers	In accordance with article VI
	Repair services for household needs	As defined in article II
	Research and development in the physical, engineering and life sciences	Research and development in the physical, engineering and life sciences, defined as establishments primarily engaged in conducting research and experimental development in the physical, engineering, or life sciences, such as agriculture, electronics, environmental, biology, botany, biotechnology, computers, chemistry, food, fisheries, forest, geology, health, mathematics, medicine, oceanography, pharmacy, physics, veterinary and other allied subjects (NAICS 2002-541710).
	Rooming houses and boarding houses	In accordance with article VI
	Row houses	
	Single-family dwellings	
	Specialty T-shirt production	As defined in article II
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	
MG-56	Apparel and accessory stores	
MG-57	Home furniture, furnishing, and equipment stores	
MG-59	Miscellaneous retail	Excluding GN598 fuel dealers
Div. H	Finance, insurance and real estate	Excluding cemetery subdividers and developers (IN-6553)
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 (IN7353), and equipment rental and leasing, not elsewhere classified (IN-7359)
GN-	Hotels and motels	

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GN-752	Automobile parking	Structured parking only, and not within 100 feet of property designated for single-family use
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) *Use by special use permit:*

	Alcoholic beverage establishments in accordance article VI.	
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(d) *Dimensional requirements.* All principal and accessory structures shall be located and constructed in accordance with the following requirements:

(1) *Nonresidential and vertically mixed-use buildings.*

Minimum lot area	5,000 sq. ft.
Minimum lot width	50 sq. ft.
Minimum lot depth	90 ft.
Minimum yard setbacks:	
Front	The average of the distance (up to a maximum of 20 ft.) between street right-of-way and principal structures on the two adjacent lots. For this calculation, any vacant adjacent lot shall be assigned a distance of 20 ft.
Side (interior)	7.5 ft., or 25 ft. when abutting property designated single-family or residential low-density on the future land use map.
Side (street)	The average of the distance (up to a maximum of 20 ft.) between street right-of-way and principal structures on the two adjacent lots. For this calculation, any vacant adjacent lot shall be assigned a distance of 20 ft.
Rear	20 ft., or 25 ft. when abutting property designated single-family or residential low-density on the future land use map.
Maximum lot coverage	None

(2) *Single-family dwellings.* These structures shall be located on lots meeting the minimum dimensions as shown below. This section is specifically designed to allow for zero lot line housing and other unique single-family designs, as well as conventional single-family housing. It allows for smaller, relatively narrow lots, as compared to other districts permitting single-family use, and provides for flexibility in design concepts, which are compatible with existing uses in the area.

a. *Minimum lot area:* 3,600 square feet.

- b. *Minimum lot depth:* 90 feet.
- c. *Minimum yard setbacks:*
 - 1. *Side:* Five feet (except that, where adjoining lots are developed at the 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 ten feet).
 - 2. *Rear:* 20 feet.
- d. *Minimum yard setbacks for accessory structures:* Five feet for rear; same as principal building for sides.

(3) *Two-family dwellings and rowhouses.*

	<i>Rowhouses</i>	<i>Two-Family Dwellings</i>
1. Minimum lot depth	90 ft.	90 ft.
2. Minimum lot area	1,800 sq. ft. per unit	3,150 sq. ft.
3. Minimum yard setbacks:		
i. Side	10 ft. on ends of row	
ii. Rear	15 ft.	20 ft.
4. Minimum yard setbacks for accessory structures	5 ft. for rear; same as principal building for sides	5 ft. for rear; same as principal building for sides

(4) *Multi-family dwellings.*

Allowable density	8 to 75 units per acre; an additional 25 units per acre may be added by special use permit. Lots that existed on November 13, 1991 as recorded in the planning and development services department and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
Minimum lot area	5,000 sq. ft.
Minimum lot width	50 sq. ft.
Minimum lot	90 ft.

depth	
Minimum yard setbacks:	
Front	The average of the distance (up to a maximum of 20 ft.) between street right-of-way and principal structures on the two adjacent lots. For this calculation, any vacant adjacent lot shall be assigned a distance of 20 ft.
Side (interior)	7.5 ft., or 25 ft. when abutting property designated single-family or residential low-density on the future land use map.
Side (street)	The average of the distance (up to a maximum of 20 ft.) between street right-of-way and principal structures on the two adjacent lots. For this calculation, any vacant adjacent lot shall be assigned a distance of 20 ft.
Rear	20 ft., or 25 ft. when abutting property designated single-family or residential low-density on the future land use map.
Maximum lot coverage	80%

(5) *Accessory structures.*

Minimum setbacks (excluding walls and fences):	
Front	Same requirement as for principal structure
Side (interior)	5 ft., or 25 ft. when abutting property designated single-family or residential low-density on the future land use map.
Side (street)	5 ft.
Rear	5 ft., or 25 ft. when abutting property designated single-family or residential low-density on the future land use map.
Maximum building height	35 ft.

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- (6) *Building height.* All principal buildings shall have a maximum height of 78 feet and a maximum height of six stories. All new non-single-family principal buildings shall have a minimum height of 24 feet.

(e) *Additional requirements.*

- (1) *General conditions.* All structures and uses within this district shall also comply with the applicable requirements and conditions of section 30-67 and article IX.
- (2) *When the development is located in a special area plan overlay district.* If the provisions of the special area plan conflict with the underlying zoning, the provisions of the special area plan shall govern and prevail. The effect of the classification is that the special area plan is the applicable set of regulations. The underlying zoning and provisions of the land development code shall apply when the special area plan does not address a requirement.
- (3) *Projections over right-of-way.* Projections may project over any public right-of-way used for sidewalks or other pedestrian walkways when in conformance with the Florida Building Code and when permitted by the public entity responsible for the right-of-way by the granting of an easement or other appropriate property right.

- (f) *General requirements.* All structures and uses within this district shall also comply with the applicable requirements and conditions of section 30-67 and article IX.

(Ord. No. 041058, § 1, 11-28-05; Ord. No. 061124, § 1, 4-16-09; Ord. No. 110598, § 1, 3-15-12; Ord. No. 140130, § 7, 9-4-14; Ord. No. [140190](#), § 11, 4-16-15; Ord. No. [150395](#), § 7, 11-19-15)

SECTION 5. - SPECIAL AREA PLAN FOR CENTRAL CORRIDORS

ORDINANCE NO. 980015
0-98-62

AN ORDINANCE OF THE CITY OF GAINESVILLE, FLORIDA, IMPOSING THE SPECIAL AREA PLAN OVERLAY ZONING DISTRICT FOR THE "CENTRAL CORRIDORS" ON CERTAIN PROPERTY LOCATED ON W. UNIVERSITY AVENUE, S.W. 2ND AVENUE, W. 13TH STREET, N.W. 23RD AVENUE, W. 6TH STREET, N. MAIN STREET, WALDO ROAD AND HAWTHORNE ROAD; ADOPTING A SPECIAL AREA PLAN FOR THIS PROPERTY; PROVIDING DIRECTIONS TO THE CODIFIER; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE.

WHEREAS, the City Plan Board authorized the publication of notice of a Public Hearing that the text of the Land Development Code of the City of Gainesville, Florida, be amended; and

WHEREAS, notice was given and publication made as required by law and a Public Hearing was then held by the City Plan Board on December 17, 1997; and

WHEREAS, notice was given and publication made of a Public Hearing which was then held by the City Commission on March 5, 1998; and

WHEREAS, pursuant to law, an advertisement no less than 2 columns wide by 10 inches long was placed in a newspaper of general circulation notifying the public of this proposed ordinance and of a Public Hearing in the City Commission Auditorium, City Hall, City of Gainesville, at least 7 days after the day this advertisement was published; and

WHEREAS, a second advertisement no less than 2 columns wide by 10 inches long was placed in the same newspaper notifying the public of the second Public Hearing to be held at the adoption stage at least 5 days after the day this advertisement was published; and

WHEREAS, the Public Hearings were held as advertised and the parties in interest and all others had an opportunity to be and were, in fact, heard;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF GAINESVILLE, FLORIDA:

Section 1. The Special Area Plan overlay district is imposed on certain property located adjacent to W. University Avenue, S.W. 2nd Avenue, W. 13th Street, N.W. 23rd Avenue, W. 6th Street, N. Main Street, Waldo Road and Hawthorne Road, as shown on the map attached hereto as Exhibit "A," and made a part hereof as if set forth in full.

Section 2. The Special Area Plan of the Central Corridors (Exhibit "B") is hereby adopted. The specific regulations of the Special Area Plan for the aforementioned property and the administration and enforcement of these regulations as delineated in Exhibit "B" shall be made a part hereof as thought set forth in full.

Section 3. The City Manager is authorized and directed to make these changes in the zoning map in order to comply with this ordinance and administer the provisions of the Central Corridors Special Area Plan.

Section 4. It is the intention of the City Commission that the provisions of the special area plan adopted by this ordinance shall become and be made a part of Land Development Code of the City of Gainesville, Florida, and that the Sections and Paragraphs of this plan may be renumbered or relettered in order to accomplish such intentions.

Section 5. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this ordinance.

Section 6. All ordinances, or parts of ordinances, in conflict herewith are to the extent of such conflict hereby repealed, except as stated in this ordinance.

Section 7. This ordinance shall become effective immediately upon final adoption.

PASSED AND ADOPTED this 22nd day of June, 1998.

Exhibit A. Central Corridors

Exhibit B. Special Area Plan for the Central Corridors
Minimum Development Standards

- (a) *Purpose.* The Central Corridors are established to improve the sense of place and community; improve the environment for businesses, including smaller, locally-owned businesses; support a healthy economy by providing a vibrant mix of commercial, office, retail and residential uses in close proximity; reduce crime by encouraging a 24-hour mix of uses and a significant number of pedestrians; strike a balance between the needs of the car and pedestrian by creating a pleasant ambiance and interesting *people-scaled* features, and make the pedestrian feel safe and inconvenienced; increase transit viability; and improve independence of people without access to a car. The standards are designed to make Gainesville a more vibrant, livable place, and increase citizen pride in its development. The standards are designed to establish an important engine in job creation, a strengthened tax base, and an incubator for new, entrepreneurial, locally-owned businesses and entry-level job opportunities. The standards are also intended to protect the property values of nearby residential areas.
- (b) *Effect of classification.* The Central Corridors standards are an overlay zoning district. They shall operate in conjunction with any underlying zoning district in the subject area. The regulations of the underlying zoning district, and all other applicable regulations, remain in effect and are further regulated by the Central Corridors standards. If provisions of the Central Corridors standards conflict with the underlying zoning, the provisions of the Central Corridors standards shall prevail.
- (c) *Annual evaluation.* The City Plan Board shall conduct an evaluation of these standards on an annual basis.
- (d) *Exceptions.* Exceptions to these standards can be granted by the appropriate reviewing board, city manager or designee, upon a finding that either of the following criteria are met:
 - 1. The proposed construction is consistent with the overall intent of the Central Corridors standards; or
 - 2. The applicant proves 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 these standards.

In addition to the exceptions that may be granted above, exceptions to the *build-to line* may be granted to preserve a high quality heritage tree or to provide sufficient space for the required street trees, or if the proposed construction includes an existing structure which has been designated as a historic property or has historic significance because it is potentially eligible for listing on the national or local register, and maintaining a viewshed of the existing historic structure is in the public interest.

- (e) *Right to appeal.*
 - 1. Any person aggrieved by a decision rendered by the appropriate reviewing board, city manager or designee may appeal the decision to the City Commission within 14 days from the date that the decision by the appropriate reviewing board, city manager or designee is reduced to writing and served by certified or registered mail, return receipt requested, to such person. The appeal shall be made by filing a written notice of appeal within the above-proscribed time period with the clerk of the city commission. The notice shall set forth concisely the decision under appeal and the reasons or grounds for the appeal.
 - 2. The Planning and Development Services Department shall prepare the appeal for the City Commission. The appeal shall be de novo and shall be heard by the City Commission at its next regular meeting, provided at least 14 days have intervened between the time of the filing of the notice of appeal and the date of such meeting. The City Commission shall hear and consider all evidence and testimony placed before it, and shall render its decision promptly, based on competent, substantial evidence. The City Commission may affirm, amend or reverse the decision of the appropriate reviewing board, city manager or designee. The decision by the City Commission shall be reduced to writing and shall constitute final

administrative review. Appeals from decisions of the City Commission may be made to the courts as provided by law.

- (f) *Definitions.* Defined terms are as defined in the Traditional City standards, section 4 of this Appendix, and are italicized in the text. Drawings are illustrative only. They do not represent required designs.
- (g) *Delineation of Central Corridors Overlay District.* The Central Corridors overlay district shall apply to all lands adjacent to the streets shown on the map of the Central Corridors. Distances from the Central Corridors overlay district to structures outside the Central Corridors overlay district shall be measured from the nearest curb or edge of pavement.
- (h) *Required compliance.* All new commercial, office, civic and multi-family buildings and developments shall be required to comply with the sections of the text labeled "standards." Automotive dealers (both new and used vehicles) located on N. Main Street north of N. 16th Avenue and south of N. 53rd Avenue are exempt from standards of this special area plan as applied through the Transportation Mobility Program Area (TMPA).
- (i) *Presumptive vested rights.* Developments shall be presumptively vested for the purposes of consistency with this overlay if they have filed a valid application for a preliminary development order issued by the city, as specified by Article VII, Division 1, prior to the effective date.
- (j) *Non-conforming uses and buildings.*
 - (1) *Continuation of use.* A nonconforming use may be continued as provided in section 30-23, Non-Conforming Use, and section 30-346, Non-conforming Lots, Uses or Structures.
 - (2) *Expanding existing non-conforming uses.*
 - a. A special use permit may be issued for expansion of uses made non-conforming by the Central Corridors standards when the City Plan Board makes findings that the proposed expansion is in compliance with Article VII, Division 4, Special Use Permit.
 - b. In addition, no permit for expansion of a non-conforming use shall be issued unless the City Plan Board makes the following findings concerning the proposed expansion:
 - 1. The expansion complies with the Central Corridors standards, as applicable;
 - 2. Auto Dealers, Auto Service and Limited Auto Services, and Gas Service Stations shall comply with sections 30-93 and 30-94;
 - 3. Carwashes shall comply with section 30-95;
 - 4. Outdoor Storage shall comply with section 30-97;
 - 5. Parking Lots, as the principal use other than structured parking or the use of existing parking lots shall comply with section 30-114;
 - 6. The expansion shall not reduce pedestrian safety by increasing driveway widths, adding a new driveway crossing to a sidewalk or crosswalk, or increasing the number of driveway lanes;
 - 7. The expansion shall not increase the size of signs on the site;
 - 8. The non-conforming use shall not be changed (except to a conforming use) as a result of the expansion;
 - 9. The expansion shall not result in a conversion of the non-conforming use from a seasonal to a year-round operation, nor shall it result in the use expanding its hours of operation;
 - 10. Outdoor storage areas shall not be expanded or located any closer to residential development as a result of the expansion; and
 - 11. The proposed expansion shall not add more than 25 percent of new floor area to existing buildings on the site.
 - (3) *Change of use.* A non-conforming use may only be changed to a conforming use.

- (4) *Development, enlargement, or modification of a non-conforming building.* A non-conforming building may be developed, enlarged, or modified without requiring conformance with this overlay if the change would not increase the degree of non-conformity with the standards in this overlay.

(k) *Build-to line.*

- (1) *Intent.* The intent of the *build-to line* is to define the relationship between the building *facade* and the street and streetside sidewalk. The distance between the buildings and the street edge should preserve the neighborhood as a place sheltered by large trees. Because of the transitional nature of these corridors, the *build-to line* is more flexible than in the Traditional City. The *build-to line* allows new buildings to be aligned with existing buildings, or, in the future, allows a building to be built in front of the building and allows this future building to abut the streetside sidewalk. Over time, building *facades* along a block face should be aligned to form a *street edge* that frames the public realm, while retaining sufficient width for people to walk, and sufficient space to provide a *formal landscape* created by street trees. Over time, the intent is to pull building *facades* close to the street and streetside sidewalk, frame a comfortable public realm, and prevent overly large *setbacks*.

Overly large *setbacks* are inconvenient and unpleasant for pedestrians. They can significantly increase walking distances from the public sidewalk. They prevent the pedestrian on the public sidewalk from enjoying building details and activity within the building. Similarly, overly large *setbacks* contribute to sign proliferation and visual blight because a building set back a large distance often needs to "shout," with signs, at passing motorists, transit users, bicyclists and pedestrians in order to be noticed. Buildings pulled up to the street sidewalk have more of a human scale and allow for the construction of canopies which shield the pedestrian from wet weather.

- (2) *Standard.* The *build-to line* shall be that which achieves the above-stated intent, as determined by the appropriate reviewing board, city manager or designee, and shall apply even if the *facade* faces a street outside of the overlay affected area. Building walls along a street that is not within the overlay affected area that are entirely more than 250 feet from the regulated corridor shall be exempt from the Build-to Line standard. If a portion of the wall along a street is within 250 feet, all of the wall is affected by the standard. In most instances, the *build-to line* shall be 80 feet from the curb or edge of pavement for at least 70 percent of the building *facade*. Factors to be considered for variations to this *build-to line* shall be as follows:

- When considering a closer *build-to line*, the building *facade* shall, in most instances, be no closer than 14 feet from the curb or edge of pavement along an arterial, 12 feet along a collector, and 11 feet along a local street, in order to leave space for adequate sidewalks, required utility separations and street trees (see Map A).
- When the proposed building is *adjacent* to existing buildings on an abutting property the *facade* shall, in most instances, be built at the *facade* of the *adjacent* building closest to the street, or the 80-foot *build-to line*, whichever is closer to the street. In all cases, however, space shall be created for street trees of high quality species on private property or in the public right-of-way.
- The appropriate reviewing board, city manager or designee can approve a *facade* closer to the curb or edge of pavement than the previously listed distances so that a consistent *street edge* of *adjacent* buildings can be maintained.
- Buildings on corner lots or buildings on more than one street *frontage* shall, in most instances, have the 80-foot *build-to line* requirement on the more primary street *frontage* area.
- The appropriate reviewing board, city manager or designee may approve a greater *build-to line* (farther from the street) than the required *build-to line* when site constraints such as significant tree features or significant design features warrant it. If such approval by the appropriate reviewing board, city manager or designee is granted, the front yard area must be landscaped to provide shade for pedestrians with tree plantings and to establish the *street edge* articulation.

- The standards described in this subsection shall supersede any landscape buffer width requirements found in Article VIII of the Land Development Code for *frontage* areas, except in front of surface parking lots.

Stoops, stairs, chimneys, and bay windows are allowed to extend beyond the *build-to line* as long as they do not exceed more than 25 percent of the front *facade*. Open porches, projecting signs, balconies, *arcades*, awnings and outdoor cafes may also extend beyond the *build-to line*. However, at least 5 feet of unobstructed sidewalk width and room for any required tree strip must be retained.

(l) *Parking.*

- (1) *Intent.* Parking is one component of the successful commercial area, but should not dominate the streetscape or degrade the public realm. Parking areas located in front of buildings are inconvenient and unpleasant for pedestrians. They significantly increase walking distances from the public sidewalk. They create hot expanses of asphalt, and prevent the pedestrian on the public sidewalk from enjoying building details and activity within the building. In addition, they prevent the building from contributing to an intimate, comfortable *street edge*. Buildings pulled up to the street without intervening motor vehicle parking have more of a human scale. A larger curb turning radius at a parking area ingress and egress point allows vehicles to negotiate a turn rapidly, whereas a smaller radius forces a vehicle to slow down.

- (2) *Standard.*

- a. No motor vehicle parking is required. All motor vehicle parking except a double-loaded row of parking is to be located in the rear or interior side, or both, of the building, unless topography, stormwater retention, or significant trees, as determined by the appropriate reviewing board, city manager or designee, prevent such a location. In no case shall more than 50 percent of the parking be located between the front *facade* and the primary abutting street. However, driveway entrances and exits to parking areas shall be allowed on the front side of the building. The minimum number of motor vehicle parking spaces required by section 30-332 is the maximum allowed. However, there shall be no limit on the number of parking spaces in *parking structures*.
- b. Bicycle parking spaces shall be installed as called for by section 30-332. Such parking may encroach into the public right-of-way or beyond the *build-to line* provided that at least 5 feet of unobstructed sidewalk width and any required tree strip is retained. Bicycle parking requirements may be waived if public bicycle parking exists to serve the use.

(m) *Sidewalks.*

- (1) *Intent.* Sidewalks, when properly dimensioned and maintained, provide the pedestrian with a pleasant, safe, and convenient place to walk, and mitigate traffic impacts by making the area more walkable. Sidewalks that are too narrow are inconvenient, especially in areas with large volumes of pedestrians.

- (2) *Standard.*

- a. All developments must provide sidewalks along all street *frontage*. All developments must provide pedestrian connections from the public sidewalk to the principal building. Entrance sidewalks shall be a minimum of 5 feet of clear width.
- b. Minimum sidewalk widths:

Street Classification	Multi-Family Residential/ Industrial (feet)	Commercial/ Institutional/Office/ Mixed Use (feet)
Local	6	7
Collector	7	8

Arterial	7	10
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The minimum unobstructed width shall be 2 feet less than the required sidewalk width, as long as at least 5 feet of unobstructed width is retained. At transit stops, the minimum width is 8 feet of unobstructed width. Minimum width for a tree strip shall be 4 feet, or such other width as may be adequate for tree placement, unless the tree strip requirement is waived by the appropriate reviewing board, city manager or designee.

- c. In order to maintain a consistent *street edge* of *adjacent* buildings, the appropriate reviewing board, city manager or designee may modify the required sidewalk width and the tree strip width in order to achieve the above-stated intent. In areas where a sidewalk pattern as to materials and width has been adopted, the appropriate reviewing board, city manager or designee can allow the pattern to be continued by each new development. If the sidewalks installed are less than the minimums provided above, sufficient space shall be provided in order for these minimum sidewalk widths to be added in the future.

(n) *Building orientation.*

- (1) *Intent.* A successful commercial district must have vital streetfronts. Neighborhoods with lively streetfronts become the healthiest for business. Streetfront entrances provide convenience for customers and residents by minimizing walking distances from public sidewalks and nearby buildings. Rear or side entrances, or entrances oriented toward a parking lot, when no streetfront entrance is available, make travel highly inconvenient for pedestrians and transit users, cuts the building off from street life, "turns the building's back" to the public realm, and hides architectural character from public view. When a building is located at an intersection, the most convenient entrance is usually abutting the public sidewalks at the corner of the intersection.
- (2) *Standard.* The *main entrance* of buildings or units must be located on the first floor on the more primary street, even if the more primary street is outside of the overlay affected area. The Building Orientation standard applies if a portion of the wall along the more primary street outside of the overlay affected area is within 250 feet of the overlay affected area.

(o) *Building wall articulation.*

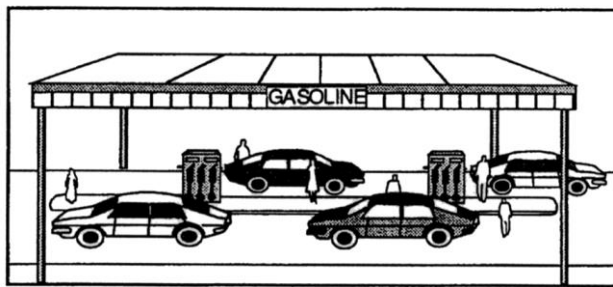
- (1) *Intent.* All buildings shall be designed to provide streetfront vitality. Long expanses of blank walls tend to be monotonous. Windows attract pedestrians, who act as a security system for the business. Buildings without such relief and interest tend to create a "massive scale," and make the public realm impersonal.
- (2) *Standard.* Building walls facing the more primary street shall have non-reflective, transparent windows or *glazed area* covering at least 25 percent of their surface at pedestrian level (between 3 feet above grade and 8 feet above grade) on the first floor, even if the wall faces a street outside of the overlay affected area. Operable entrance doors shall be excluded from the calculation of total *facade* surface area. Building walls along a street that is not within the overlay affected area that are entirely more than 250 feet from the regulated corridor shall be exempt from the Building Wall Articulation standard. If a portion of the wall along a street is within 250 feet, all of the wall is affected by the standard.

(p) *Mechanical equipment.*

- (1) *Intent.* *Mechanical equipment*, when improperly located on a site or improperly screened, can contribute to noise problems and create visual blight.
- (2) *Standard.* All *mechanical equipment* must be placed on the roof, in the rear, or side of the building, or otherwise visually screened from the street. In no case shall *mechanical equipment* be allowed along street *frontage(s)*. *Mechanical equipment* on the roof shall be screened from abutting streets with *parapets* or other types of visual screening.

(q) *Auto-oriented uses.*

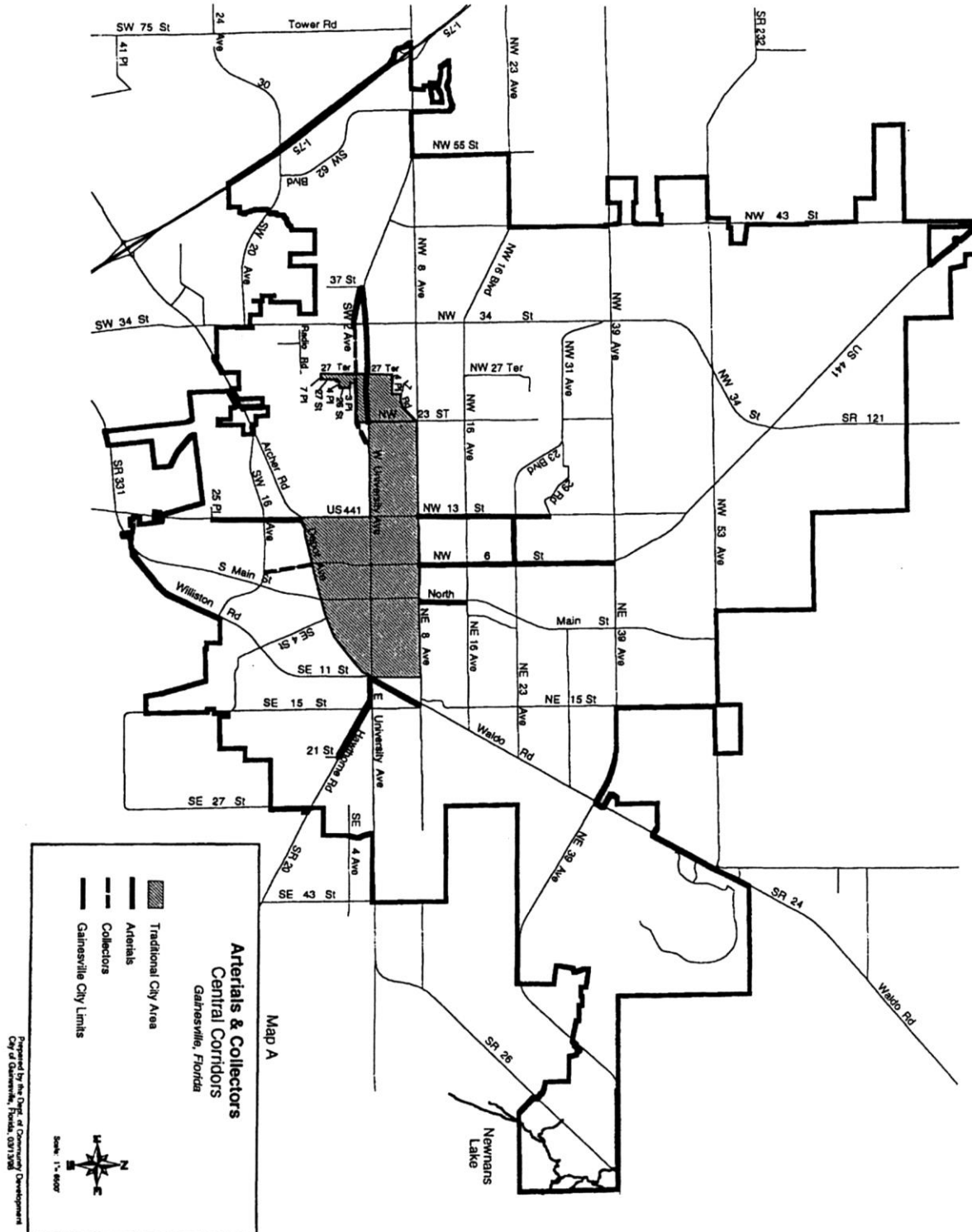
- (1) *Intent.* Auto-oriented uses tend to create visual blight, and noise and light pollution that detracts from community character and nearby neighborhoods.
- (2) *Standard.* Gas Stations, Car Washes, Auto Dealers, and Limited Automotive Services shall be designed to minimize interruption of pedestrian traffic. The number of gas pumps shall not exceed 4 fueling positions. (see figures1) Service bays for limited automotive services shall be designed and located either:
 - (a) With a maximum of 3 service area entrances at the rear of the building, not exceeding 14 feet in width for each, which each provide direct access to an externally-oriented service bay; or
 - (b) With a maximum of 2 service area entrances on the rear or side of the building, not exceeding 26 feet in width for each, which provide indirect access to one or more internally-oriented service bays.



#1 Maximum of four fueling positions

(Ord. No. 000619, § 1, 1-22-01; Ord. No. 110247, § 2, 11-3-11; Ord. No. 090878, § 15, 6-6-13; Ord. No. [140023](#), § 9, 3-19-15)

Map A. Arterials and Collectors



Map A - Arterials and Collectors

SECTION 7. - SPECIAL AREA PLAN FOR SOUTHWEST 13TH STREET

ORDINANCE NO. 020581

0-03-12

AN ORDINANCE OF THE CITY OF GAINESVILLE, FLORIDA, IMPOSING THE SPECIAL AREA PLAN OVERLAY ZONING DISTRICT FOR THE SW 13TH STREET CORRIDOR ON CERTAIN PROPERTY GENERALLY DESCRIBED AS THOSE LANDS ABUTTING SW 13TH STREET AND BOUNDED ON THE NORTH BY ARCHER ROAD/DEPOT AVENUE AND ON THE SOUTH BY THE CITY LIMITS, AND AS MORE SPECIFICALLY DESCRIBED IN THIS ORDINANCE; ADOPTING A SPECIAL AREA PLAN FOR THIS PROPERTY; PROVIDING SPECIFIC REGULATIONS; PROVIDING FOR ADMINISTRATION AND ENFORCEMENT OF THESE REGULATIONS; PROVIDING DIRECTIONS TO THE CITY MANAGER; PROVIDING DIRECTIONS TO THE CODIFIER; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE.

WHEREAS, the City Plan Board authorized the publication of notice of a Public Hearing that the text of the Land Development Code of the City of Gainesville, Florida, be amended; and

WHEREAS, notice was given and publication made as required by law and a Public Hearing was then held by the City Plan Board on November 21, 2002; and

WHEREAS, notice was given and publication made of a Public Hearing which was then held by the City Commission on January 13, 2003; and

WHEREAS, the City Commission finds that the Special Area Plan is consistent with the City of Gainesville 2000-2010 Comprehensive Plan as adopted by Resolution No. 002684, as applicable; and

WHEREAS, pursuant to law, an advertisement no less than 2 columns wide by 10 inches long was placed in a newspaper of general circulation notifying the public of this proposed ordinance and of a Public Hearing in the Auditorium of City Hall in the City of Gainesville, at least 7 days after the day the advertisement was published; and

WHEREAS, a second advertisement no less than 2 columns wide by 10 inches long was placed in the same newspaper notifying the public of the second Public Hearing to be held at the adoption stage at least 5 days after the day this advertisement was published; and

WHEREAS, the Public Hearings were held pursuant to the published notices described at which hearings the parties in interest and all others had an opportunity to be and were, in fact, heard;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF GAINESVILLE, FLORIDA:

Section 1. The Special Area Plan overlay district is imposed on certain property, Generally described as those lands abutting SW 13th Street and bounded on the north by Archer Road/Depot Avenue and on the south by the city limits, as more specifically described and shown on the map labeled Figure 1 of Exhibit A, which is made a part hereof as if set forth in full.

Section 2. The SW 13th Street Corridor Special Area Plan (Exhibit A) is hereby adopted. The specific regulations of the Special Area Plan for the aforementioned property and the administration and enforcement of these regulations as delineated in Exhibit A shall control and guide the development and use of the property.

Section 3. The city manager is authorized and directed to make changes in the zoning map in order to comply with this ordinance and administer the provisions of the SW 13th Street Corridor Special Area Plan.

Section 4. It is the intention of the City Commission that the provisions of the special area plan adopted by this ordinance shall become and be made a part of Land Development Code of the City of Gainesville, Florida, and that the Sections and Paragraphs of this ordinance may be renumbered or relettered in order to accomplish such intentions.

Section 5. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this ordinance.

Section 6. All ordinances or parts of ordinances in conflict herewith are to the extent of such conflict hereby repealed.

Section 7. This ordinance shall become effective immediately upon final adoption.

PASSED AND ADOPTED this 24th day of February, 2003.

Exhibit A. Special Area Plan
Southwest 13th Street

- (a) *Introduction.* This section and the regulations it contains are based on work completed and information gathered at a charrette sponsored by the City of Gainesville and Alachua County on May 4—8, 2002. The Southwest 13th Street Charrette Report contains many recommendations, including recommendations to update land development code regulations in both the City and the County. The Charrette Report also describes several capital improvement projects that should be completed to fully implement the Charrette's vision for Southwest 13th Street. Those capital improvement project recommendations include, but are not limited to, streetscaping, beautification, median improvements, sidewalk and bikepath improvements, lane width reductions, intersection improvements, transit stop improvements, stormwater master plan development, improved access to Bivens Arm, Tumblin Creek enhancement, and improvements to the Paynes Prairie observation area.
- (b) *Purpose.* The Southwest 13th Street Special Area Plan is established:
- to improve the sense of place and community;
 - to improve the environment for businesses, including smaller, locally-owned businesses;
 - to support a healthy economy by providing a vibrant mix of commercial, office, retail and residential uses in close proximity to each other;
 - to meet the needs of motorists, bicyclists and pedestrians by creating a safe, pleasant ambiance and interesting people-scaled features;
 - to increase transit viability;
 - to beautify the corridor; and
 - to create a positive southern gateway into and out of Gainesville.

The standards are designed to make the corridor a more vibrant, livable place, and increase citizen pride in its development. They are designed to encourage private sector investment; increase property values; improve the quality of the built environment; and increase safety, comfort and convenience for motorists, bicyclists, pedestrians and transit users in the district.

- (c) *Boundaries.* The boundaries of the Southwest 13th Street Special Area Plan are shown in Figure 1 and generally described as those lands abutting Southwest 13th Street and bounded on the north by Archer Road/Depot Avenue and on the south by the city limits. Within the Plan Area are three sub-areas or districts. Those districts are also shown in Figure 1. District 1 extends from Archer Road/Depot Avenue to Southwest 16th Avenue. District 2 extends from Southwest 16th Avenue to Southwest 25th Place. District 3 extends from Southwest 25th Place to the city limits. Several of the standards contained in this section vary depending on the district.

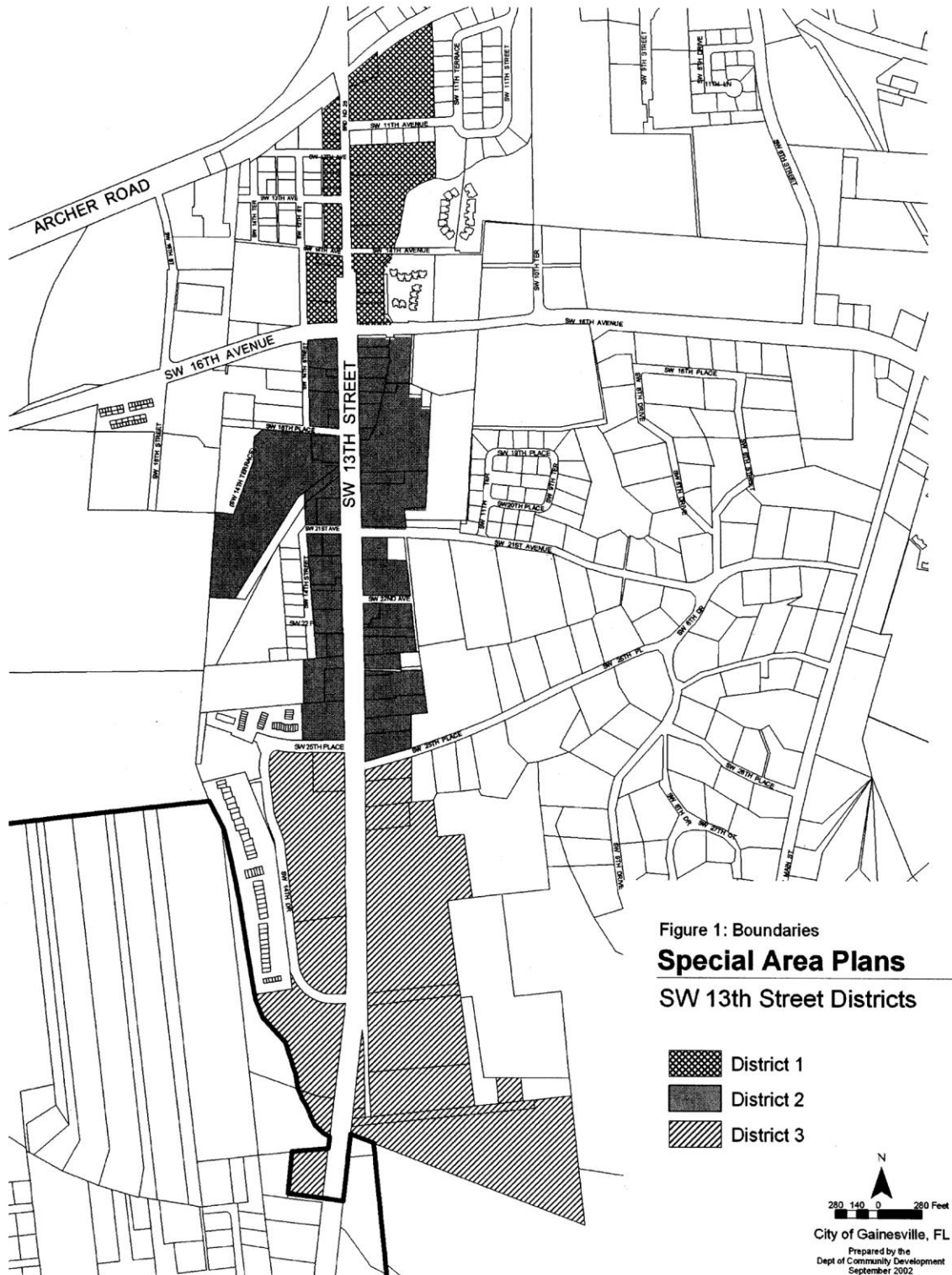


Figure 1: Boundaries

- (d) *Effect of Classification.* The Southwest 13th Street Special Area Plan is an overlay zoning district that shall operate in conjunction with any underlying zoning district in the corridor area. The regulations of the underlying

zoning district, and all other applicable regulations, remain in effect and are further regulated by the Southwest 13th Street Special Area Plan standards. If provisions of the Southwest 13th Street Special Area Plan standards conflict with the underlying zoning, the provisions of the Southwest 13th Street Special Area Plan standards shall prevail.

(e) *Exceptions.* Exceptions to the following standards of the Southwest 13th Street Special Area Plan can be granted by the appropriate reviewing board, city manager or designee:

1. Build-to line;
2. Number and layout of automobile parking spaces;
3. Dimensional requirements;
4. Buffers for single-family areas;
5. Required sidewalks;
6. Landscaping; and
7. Materials.

Exceptions to the above listed standards may be granted only upon a finding that either of the following criteria are met:

1. The proposed construction is consistent with the overall intent of these minimum development standards;
or
2. Except for Planned Developments, the applicant proves 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 these standards.

(f) *Additional Exceptions for Planned Development (PD).*

1. In addition to being eligible for the exceptions set forth in subsection (e), developments processed as a PD shall be eligible for exceptions to the following standards of the Southwest 13th Street Special Area Plan:
 - (a) Building orientation;
 - (b) Bicycle parking;
 - (c) Signs;
 - (d) Trash and recycling receptacles, and loading docks;
 - (e) Building wall articulation; and
 - (f) Mechanical equipment.
2. The PD application shall clearly outline the basis and rationale for the requested exemption(s) from the standards of the Southwest 13th Street Special Area Plan.
3. An exemption for a PD may be granted only upon a finding that the proposed construction is consistent with the overall intent of these minimum development standards.
4. Exceptions allowed for a PD shall not be construed or interpreted to allow a use that is prohibited within the Southwest 13th Street Special Area Plan.

(g) *Right to Appeal.*

1. Any person aggrieved by a decision rendered by the appropriate reviewing board, city manager or designee may appeal the decision to the City Commission within 14 days from the date the decision by the appropriate reviewing board, city manager or designee is reduced to writing and served by certified mail, return receipt requested, to such person. The appeal shall be made by filing a written notice of appeal within the above-proscribed time period with the Planning and Development Services Department. The notice shall set forth concisely the decision under appeal and the reasons or grounds for the appeal.

2. The appeal shall be *de novo* and shall be heard by the City Commission at its next regular meeting, provided at least 14 days have intervened between the time of the filing of the notice of appeal and the date of such meeting. The City Commission shall consider evidence and testimony placed before it, and shall render its decision promptly. The City Commission may affirm, amend or reverse the decision of the appropriate reviewing board, city manager or designee, based on competent, substantial evidence. The decision by the City Commission shall be reduced to writing and shall constitute final administrative review. Appeals from decisions of the City Commission may be made to the courts as provided by law.

(h) *Definitions.*

Adjacent. Property that physically abuts the subject property on the same side of the street.

Arcade. An exterior covered passageway along a building facade open to the street frontage (see Figure 2).

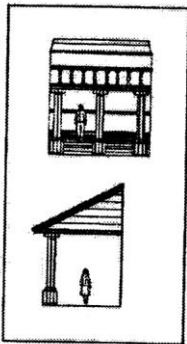


Figure 2: Arcade,
Front view (top); and
side view (bottom)

Build-to line. The line at which construction of a building facade is to occur on a lot. A build-to line runs parallel to the front property line and is established to create an even (or more or less even) building facade line on a street.

Civic or civic use. Administrative and legislative government offices, schools, postal facilities, cultural facilities (such as libraries and museums), places of religious assembly, meeting halls, child care centers, clubhouses, band shells, pavilions, and the like.

Facade. The principal face, front elevation, or vertical surface of a building which is set along a frontage.

Formal landscaping. Street trees or shrubs, sometimes placed in tree grates, brick-paved sidewalks, planters, or distinctive screening walls, that form an aligned street wall parallel to the street (see Figure 3).

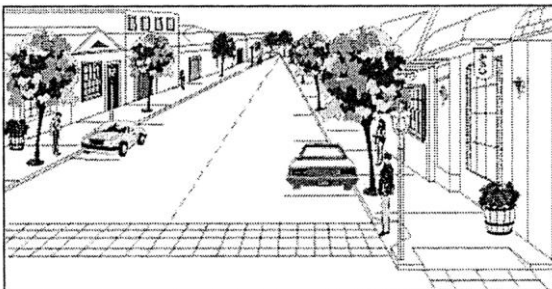


Figure 3: Formal Landscaping

Freestanding retail. A retail building in which the entire building is used by a single retailer. A single-use rather than mixed-use retail building. Retail shall not include entertainment activities.

Frontage. That side of a lot abutting a street right-of-way. When a lot abuts more than one street, it is that side that abuts the more primary street or the street designed for the highest pedestrian volume. For a corner lot, all sides abutting a street shall be considered frontage.

Glazed area. Combined geometric surface area of fixed or operable window units, storefront windows and glass doors. Glazed area does not include glass block.

Main entrance. The entrance of the building which is most architecturally prominent and contains operable doors.

Mechanical equipment. A heating, ventilation, or air conditioning unit placed outside of a building.

Parapet. A low, solid, protective screening or decorative wall; often used around a balcony or balconet, or along the edge of a roof (see Figure 4).

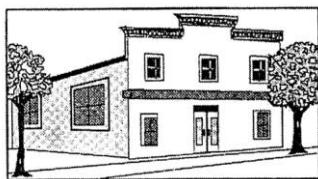


Figure 4: Parapet

Parking structure. A multiple story structure containing vehicle parking. Does not include a single-level parking area, commonly known as a "surface parking lot."

Pedestrian-style/scale or people-scaled. The establishment of appropriate proportions for building mass and features in relation to pedestrians and the surrounding context.

Pilaster. A rectangular or round column or shallow pier attached to a wall constructed to coordinate with the style of the building (see Figure 5).

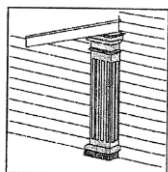


Figure 5: Pilaster

Primary street. When a building or lot abuts two or more streets, the street with the higher functional classification. If both streets have the same classification, the primary street is the street with the greatest volume.

Rhythm. Regularly recurring facade elements, features, or building masses.

Screening wall. A wall made of stone, brick, stucco, or a combination of these materials, or other durable and decorative material, excluding round industrial railing and chain link. The wall shall create a visual buffer and shall be at least 75 percent opaque (see Figure 6).

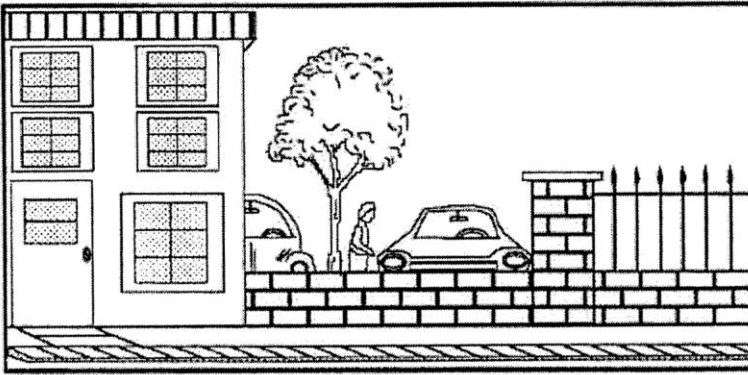


Figure 6: Screening wall

(i) *Prohibited uses.* The following land uses shall be prohibited within the Corridor:

Use	SIC Code
Crematories	7261
Bus Stations	4173
Outdoor display of automobile/motorized vehicles for sale or rental except for automobile rentals associated with hotels or motels	N/A
Outdoor storage as the principal use	N/A
Car washes	7542
Recreational vehicle parks/camp sites	7033
Social service homes or halfway houses	N/A
Rehabilitation centers	N/A
Pawnshops	5932
Tattoo parlors	7299
Adult and sexually orientated establishments	N/A
Parking lots as the principal use, other than structured parking	7521

Uses made non-conforming by this section shall be regulated in accordance with Section 30-288, Non-Conforming Uses.

(j) *Build-to line.*

1. *Intent.* The intent of a build-to line is to move the building facade close to the street and the streetside sidewalk, and away from potentially incompatible uses to the rear. By doing so, building facades along a block face will be aligned to form a street edge that frames the public area, while retaining enough width for people to walk comfortably, and sufficient space to provide a formal landscape created by street trees (see Figures 7 and 8). By defining public space, the build-to line creates a sense of comfort and security for the public. Additionally, buildings located near the street sidewalk have more of a human scale, and allow for the construction of canopies that create shade and shield pedestrians from rain.

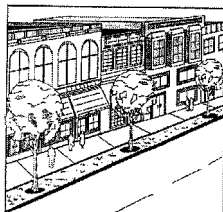


Figure 7: Building facades placed along the sidewalk

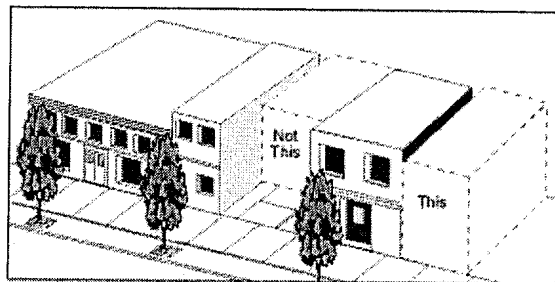


Figure 8: Street edge alignment

2. *Standard.* Except as provided for in this section, the build-to line (see Figure 9) shall be 15 feet from the front property line in District 1, 20 feet from the front property line in District 2, and 25 feet from the front property line in District 3. The build-to line shall apply to at least 70 percent of the building facade even along sides (except rear) abutting a street other than the more primary street. (The standards described in this subsection shall supersede any landscape buffer width requirements found in Article VIII of the Land Development Code for frontage areas, except in front of surface parking lots.)

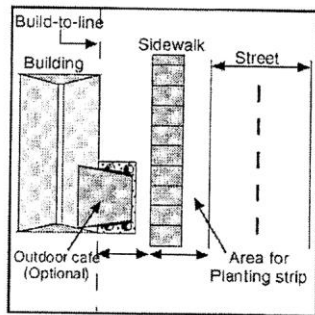


Figure 9: Build-to line

- a. When the proposed building is adjacent to existing buildings on an abutting property, the facade shall, in most instances, be built at the facade of the adjacent building closest to the street, or at the build-to line, whichever is closer to the street (see Figure 10).

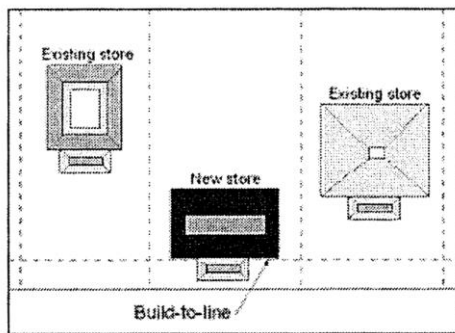


Figure 10: Build-to line with adjacent buildings

- b. The appropriate reviewing board, city manager or designee can approve a facade closer than the designated build-to line so that a consistent street edge of adjacent buildings can be maintained.
 - c. The appropriate reviewing board, city manager or designee may increase the distance between the build-to line and the front property line when site constraints such as significant tree features or significant design features warrant it. If such approval by the appropriate reviewing board, city manager or designee is granted, the front yard area must be landscaped with tree plantings to provide shade for pedestrians and to establish the street edge articulation.
 - d. Places of religious assembly and other civic buildings may have a build-to line of up to 60 feet to allow congregational/assembly/open space, as long as at least 50 percent of the building facade is built at the applicable district's designated build-to line.
- (k) *Extensions beyond the build-to line.* The items listed below are allowed to extend beyond the build-to line provided that the sidewalk widths required by this section are maintained, and that room for any required tree strip is retained. Encroachments into the public right-of-way are prohibited.
- Stoops;
 - Stairs;
 - Bay windows;
 - Open porches;
 - Projecting signs;

- Balconies;
- Colonnades;
- Arcades;
- Awnings; and
- Outdoor cafes.

(l) *Building orientation.*

- a. *Intent.* Buildings should offer an attractive and inviting facade toward the main or primary street. This defines and beautifies the street for pedestrians, bicyclists, and motorists. Building entrances located along a sidewalk adjacent to a primary street provide convenience for customers and residents by minimizing walking distances from public sidewalks and nearby buildings. Inappropriate entrances separate buildings from street life and hide architectural character from public view.
- b. *Standard.* The most architecturally prominent entrance of buildings must be located on the first floor and oriented to the street, not a parking area. If the building is on a corner, the most architecturally prominent entrance must be located on the more primary street or at the corner. This standard does not preclude additional rear or side entrances that face parking areas.

- (m) *Number of motor vehicle parking spaces.* Within Districts 1 and 2, no motor vehicle parking is required. Within District 3, the minimum number of motor vehicle parking spaces required shall be 25% of the minimum number typically required by Section 30-332. In each of the three districts the maximum number of motor vehicle parking spaces allowed is the minimum otherwise required by Section 30-332. Additionally, in each of the three districts there shall be no limit on the number of parking spaces in parking structures (garages).

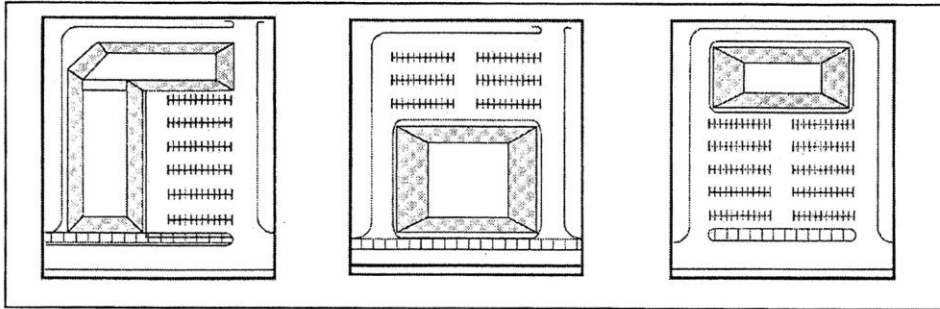
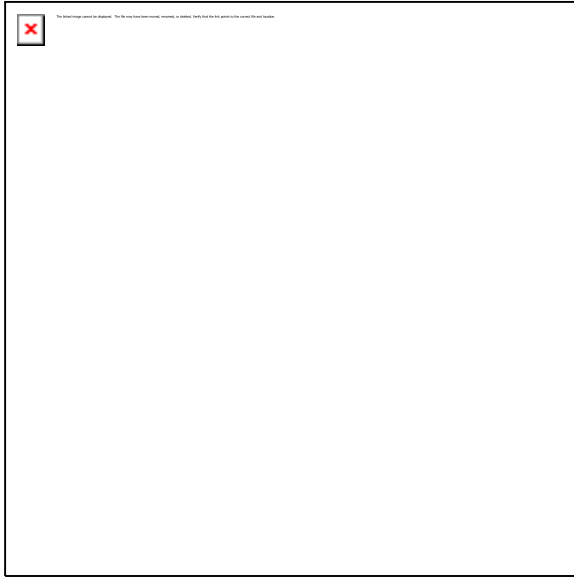


Figure 11: Parking location; the alternative site design at the right is prohibited (the center site design is preferred)

- (n) *Location of motor vehicle parking area.* For new development, the following provisions apply regarding the location of motor vehicle parking areas.
1. Parking areas for motor vehicles shall be located to the rear and/or side of the primary building (see Figure 11, above).
 2. No parking for motor vehicles shall be located between the build-to line and the front property line (see Figure 12).

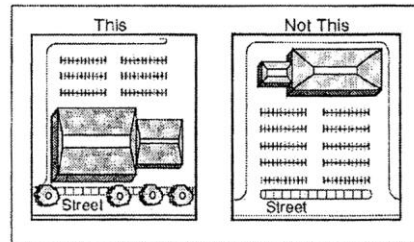
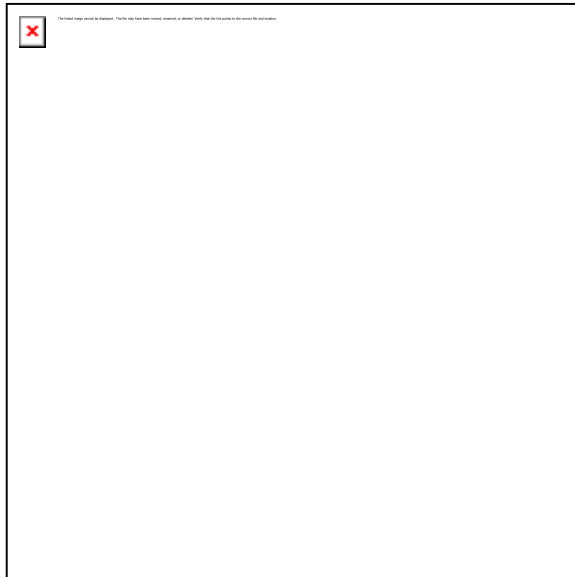


Figure 12

3. No parking lot areas shall extend for a width of more than 70 feet along any street frontage, without a building, structure, outdoor cafe, or small park interrupting the parking streetscape.
4. Parking areas for motor vehicles shall not abut the more primary street intersection (see Figure 13), or occupy lots that terminate a street vista.

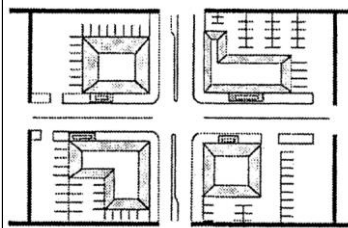
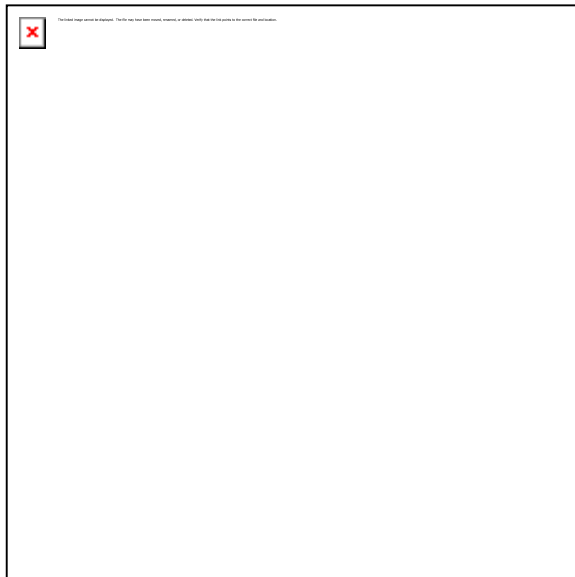


Figure 13

Parking structures (parking garages) must be located behind and/or above retail, office or residential uses.

- (o) *Motor vehicle parking lots located adjacent to a street.* When a parking lot for motor vehicles is adjacent to a street, the parking lot shall be buffered with a 3 feet high screening wall in order to enclose the portion of the parking exposed (see Figure 14). That wall shall be located between the parking area and the sidewalk, and be constructed of brick, stone or some other durable and decorative material. Alternatively, 3-4 feet high landscaping may be used if it adequately defines the street corridor and screens the parking area with at least 75 percent opacity. However, such walls or landscaping must be broken up at intervals no greater than 50 feet to allow pedestrian access.

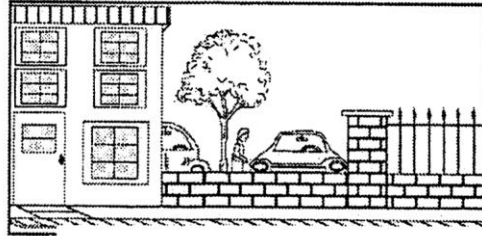
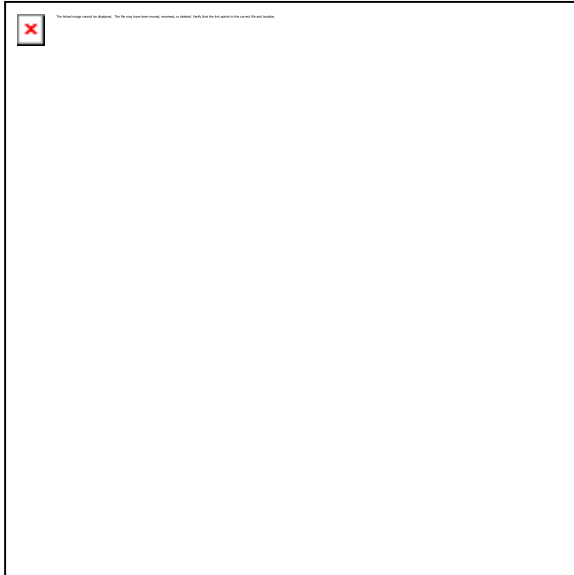


Figure 14: Screening wall

- (p) *Bicycle parking.* Bicycle parking spaces shall be installed as required in Section 30-332. Such parking may extend beyond the build-to line as long as at least 5 feet of unobstructed sidewalk width and any required tree strip is retained. Bicycle parking requirements may be waived if public bicycle parking exists to serve the use. There is no maximum number of bicycle parking spaces that may be provided.
- (q) *Buffers for single-family areas.* Where a use other than single-family residential abuts single-family residential development or a single-family residential zoning district, a landscape buffer not less than 9 feet in width and planted in accordance with Article VIII, and including a 6 feet high masonry wall (or equivalent material in noise attenuation and visual screening) shall be installed between the parking area and the property line abutting the single-family area. If, in the professional judgment of City staff, masonry wall construction would damage or endanger significant trees or other natural features, the appropriate reviewing board or staff (when only staff review is required) may authorize the use of a fence and/or additional landscape buffer area to substitute for the masonry wall. There shall be no requirement for a masonry wall or equivalent if buildings are 200 or more feet from abutting single-family properties. In addition, the appropriate reviewing board may substitute an increased vegetative buffer and tree requirement for the masonry wall.
- (r) *Dimensional requirements.* All principal and accessory structures shall be located and constructed in accordance with the following requirements:
 - Minimum lot area: 3,000 square feet
 - Minimum lot width (parallel to the street): 35 feet
 - Minimum building height: two stories
 - Maximum building height (as defined in Section 30-23): five stories and 65 feet in Districts 1 and 2; four stories and 52 feet in District 3. However, for District 1 parcels within UMU-1 or UMU-2 zoning districts, sections 30-65.1 and 30-65.2 shall apply.
 - Maximum building width (parallel to the street): 100 feet
 - Maximum building foot print (first floor building area): 30,000 square feet for single-use buildings; multiple-use (including residential) buildings are limited by height limit, stormwater management regulations, required buffers, and other code requirements.
- (s) *Signs.* The provisions of the City sign code (Article IX, Division 1) apply within the corridor area. Two additional provisions are as follows:
 - New pole-mounted signs shall be prohibited within the corridor.

- Each multiple-occupancy complex and each single-occupancy building/development may have one or two ground-mounted signs in accordance with the following:

Street Frontage (feet)	Maximum # of Signs	Maximum Size of Sign (sq. ft.)	Minimum Distance from Side Property Line (feet)	Minimum Distance from Other Signs (ft.)
Less than 50	1	24	10	—
50 to less than 100	1	32	10	—
100 to less than 200	1	64	20	—
200 to less than 300	1	72	50	50
Greater than 300	1	96	50	100
Greater than 600 with no outparcels	2	Total square footage no more than 144; neither sign may be greater than 96 square feet or more than 10 feet in height	50	250

(t) *Trash and recycling receptacles, and loading docks.*

- Intent.* Trash and recycling receptacles, grease containers, and loading docks sometimes provide an unsightly appearance and/or odor problem. Improperly located and screened receptacles and docks can cause noise problems for nearby land uses when receptacles and packages are being loaded or unloaded. Therefore, they should be located away from public sidewalks and screened from view.
- Standard.* If stored outside of the building, and if the building is not residential only, all solid waste, recycling, yard trash containers (except litter containers), and grease containers, shall be placed at the side or the rear of the building and within 10 feet of the building. The container shall be enclosed with an enclosing wall, so that it is not visible from the street or adjacent property (from ground level). The enclosing wall shall be finished and/or painted with the same material as is used on the building. The enclosing wall shall be fitted with an opaque sliding or hinged door and working latch. Loading docks shall be placed at the side or rear of the building, and shall be screened from the street.

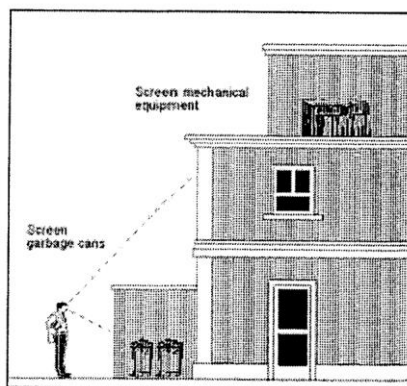
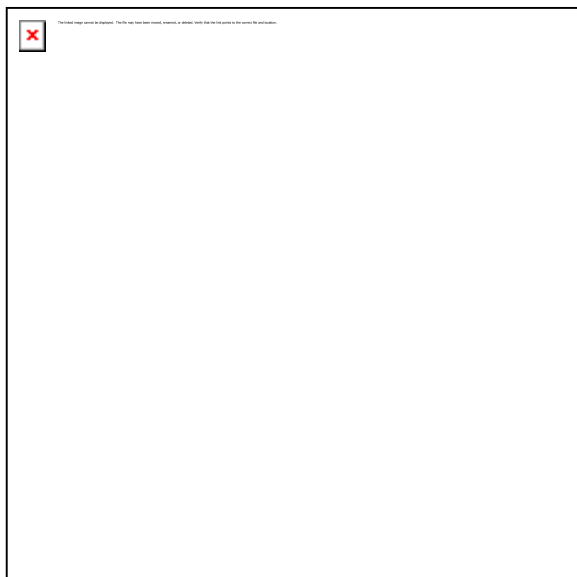


Figure 15

(u) *Required sidewalks.*

- a. *Intent.* Sidewalks, when properly designed and maintained, make walking a pleasant, safe, clean, healthy, convenient, and efficient transportation alternative. Good sidewalks promote transit use and pedestrian activity, which in turn, provides economic and social benefits to the community.
- b. *Standards.* All buildings or developments must provide sidewalks along the street edge(s) of their property.
 1. *Sidewalk location.* Sidewalks shall be placed to align with existing sidewalks. Sidewalk connections from the principal building to the public sidewalk must be provided, and be aligned to minimize walking distance. Curvilinear sidewalks are not allowed unless they are necessary to avoid significant trees, stormwater basins, or topography, as determined by the appropriate reviewing board, city manager or designee.
 2. *Minimum sidewalk widths.* Minimum sidewalk widths shall be consistent with the following table:

District	Right-of-Way Width	Min. Sidewalk Width
1	86 feet or less	7 feet
1	More than 86 feet	10 feet
2	N/A	10 feet
3	N/A	10 feet

The minimum unobstructed width shall be 2 feet less than the required sidewalk width, as long as at least 5 feet of unobstructed width is retained. At transit stops, the minimum width is 8 feet of unobstructed width. Minimum width for a tree strip shall be 4 feet, or such other width as may be

adequate for tree placement, unless the tree strip requirement is waived by the appropriate reviewing board, city manager or designee.

(v) *Building wall articulation.*

- a. *Intent.* Buildings with interesting architecture and windows attract pedestrians, who act as a security system for the businesses that occupy those buildings. In contrast, long expanses of blank walls tend to be monotonous. Buildings without relief and interest tend to create a "massive scale," and make the public space impersonal.
- b. *Standards.*
 1. No more than 20 feet of horizontal distance of wall shall be provided without articulation or architectural relief for building walls facing the street. Building walls along rear or side service areas or parking may be exempted by the appropriate reviewing board, city manager or designee. Building wall articulation or architectural relief can include, but is not limited to, pilasters, windows, pedestrian entrances, arcades, awnings, shutters and canopies, or other types of building massing that modulates the building mass or surface texture. Building wall articulation shall maintain a distinction between the street-level story and upper stories.
 2. Development shall generally maintain the rhythm established by the repetition of facade elements. The relationship of a new building's width to its height, particularly in lower floor bays, should be similar, if possible, to buildings in the same block face. Traditional, established breaks that occur between buildings, such as alleys, may be modified, although they should not be eliminated.
 3. Front and side building walls shall have non-reflective, transparent windows or glazed area at pedestrian level (between 3 feet above grade and 8 feet above grade) on the first floor. For front building walls, windows shall cover at least 30 percent of this area. For side walls, windows shall cover at least 10 percent of this area. However, side wall glazing is only required if the building is set back at least 3 feet from the side property line. Operable entrance doors shall be excluded from the calculation of total facade surface area. Windows or glazed areas facing a sidewalk on the first story of a commercial building shall use glass that is at least 80 percent transparent.

(w) *Mechanical equipment.*

- a. *Intent.* Avoid noise problems and visual blight associated with improperly located and/or screened mechanical equipment.
- b. *Standards.* All mechanical equipment must be placed on the roof, in the rear or side of the building, or otherwise visually screened from the street. In no case shall mechanical equipment be allowed along street frontage(s). Mechanical equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening.

(x) *Landscaping.*

- a. *Intent.* In the Southwest 13th Street Corridor, landscaping shall be used to make the pedestrian feel more comfortable by providing beautification and shade, and by helping to form public spaces. Landscaping that obstructs sidewalks should be avoided.
- b. *Standards.*
 1. Shade-providing street trees are required. Those trees shall be located adjacent to existing and proposed street sidewalks. Existing trees may be used to meet this standard. Street shade trees shall frame and define the public space, and reach at least 40 feet in height at maturity. Street shade trees must be no more than 30 feet apart along streets, except for Live Oaks (*quercus virginiana*), which must be no more than 40 feet apart along streets.
 2. Chain link fences, barbed wire, line-voltage electrified wire, and razor wire fences are prohibited. The city manager, designee, or appropriate review board, may waive the prohibition on barbed wire or electrified fences due to public safety concerns. Regardless of other regulations in this section that may prohibit the use of vinyl as a building material, vinyl fences shall be permitted.

3. This section does not exempt any development project from any other landscaping provision of the City Code. Where this section conflicts with another portion of the City Code, with respect to landscaping, this section prevails.

(y) *Materials.*

- a. *Intent.* Poorer quality construction and a deteriorating built environment have made the corridor less desirable. The use of quality materials permits buildings to last longer and retain their value.
- b. *Standards.*
 1. The following materials or systems are prohibited as a finish and/or exposed product: smooth-finish concrete block (standard concrete masonry units), pre-cast concrete tee systems, plywood or textured plywood. Plywood shall be allowed for soffit material.
 2. Plastic, vinyl or metal is prohibited as a finish material for walls or trim. Plastic or vinyl is prohibited as a finish material for slope roofs, visible roof structures, and facias.
 3. The prohibited materials and systems listed in (y)b.1. and (y)b.2. above, may be approved by the appropriate reviewing board or staff, if the applicant submits a written request and a product sample. The material or system may be approved if the following criteria are satisfied.
 - The product shall appear authentic from the closest distance that it the product will be viewed by the general public.
 - The product shall be substantial. Thin and flimsy imitations are unacceptable.
 - The product shall retain its original shape, appearance, and color, as well as the product it is imitating.
 - The product's color shall resemble the color of the product it is imitating.

(Ord. No. 020581, § 2, 2-24-03; Ord. No. 050769, § 1, 4-10-06; Ord. No. 060104, § 1, 10-23-06; Ord. No. 080545, § 9, 5-21-09)