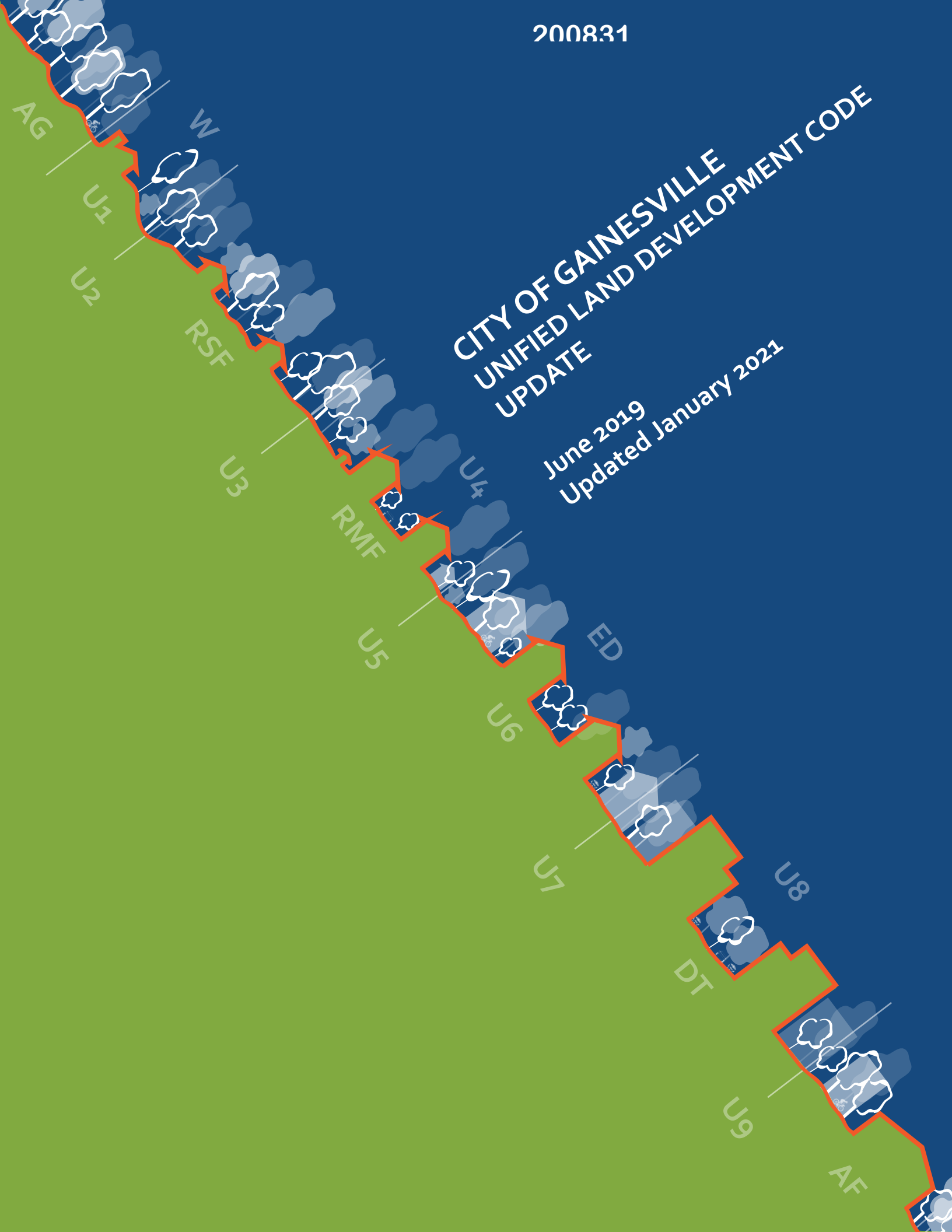


CITY OF GAINESVILLE UNIFIED LAND DEVELOPMENT CODE UPDATE

June 2019
Updated January 2021



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City Commission							
	Poe	Ward	Simmons	Hayes-Santos	Johnson	Warren	TOTAL
CODE UPDATE							
1 ADU	1	1	1	1	1	1	6
2 Building Materials	3	2	3	1	2	3	14
3 Countywide Wetlands	3	1	3	3	3	3	16
4 Excess parking in parking structures	1	2	1	1	2	2	9
5 Fencing	3	2	3	2	3	1	14
6 Food Trucks, Temporary and Permanent Locations	2	3	2	1	3	2	13
7 Greenspace	3	2	2	3	3	2	15
8 Neighborhood Workshop/Notification	2	1	1	1	1	2	8
9 Parking	1	2	1	2	2	3	11
10 Septic Tank	3	1	1	3	1	2	11
11 Single Family Tree Mitigation	1	3	2	3	2	2	13
12 Strategic Ecosystem Mitigation	3	3	3	3	3	3	18
13 Transect Zoning along Waldo Rd.	3	3	2	2	3	2	15
14 Digital Access for new development	2	3	3	3	3	3	17
15 Building Orientation	3	1	2	1	1	3	11
16 ROW vacate	3	1	1	2	1	1	9
17 Urban Agriculture	3	3	3	3	2	3	17
18 Alcoholic Beverage Establishments in U8	3	3	3	1	3	2	15
19 Demolition by neglect	3	3	2	2	1	1	12
20 Emergency Radio	1	3	2	2	3	1	12
21 FDOT Context Sensitive Areas	2	3	3	2	1	1	12
22 Historic Designation Process	3	3	2	3	3	2	16
23 Residential Conservation Zoning	3	3	3	3	1	2	15
24 Sidewalk Requirements	3	3	3	3	3	2	17
25 Single Room Occupancy	1	1	1	2	1	1	7
26 Pleasant Street HD - DT Zoning	3	3	2	2	1	2	13
27 Heritage Overlay	3	3	1	3	3	3	16
28 Building Frontage Transects	3	2	2	2	2	1	12
29 Corridor Plan for University Ave	2	3	3	2	3	3	16
30 Density within DT and U9 Transects	3	2	3	2	3	2	15
31 Density within Midtown	3	2	3	2	3	2	15
32 Transect 10 ac. Limit	3	3		1	3	2	12
33 Height restrict next to hist. dist.	3	3		2	1	2	11
34 Vacant storefronts	3	2	1	2	2	1	11
35 Community Benefit for increased density	3	3	1	3	1	2	13
36 Encourage cultural spaces	3	2		3	2	2	12
37 Define infill development	3	1		2	3	2	11
38 Design standards	3	3	1	2	1	3	13

City Plan Board									OVERALL PRIORITY
Ackerman	Clark	Sutton	Walker	Hawkins	Condon	Newman	TOTAL		
1	1	1	1	2	2	1	9	15	
3	3	3	2	1	2	2	16	30	
2	3	3	3	2	3	2	18	34	
2	2	1	3	3	2	1	14	23	
	3	2	3	2	3	3	16	30	
3	3	2	2	2	3	2	17	30	
3	3	3	3	1	2	3	18	33	
2	1	2	1	1	1	1	9	17	
3	2	2	3	1	2	3	16	27	
3	3	3	3	1	2	2	17	28	
3	3	1	3	2	3	1	16	29	
3	1	3	2	3	2	2	16	34	
3	3	2	3	3	3	2	19	34	
3	3	3	3	1	3	3	19	36	
3	2	2	1	1	1	1	11	22	
2	1	1	1	3	2	2	12	21	
2	3	3	3	3	3	2	19	36	
2	2	2	3	1	3	2	15	30	
3	1	2	3	1	2	3	15	27	
3	3	1	3	3	3	2	18	30	
1	1	1	1	3	1	3	11	23	
3	1	2	3	3	3	3	18	34	
2	3	3	3	3	3	1	18	33	
1	3	2	2	3	1	2	14	31	
1	2	3	2	3	2	1	14	21	
3	3	3	2	1	3	1	16	29	
3	3	3	3	2	3	2	19	35	
1	1	1	1	3	1	3	11	23	
2	1	3	3	1	3	3	16	32	
2	3	2	3	1	3	2	16	31	
2	3	2	3	1	1	2	14	29	
1	3	2	2	2	2	2	14	26	
1	3	2	3	2	3	3	17	28	
3	1	3	3	2	1	2	15	26	
1	1	3	2	1	2		10	23	
1	3	3	3	2	3	2	17	29	
1	3	3	2	2	3	1	15	26	
	3	3	3	1	3	3	16	29	

Priority:
0-25 -High (Begin Immediately)
26-30-Medium (Begin after high priority items)
31-39-Low (Work on during Comp Plan Update)

Proposed Change: Accessory Dwelling Units (ADU)

Expanding the ADU ordinance to include single family zoning districts and other zoning districts currently not permitted to have ADUs.

Detail: ADUs are permitted in number of multi-family residential and non-residential zoning districts in conjunction with a single family building. They are however not allowed in single family zoned districts where demand is highest. Residents have expressed the desire to have ADUs in single family zoned districts. Others have found a way around it by constructing accessory units with everything for dwelling, except fully functional kitchens. Without a full kitchen the land development code does not consider the accessory unit to be a dwelling unit. Wiring for cooktops within these units are sometimes put in after the fact, without any permit.

Permitting ADUs within single family zoned districts will allow homeowners to enjoy the benefits of ADUs and ensure the safety of occupants through proper permitting and inspection.

Despite the many known benefits of ADUs to property owners and the city as a whole, there have been concerns about possible nuisance associated with extending it to single family zoned districts.

Some of these concerns include:

- Influx of student housing
- Noise
- Privacy
- Parking
- Neighborhood character
- Increased pressure on infrastructure and utilities

ADU ordinance can be designed to address some of the nuisance concerns.

Related Issues: The Planning Department gave a presentation on ADUs to the General Policy Committee in 2017 and the City Plan Board in 2018. The Department has draft regulations for ADUs which can be considered in amending current regulations for ADUs

Initiated by: City Commission

Fiscal Impact: ☐ Yes ☒ No

Stakeholders: Residents, Neighborhoods, Applicants, City staff

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: Chapter 30, Article V. - Use Standards Division 2. Sec 30-5.31 Accessory Uses and Structures

[Sec. 30-5.33. - Accessory dwellings.](#)

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Accessory dwelling units are allowed in certain districts as specified in article IV and only in conjunction with a primary single-family dwelling unit. Only one accessory dwelling unit may be permitted per lot or parcel.

- A. Location. An accessory dwelling unit may be attached or detached from the principal building.
- B. Style. The accessory dwelling unit shall be designed as a subordinate structure to the primary structure on the lot in terms of its mass, size and architectural character. The architectural design, character, style and appearance of the accessory unit shall be consistent and compatible with the primary structure.
- C. Parking and access.
 1. Off-street parking for the accessory dwelling, if provided, shall be located on the lot on which the principal building is located.
 2. An accessory dwelling unit and any off-street parking spaces shall be served by the same driveway as the principal building.
- D. Standards. Each accessory dwelling unit shall comply with all standards applicable within the zoning district, including required setbacks and building height limits. Accessory dwelling units are exempt from residential density calculations.
- E. Owner occupancy required. Property owner residency, as shown by an existing homestead exemption, in either the primary or accessory dwelling unit shall be a requirement for permitting of accessory dwelling units.
- F. Building size. The living area of the unit shall be a maximum of 50 percent of the principal residence or 1,000 square feet, whichever is lesser.
- G. Subdivision. An accessory unit may not be sold separately unless properly subdivided in accordance with this chapter.

Zoning Districts which allow ADUs

USE CATEGORIES	TRANSECTS AND ZONING DISTRICTS											
Transects Zones	U1	U2	U3	U4	U5	U6	U7	U8	U9	DT		
Residential Districts	RSF-1	RSF-2	RSF-3	RSF-4	RC	MH	RMF-5	RMF-6	RMF-7	RMF-8		
Mixed-Use and Non-residential Districts	OR	OF	MU-1	MU-2	CP	BUS	BA	BT	BI	W	I-1	I-2
Special Districts	AGR	AF	CON	ED	MD	PS						
Permitted by Right		Permitted as Accessory to Single-family							Not Permitted			

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Discussion/ Notes: The following should be considered in drafting a new ordinance for ADUs

- Expand ADU to single family zoned districts
- Require parking for ADU
- Regulate height, massing, form, orientation, size and character of ADUs
- Owner occupation condition for ADUs
- Neighborhood approval requirement
- Utility connections and addressing for ADUs
- Non-conforming structures as ADUs
- Converting existing structures into ADU

The Planning Department has draft regulations for ADUs which can be considered in amending current regulations for ADUs

Proposed Change: Standards for building façade materials

Detail: Currently, the City's Land Development Code does not contain standards regulating the types of building materials used to clad the outside of new buildings being constructed within the City. Building design, form, and material selection can play a significant role in creating a high-quality urban form. Using durable materials on exterior building facades adds to the urban fabric of the City while ensuring that new construction will continue to maintain its architectural and aesthetic quality over time. The table below is an example of how façade materials could be regulated:

Section 6.04 Standards for Exterior Facade Materials.

All building construction, alteration, renovation, and other development activity subject to the provisions of this Article shall conform with the following standards for exterior building facade materials:

Building Materials		Maximum Permitted Facade Coverage (percentage)		
		NB	CB1 CB2	GB
BRICK	Face, terra cotta, or ceramic	100%	100%	100%
	Jumbo or utility ¹ brick	25%	25%	75%
STONE	Natural stone, stone veneer or simulated stone materials	100%	100%	100%
CONCRETE	Formed in place, pre-cast panels or blocks	10%	10%	25%
	Split-face CMU ² or similar decorative block	25%	25%	50%
SIDING OR SHINGLES	Vinyl, metal, or other synthetic materials	50%	25%	25%
	Wood, cement board, or similar materials	75%	50%	50%
ENGINEERED FINISH PRODUCTS	EIFS ³ , plaster, stucco or similar materials	10%	10%	25%
	Hard-coated EPS ⁴ or similar polyurea hard-coated foam materials	20%	20%	25%
GLASS	Translucent, dark tint or mirrored	10%	10%	25%
	Transparent, pale tint or energy efficient	50%	50%	75%
	Glass block	10%	10%	50%
SHEETS, PANELING OR SIMILAR	Metal	10%	10%	10%
	Wood	25%	25%	25%

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2019 Land Development Code Change Proposals

Related Issues:

Initiated by: Staff

Fiscal Impact: ☐Yes ☒No

Stakeholders: Architects, Developers, Neighborhoods

Timeline: ☐Slow ☒Moderate ☒Fast

Code:

N/A

Discussion/ Notes:

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Proposed Change: Surface Waters & Wetlands code compatibility with Countywide Wetlands Protection code

Detail: Change City wetlands and surface waters protection requirements to match those of the Countywide Wetlands Protection Code. Currently, differing requirements cause projects to need approval by both City and County to proceed. Some differences in the exemptions from protection requirements can cause hardships in developing small, urban lots however.

The City's Surface Waters and Wetlands code currently requires a minimum 35 ft, average 50 ft buffer around wetlands and surface waters except for regulated creeks and lakes. A minimum buffer of 75 feet must be maintained from a regulated lake, and a minimum buffer of 35 feet must be maintained from the break in slope at the top of bank of a regulated creek.

The 2018 Countywide Wetlands Protection code requires a 35 ft minimum, 50 ft average buffer from any surface water or wetland that is 0.5 acre or less in size and a 50 ft minimum, 75 ft average buffer from any surface water or wetland greater than 0.5 acre. Regardless of size, if state or federally-listed species have been documented in the wetland or surface water, the setback increases to 75 ft minimum, 100 ft average. If the wetland or surface water is an Outstanding Florida Water, the setback is 100 ft minimum, 150 ft average. The code effectively changes required buffers for any wetland/surface water that would've required a smaller buffer within the City (i.e. a 1-acre wetland would now require a 75 ft average buffer instead of a 50 ft, but a regulated 0.5-acre lake would still require a 75 ft minimum by the City rather than 35 ft minimum/50 ft average by the County). Furthermore, the introduction of the Countywide code has complicated the permitting process by essentially requiring approval by both the City and County for a project to proceed.

The Countywide Wetlands Protection Code does provide an exemption for urban redevelopment within municipalities with 40% or more impervious surface. In these cases, only the City's wetland protections apply and generally result in smaller wetland buffers. If the City adopts the County's buffer requirements, those larger buffer requirements would apply for urban redevelopment.

The City also allows placement of stormwater management facilities within wetland buffers, but not within buffers or regulated lakes or creeks. While the Countywide code exempts connection of stormwater facilities from the wetland buffer requirement, it does not allow placement of stormwater management facilities within buffers. Public Works projects are also not exempt from the Countywide code as they are in the City.

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2019 Land Development Code Change Proposals

Related Issues:

Initiated by: City Commission

Fiscal Impact: ☒ Yes ☐ No

Stakeholders: City, County, developers

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: [Article VIII Division 4. Surface Waters And Wetlands](#)

Alachua County – [Article II. Countywide Wetland Protection Code](#)

Discussion/ Notes:

Proposed Change: Excess parking within parking structures.

Detail: Excess parking regulations should not be applied to parking structures. The Land Development Code specifies the number of parking spaces that may be permitted for a new development and allows for additional parking of 10 spaces or 10% of the required number of spaces (whichever is greater) if requested and justified by the applicant. Any number of spaces greater than that is considered excess parking and is prohibited within the TMPA.

Section 30-4.21.A states that there shall be no limit on the number of parking spaces in parking structures for mixed-use and non-residential zoning districts as specified in Division 4 of Article IV. This exemption does not exist for other zoning districts.

The intent of excess parking regulations is to reduce the land area necessary to accommodate an adequate number of parking spaces and to enhance the pedestrian experience and overall design of a site by reducing the number of surface parking spaces, and thus automobiles, as seen from the street. The Comprehensive Plan encourages the construction of parking structures in certain areas of the city and requires that the Code contain regulations intended to ensure that the design of new parking structures is compatible with surrounding development. Consideration should be given as to whether restrictions on the number of parking spaces in parking structures would discourage or inhibit their construction. If there is a concern regarding the appearance of parking structures, clarification on existing or additional design criteria could be explored to ensure compatibility with existing development.

See Code Sections 30-7.3, 30-7.5 and policies 2.1.9, 10.4.4, and 10.6.1 within the Transportation Mobility Element of the Comprehensive plan.

Related Issues: Design criteria for parking structures

Initiated by: City Plan Board – Stephanie Sutton

Fiscal Impact: ☐ Yes ☒ No

Stakeholders:

Timeline: ☐ Slow ☐ Moderate ☒ Fast

Code: [Art. VII, Parking and Loading](#)

Discussion/ Notes:

Should parking structures in all zoning districts be exempt from excess parking restrictions?

If the limit on number of parking spaces is removed from parking structures city-wide, should existing design standards in the Code be clarified or added to in order to ensure compatibility?

Proposed Change: Fencing

Preventing fencing from obstructing vision triangle and driveways.

Detail: Currently there is no permit required for the construction of fences. Some residents especially those on corner lots build their fences too high and too close to the corner (vision triangle) making it difficult for motorists to see oncoming traffic. Some residents also build front yard fences too high making it difficult to see oncoming traffic from their driveways. These complaints usually go to code enforcement and public works gets involved by surveying the property to determine if a fence is obstructing the vision triangle.

Related Issues: Landscaping and utility equipment obstructing the vision triangle.

Initiated by: City Commission - Adrian Hayes-Santos

Fiscal Impact: ☒ Yes ☐ No

Stakeholders: Residents, Neighborhoods, Applicants, City staff, FDOT

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: Chapter 30, Article VI. - Development Standards Division 3. - General Standards Sec. 30-6.9. - Fences and Walls

Chapter 13, Article I Division I Section 13-2

[**Sec. 30-6.9. - Fences and Walls**](#)

Discussion/ Notes:

Should we require quick permitting for all fences?

Should permitting be mandated for all corner lots? What about landscaping within the vision triangle?

Should we put out public education statements on city website about fencing?

Landscaping and utility plans should be reviewed to make sure they are not obstructing the vision triangle

Establish guidelines to for addressing line of sight obstructions –Planning, public work, GRU and code enforcement.

Proposed Change: Food Trucks regulations

Detail:

Prior to August 7, 2014, the term “Food Truck” did not exist in the Land Development code. Through work done with the Gainesville Downtown Owners and Tenants (GDOT) and the “Food Truck” operators the City adopted ordinances for reviewing and permitting “Food Trucks” within the City limits. “Food Trucks” are allowed as a temporary use on private property and limited to one per half-acre subject to a separation requirement of fifty (50) feet from any brick and mortar restaurants. “Food Trucks” are also allowed to operate in conjunction with other businesses or independently through a special event permit. Most “Food Trucks” are permitted as temporary uses through the Special Events process. “Food Trucks” are not allowed in the public right-of-way but may be allowed on publicly owned properties, such as public parks and public operated facilities, subject to authorization from the department operating the facility, the City Manager or designee.

With the current permitting experience and due to the temporary nature of the permit, operators expressed concerns about the inconvenience, cost and time involved in setting up and disassembling the facility. While most operators actively seek a location in compliance with the fifty-foot separation from brick and mortar restaurants, it is difficult to find locations that meet the separation requirement, especially in the areas around the downtown, near the university and the Archer Road corridor which have a high concentration of restaurants.

Currently, the Land Development Code does not provide a process for the permanent operation of “Food Trucks” as an independent or shared business operation on any properties within the City limits. “Food Truck” operators have expressed a desire to have the option of operating as a permanent use or to allow longer periods of operation than currently allowed by the ordinance.

Related Issues:

Another element emerging from the permitting of “Food Trucks” since August 2014 is the myriad of equipment used to serve immediately consumable foods to the general public. Vending booths, Itinerant Food Vendors and other mobile vendors are allowed to operate within the rights-of-way at limited locations. However, because the designated locations are fully occupied and no longer available, vendors tend to mimic the true “Food Truck” operation in order to operate on private property. They use non-conventional equipment such as hitched BBQ Grills, converted trucks and vans, hotdog carts, snow cone carts, used trailers, shipping containers and a combination of equipment that would meet the definition of “Food Truck”, that is, “....a motorized vehicle or trailer that a natural person or business entity uses to sell immediately consumable food products and nonalcoholic beverage items from a fixed location”. There are also request for street-side vending of general

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merchandise, wishing to operate freely from one site to another regardless of without regard to the whether the property is zoned, residential, non-residential, commercial or industrial.

Options for Consideration:

1. Examine the existing ordinance regulating “Food Trucks”
2. Establish regulations and guidelines for permitting “Food Trucks” as a permanent use in limited or all zoning districts.
3. Establish clear regulations and guidelines for permitting “Food Trucks” and other types of Mobile Food Vendors.
4. Consider the pros and cons of allowing mobile merchandise vendors within the City limits.
5. Consider a single permit in lieu of multiple permits associated with each site.

Initiated by: City Commission

Fiscal Impact: ☐Yes ☒No

Stakeholders: Involve the “Food Truck” operators, GDOT and neighborhood groups and the University of Florida.

Timeline: ☐Slow ☒Moderate ☐Fast

Code:

[Sec. 30-2.1. - Definitions.](#)

[Sec. 30-5.35. - “Food Trucks”](#)

Proposed Change: Minimum greenspace requirement for new development

Detail: Require a minimum amount of greenspace to be set aside for a new development. This would be most applicable to large subdivisions. Smaller developments in the urban core may not have sufficient greenspace to set aside.

Many of the large subdivisions currently being developed have greenspace set asides because they fall within strategic ecosystems or have wetlands/buffers. Adding a minimum greenspace requirement would allow for set asides to be required in other developments that do not have wetlands or strategic ecosystem resources.

Related Issues: na

Initiated by: Commissioner Hayes-Santos

Fiscal Impact: ☒ Yes ☐ No

Stakeholders: Developers, property owners

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: None

Discussion/ Notes:

Consideration should be given to the thresholds that would trigger requirement of a set aside (i.e. size of development, number of lots).

Proposed Change: Notification for neighborhood workshops/ public meetings

- Staff to send out notification for neighborhood workshops instead of applicant.
- Notification of entire neighborhood beyond 400 feet
- Post neighborhood workshop notice on site

Detail: Residents have complained about inadequate/late notification for public meetings. The Planning Department currently sends mail notifications to all residents and property owners within 400 feet of a petition site. Applicants are responsible for posting a notice for a public meeting on the petition site. All notifications are required to be sent out at least 15 business days before the public meeting date.

Neighborhood workshops are required as part of the application process for the review of certain types of petitions (future land use map changes, rezonings, special use permits, subdivisions, or development plans). Neighborhood workshops are intended to encourage applicants to be good neighbors and to allow for informed decision making, although not necessarily to produce complete consensus on all applications.

Applicants are currently required to setup and conduct their neighborhood workshops. Currently, planning staff does not attend the neighborhood workshop. Applicants are required to advertise it in a local newspaper and send mail notifications. The mail notifications must be sent to residents and property owners within 400 feet of the petition site at least 15 business days before the neighborhood workshop. The planning department supplies the mailing list to the applicant for neighborhood workshops.

Issues to consider:

- Advertise neighborhood workshops on city/planning website/ social media etc
- Increasing notification boundary beyond 400 ft. Notifying the entire neighborhood will still bring up issues of neighborhood boundary delineations. (Does the city have exact/defined neighborhood boundaries?)
- Requiring posting of neighborhood workshop notice on site could be implemented, who will pay for the additional signs that will be posted? The planning department already supplies signs for public hearings.
- Planning department is working on a 'notice me' tool which will allow residents to delineate an area of the city where they would want to receive notification anytime there is a proposed activity/ petition.
- Neighborhood workshop process and level/implications of staff involvement: Staff involvement in neighborhood workshops may be misconstrued as staff support for petition.

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Related Issues: The city has expanded notifications to include residents as well as property owners. The Planning Department also has the Development Projects Map which provides the name, location, and status of all planning applications.

Initiated by: CC - Gail Johnson, Adrian Hayes-Santos

Fiscal Impact: ☒ Yes ☐ No

Stakeholders: Residents, Neighborhoods, Applicants, City staff

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: [Art. III, Division 1, Reviewing Authorities Sec. 30-3.7. - Neighborhood workshop.](#)

Discussion/ Notes:

Proposed Change: Amend Parking Requirements

Detail: Plan to address parking issues due to infill development, and/or remove parking requirements for some developments.

Related Issues: Appropriate zoning designations (consideration of whether or not particular properties or areas of the City are zoned appropriately).

Initiated by: City Commission – Simmons & Hayes-Santos

Fiscal Impact: ☐ Yes ☒ No

Stakeholders:

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: [Art. VII, Parking and Loading](#)

The Comprehensive Plan directs the City to implement a transportation mobility program that promotes and enhances urban redevelopment, infill development, a variety of transportation choices and opportunities including automotive, pedestrian, bicycle and transit in addition to desirable urban design and form and a mix of residential and non-residential uses. The reduction of single-occupant vehicle trips is an overarching goal.

The Land Development Code currently specifies the number of parking spaces that may be permitted for a new development and allows for additional parking of 10 spaces or 10% of the required number of spaces (whichever is greater) if requested and justified by the applicant. Any number of spaces greater than that is considered excess parking and is prohibited within the TMPA.

Some flexibility currently exists in the Code regarding requests for a lesser number of spaces than is required:

- Shared parking facilities
- Reduced or no parking requirements for properties in some transect zoning districts
- The location of parking off-site within 300 or 600-ft (depending on the zoning district)
- The substitution of a certain number of parking spaces for bicycle spaces (if justified)
- Reduction of parking spaces overall based on specific criteria

Properties within transect zones DT, U9, and U8 are not subject to parking requirements for residential or non-residential uses. No minimum vehicular parking is required for non-residential uses located within the DT, U9, U8, U7, U6, or U5 transect zones. Residential parking for the U5-U7 is set at 1 sp/3 bedrooms. Parking requirements for properties located in zones U1-U4 and those outside of any transect zones are specified by use. In the case of a use not mentioned, the requirements for off-street parking are to be the same as for the most similar use specifically mentioned. Applicants may submit a parking study as part of the development plan that illustrates the actual demand for the proposed use.

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See Sections 30-7.1, 30-7.5 of the Land Development Code, and Policy 2.1.9, Goal 7, Policy 7.1.8, Goal 10, Policy 10.6.1 & 10.6.2 in the Comprehensive Plan.

Discussion/ Notes:

Should parking requirements for specific uses be evaluated and potentially changed?

Should certain uses be further defined or added to the parking requirements table? Uses that currently fall into the “uses not mentioned” category may end up being placed in a category that requires more parking than is actually necessary for that particular type of business because it has been identified as the most similar use.

Should requirements be measured differently for some uses? For example: calculating multi-family residential parking requirements based on the number of bedrooms per living unit as opposed to the number of overall units; or, correlating the number of required spaces for a restaurant to the number of gross square feet versus the number of seats.

For properties located in transect zones that do not require parking, is this allowance appropriate in every situation, given specific locational attributes? For example, when a property directly abuts an existing single-family residential neighborhood (in some cases these adjacent areas may not be zoned “residential”, but may still contain existing single-family development) is it reasonable to allow for excess parking to impact on-street parking on neighborhood streets?

Are existing provisions for flexibility adequate or should they be further defined or modified?

Should the criteria for granting parking reduction requests be reviewed and potentially amended?

Proposed Change: Increase septic tank minimum setback from wetlands

Detail: For new septic tanks, the City currently requires a minimum setback of 150 ft from wetlands, lakes, and the break in slope at the top of bank of regulated creeks. The Health Department requires a minimum setback of 75 ft from wetlands.

Single-family lots with or adjacent to wetlands or surface waters in areas where connection to sewer is not available or is cost prohibitive may be adversely affected by an increase in the setback distance. Single-family home/lot owners have the ability to request a modification from compliance with minimum buffer requirement by the Development Review Board. However, none have ever been requested.

Related Issues:

Initiated by: Commissioner Hayes-Santos

Fiscal Impact: ☒ Yes ☐ No

Stakeholders: Property owners

Timeline: ☐ Slow ☐ Moderate ☒ Fast

Code: [ART VIII. Protection of Resources. Section 30-8.20 M.](#) The installation of new septic tanks is prohibited within 150 feet of the landward extent of a regulated lake or wetland, or within 150 feet from the break in slope at the top of bank of a regulated creek.

Discussion/ Notes:

Proposed Change: Tree mitigation for new single-family dwellings

Detail: Existing single family dwellings have a reduced “tier” of tree regulation/mitigation. However, mitigation for new single family construction is the same as any other construction type, not reduced. Once the structure is complete, the reduced mitigation applies to any future tree removals. Historically, the reduced mitigation requirement was based on single family zoning, but is now based on the presence of a single family dwelling after the 2017 code change. The intent of the reduced mitigation for single family zoning was to reduce the burden of tree removal/mitigation on single family homeowners. One of the challenges, however, was that not all single family homes had single family zoning. As a result, these homeowners not in single family zoning were having to pay full tree mitigation for tree removals. Conversely, not all savings were being passed on to homeowners. Reduced mitigation was also granted to other development in single family zoning (i.e. places of religious worship, schools) and subdivisions where the developers and builders were paying the tree mitigation to clear lots.

The change resulted in concerns from a few citizens looking to develop single family lots. Habitat for Humanity was looking to build on a lot donated by the City of Gainesville after the previous home was destroyed by a fire. The lot had a heritage live oak on it, and the required mitigation at tree appraised value was roughly \$30,000, whereas the lot was only valued at \$13,000. Another example was Mr. Brian Scarborough’s proposed construction of a single family home on NW 24th Street. The 0.5-acre lot had two high quality heritage trees that were to be impacted by construction and numerous regulated trees below heritage size. The total tree mitigation estimate was \$21,075, compared to \$2,200 if the mitigation were reduced due to single family zoning. Mr. Scarborough was able to design around one of the trees, reducing tree mitigation by \$7,600.

In response to the code change and citizen concerns, Tree Advisory Board presented a letter to the Commission in March 2019 recommending that the Commission adopt the reduced mitigation requirement in all cases where the final property use is a detached single family home or lot. The Board also recommended that when platting subdivisions, all lots be configured to allow at least one tree of a high quality species to establish in the front, back, or side yard in addition to the required street tree. The Commission directed staff to work with the Tree Advisory Board on this issue.

Related Issues:

Initiated by: City Commission

Fiscal Impact: ☒ Yes ☐ No

Stakeholders: Tree Advisory Board, single family homeowners, home builders

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: [Section 30-8.7](#) E.3.

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Discussion/ Notes:

At the May 8th Tree Advisory Board meeting, staff discussed several policy options with Board members. Each option has pros and cons for consideration:

1. Reduced tree mitigation for any development with final intended use of single family. All lots in subdivision must be configured to accommodate a mature shade tree in the back or side yard in addition to street tree.
 - a. No single family homeowner would be burdened with high tree mitigation
 - b. Builders may potentially get reduced mitigation if building house before it's sold
 - c. Developer could design subdivision lots to have existing heritage trees instead of common areas so they could mitigate at reduced rate once lots are built. No incentive to design subdivision to preserve heritage trees.
 - d. Requiring space for shade tree in back or side yard could pose conflict for small lots, affordable single family housing
 - e. Any tree planted in the side or back yard of a single family home would not be regulated, unless the tree was a high quality shade tree that eventually grew to heritage size. Difficult to enforce.
 - f. Exempting single family development is essentially choosing one type of development over another. Ex. Duplexes? Townhouses?
2. Reduced tree mitigation for existing single family dwellings.
 - a. Owners of existing single-family homes, regardless of zoning or land use, get reduced mitigation
 - b. Owners of lots to be developed have to pay full mitigation costs
 - c. No benefit in subdivision design to include heritage trees in lots for cheaper mitigation later on – incentivizes preservation of heritage trees throughout
 - d. Difficult to enforce with the City's current review process of building permits, i.e. lots are often cleared before applying for permit
3. Reduced tree mitigation based on single family zoning.
 - a. All new and existing single family development in RSF would have reduced mitigation
 - b. Non-SF development in RSF (i.e. churches, schools, parks), and common areas in subdivisions zoned RSF would have reduced mitigation
 - c. Existing single family homes in PD or other zoning types would not have reduced mitigation
4. Reduced mitigation for all single family lots, except new construction in subdivisions

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- a. All existing single-family homeowners would have reduced mitigation, regardless of zoning
 - b. Homeowner who buys lot in subdivision before construction may have to pay high mitigation costs
 - c. No benefit in subdivision design to include heritage trees in lots for cheaper mitigation later on— incentivizes preservation of heritage trees throughout
 - d. Infill lots and lots in old neighborhoods would not be subject to higher mitigation costs
 - e. Could potentially be problematic by exempting single-family outside of subdivisions, but not those within subdivisions
 - f. What is the trigger before the lots move to reduced rate? Time limit? Number of undeveloped lots left?
 - g. Exempting single family development is essentially choosing one type of development over another. Ex. Duplexes? Townhouses?
5. Exemption/reduced mitigation for affordable housing
- a. Could be incorporated with any of the above
 - b. Would benefit new construction and existing affordable housing
 - c. Multifamily?
 - d. Would not help owners of infill lots who are not building affordable housing (i.e. Scarborough)

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Proposed Change: Offsite mitigation options for strategic ecosystems/ significant natural communities on small parcels

Detail: Add alternative mitigation options for strategic ecosystem resource/significant habitat mitigation for small, isolated parcels. An example could be payment into a fund used to purchase lands for conservation. Current options include establishment of a small on-site or off-site conservation area, which may result in a small, isolated conservation area that does not provide connectivity to larger habitats and does not adequately meet conservation goals.

For new development within areas mapped as strategic ecosystems and/or with significant upland communities, up to 25% or 50% of the project area may need to be set aside for conservation. The code provides off-site alternatives for parcels in which on-site conservation would result in small, isolated conservation areas. However, these alternatives are limited to establishment of an off-site conservation management area of 2 acres for every 1 acre of significant habitat/strategic ecosystem resources to be mitigated for. For parcels less than 5 acres, 1:1 off-site mitigation is allowed if the parcel does not have strategic ecosystem resources. Alternative compliance is permitted under extraordinary hardship or innovative design, but off-site mitigation may still be required.

The challenge with establishing an off-site conservation management area for a small, isolated development parcel is that the only real viable option is to find a small area suitable for conservation that is contiguous with a larger, existing conservation area. For strategic ecosystem resource mitigation, there are some strategic ecosystems that have been so developed there are no viable off-site conservation areas within the same strategic ecosystem. Unless the site has connectivity to a larger natural area, establishment of an on-site conservation management area on a small parcel does not adequately meet conservation goals.

Related Issues: PB-18-000126 (Power Stop Service Station)

Initiated by: City Plan Board

Fiscal Impact: ☒ Yes ☐ No

Stakeholders:

Timeline: ☒ Slow ☐ Moderate ☐ Fast

Code: [Section 30-8.13](#)

Discussion/ Notes:

Proposed Change: Implementation of the Transect Zoning along Waldo Road.

Detail:

Waldo Road is a major arterial that runs in a northeasterly direction across the City from the intersection of East University Avenue and SE Williston Road. The roadway extends across the northeast portion of the City for a distance of approximately five (5) miles. The transect zoning, U-4, U6, U7 and U8 are applied to the area between NE 8th Avenue and East University, a distance of 0.5 miles (see attached maps).

East side of Waldo Road:

The majority of properties along the east side of Waldo Road have a zoning of U4; a cluster of parcels near the intersection with East University Avenue and NE 8th Avenue have U8 Transect zoning. The depth of properties along the east side of Waldo Road ranges from 70 feet to 250 feet but the majority of parcels are narrow and shallow. A large proportion of the area is vacant but improved properties are occupied with residential and civic uses. The area lacks an improved network of streets; there is only one east/west roadway connection to Waldo Road between East University Avenue and NE 8th Avenue.

West side of Waldo Road:

Due to the size and depths of lots along the west side of Waldo Road some developments may experience difficulties implementing the standards of the Transect zoning. Waldo Road is designated a “thoroughfare” street within the City’s zoning code. The thoroughfare designation applies to higher speed and higher volume streets within the City. As such, the maximum setback is up to 100’ from the street curb. The City’s code also prohibits parking in the front of buildings within the transect zones and while this standard is appropriate within an urban context, it poses challenges with efficient site design on shallower properties. Prior to the major Land Development Code update, these properties would have been able to construct a two-sided row of parking with a center drive aisle in front of a new building.

Related Issues: na

Options for Consideration:

1. Reconsidering parking and design standards for “thoroughfare” designated streets.
2. Develop ideas to promote integration of the trail along Waldo Road with the adjacent neighborhoods and any future redevelopment projects.
3. Refer the larger 5 points area for a deeper analysis as part of the Comprehensive Plan update.

Initiated by: City Plan Board Stephanie Sutton

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Fiscal Impact: ☐Yes ☒No

Stakeholders: Engaging surrounding neighborhoods and property owners about developments within the area under a Transect Zoning. Actively involving the appropriate City department about potential improvements to the trail and seeking opportunities for roadway connections across the trail to Waldo Road.

Timeline: ☐Slow ☒Moderate ☐Fast

Code:

[Sec. 30-4.11: Transects Generally](#)

Discussion/ Notes:



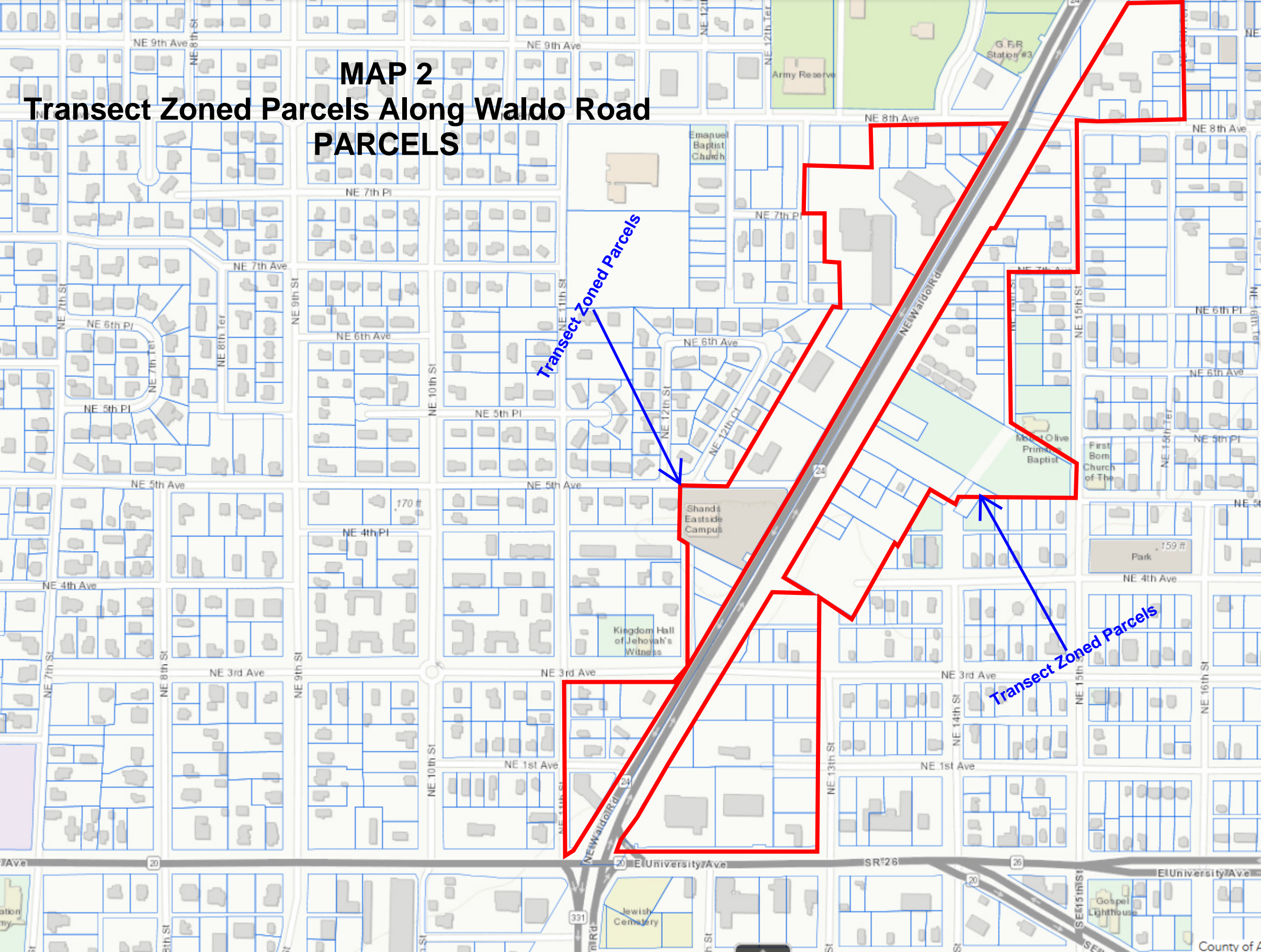
MAP 3

Transect Zoned Parcels Along Waldo Road
AERIAL

Transect Zoned Parcels

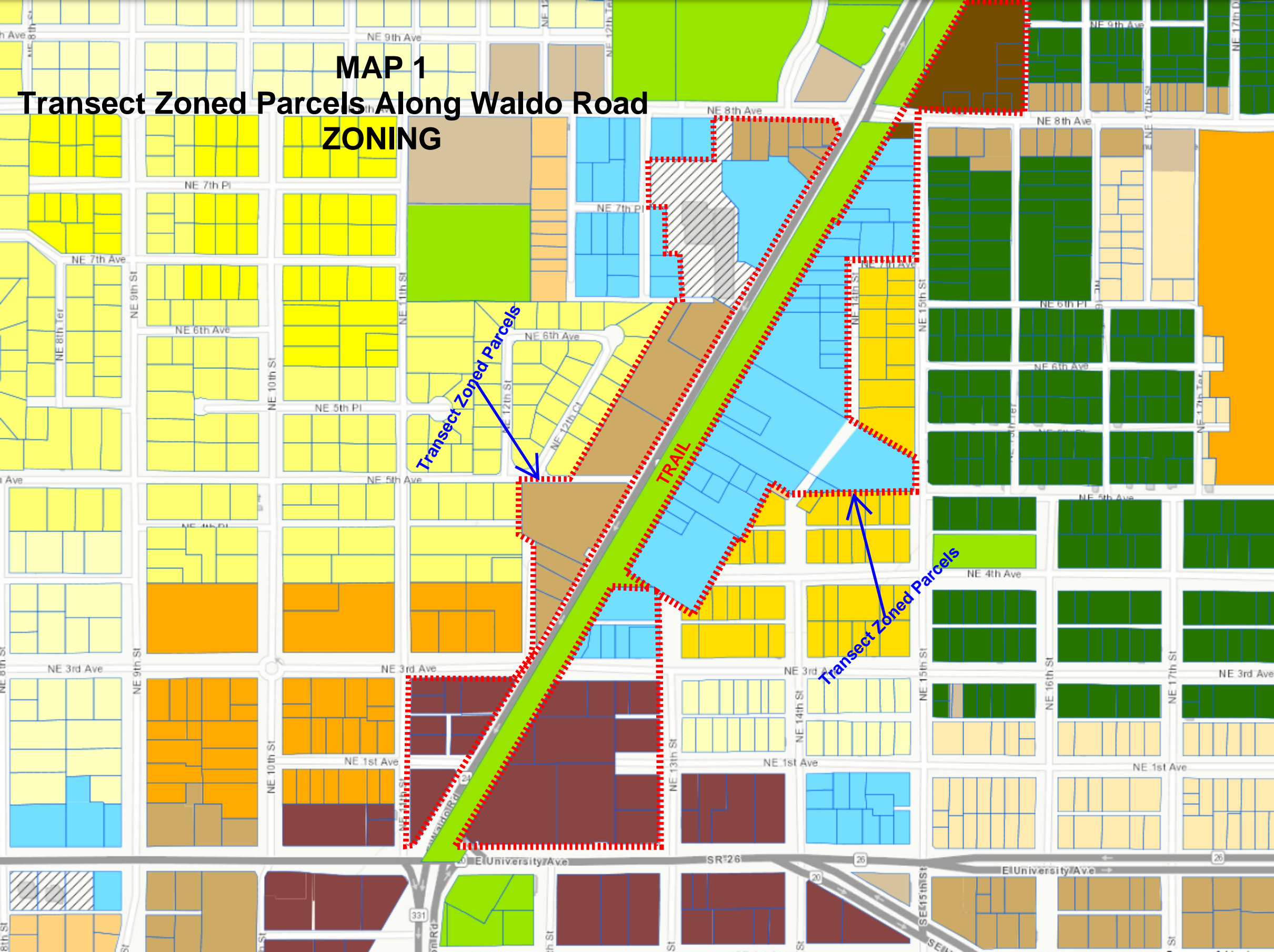
Transect Zoned Parcels

MAP 2 Transect Zoned Parcels Along Waldo Road PARCELS



MAP 1

Transect Zoned Parcels Along Waldo Road



Proposed Change: Digital Access for new development

Detail:

The City of Gainesville's Land Development Code currently requires that new developments place all utilities underground. (Art. VI. Division 2. Subdivisions. Sec. 30-6.6. Design Standards.) Inclusion of conduit and digital infrastructure as part of public works projects is ongoing. Requiring installation of fiber conduit within new developments would need additional policy development. This should be addressed within the Comprehensive Plan update by establishing fiber optics as a necessary utility provided with all new development.

The development of new policy will need to encourage standards for placement of conduit and/or fiber in new developments. The integration of broadband "utility" codes into land development policies and city ordinances could ensure uniform and standardized placement of conduit and/or fiber optic facilities. Codes would need to address how to retrofit and/or require all new commercial and residential developments to install fiber optic infrastructure.

Related Issues: NA

Initiated by: City Commission

Fiscal Impact: ☐ Yes ☒ No

Stakeholders: GRU, Public Works, Carriers

Timeline: ☒ Slow ☐ Moderate ☐ Fast

Code: [Art. VI. Division 2. Subdivisions. Sec. 30-6.6. Design Standards](#); Actual standards for design of trenching and installation would be better housed within a separate code of ordinances

Discussion/ Notes:

Proposed Change: Building Orientation

Detail:

The code requires the main entrance of buildings or units to be placed on the first floor on the more primary street. The current language could be expanded upon to provide more clarification and intent.

Related Issues: Proposed-Building Frontage Requirements in Transects

Initiated by: CPB-Hawkins

Fiscal Impact: ☐Yes ☒No

Stakeholders:

Timeline: ☐Slow ☐Moderate ☒Fast

Code: [Article IV. Zoning, Section 30-4.21 Design Standards, C. Building orientation](#)

Discussion/ Notes:

Proposed Change: Right of Way Vacation criteria

Detail:

The current code requires that all requests for the vacation of streets be for the construction of high density, mixed use projects. Not all projects meet that requirement (i.e. city parks, municipal buildings, single family development, etc.);

Currently the process is initiated through the submittal of an application with a fee of \$921.75 to the Planning Department. The application is then reviewed by staff based upon the review criteria outlined in the comprehensive plan and land development code. The request requires a recommendation by the City Plan Board and the City Commission for final approval.

The code does not require payment for the ROW. State law does not prohibit a municipality from receiving compensation for ROW.

Related Issues:

The same language exists within the Comprehensive Plan (Policy 10.2.2) and would also require an update. Chapter 23-Streets, Sidewalks and Other Places (no mention of ROW vacations)

Initiated by: City Plan Board and City Commission

Fiscal Impact: ☒ Yes ☐ No

Potential fiscal impact could occur if the City requires payment for the vacation of street

Stakeholders:

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code:

[Art. III, Division 8. Right of Way Vacations. Sec 30-3.41](#)

Discussion/ Notes:

Proposed Change: Proposed Gainesville Urban Agriculture Ordinance

Detail:

Draft language was prepared by UF Law Student Associates under the supervision of the UF Conservation Clinic in 2018 with consultation from planning staff.

The draft language defines four types of urban agriculture uses based on the size, zoning, and operations. The second section of this document, under the heading "Standards of Use", sets out the standards limiting the operation, maintenance, and design of urban agriculture projects under the ordinance. The Commission recently approved the creation of a *Food Policy Council* and the draft regulations could be reviewed by the council.

Related Issues:

Initiated by: City Commission

Fiscal Impact: ☐ Yes ☒ No

Stakeholders:

Timeline: ☒ Slow ☐ Moderate ☐ Fast

Code: na

Discussion/ Notes:

Proposed Change: Distance requirement for alcohol establishments within the U-8

Detail:

The code requires an alcoholic beverage establishment to be at least 300 linear feet away from a place of religious assembly and at least 400 linear feet away from a school. However, neither of these distance requirements apply to the U-9 and DT transects. There are many alcoholic beverage establishments, restaurants and places of religious assembly within the Midtown area. The Midtown area is largely zoned U-8 and due to the proximity of these uses the distance requirement can sometimes limit the placement of these alcoholic establishments.

Related Issues: na

Initiated by: City Commission – Hayes-Santos

Fiscal Impact: ☐Yes ☒No

Stakeholders:

Timeline: ☐Slow ☐Moderate ☒Fast

Code:

[Art. V. Use Standards. Division.1. Sec. 30-5.3. – Alcoholic beverage establishments](#)

Discussion/ Notes:

Proposed Change: Demolition by neglect

Detail:

The demolition by neglect provision within the code requires the code enforcement division to provide written notice to historic preservation staff when a building listed on the national or local register has minor/major code violations. The current code should be reviewed in further detail with the Historic Preservation Board for recommendations.

Related Issues: Demolition of historic buildings, Historic designation process

Initiated by: City Commission

Fiscal Impact: ☒Yes ☐No

Stakeholders: HPB, HD residents

Timeline: ☒Slow ☐Moderate ☐Fast

Code:

[Art IV. Zoning.](#)

[Chapter 13 of the Code of Ordinances](#)

[Chapter 16 of the Code of Ordinances](#)

Discussion/ Notes:

Proposed Change: Emergency Radio

Detail: Functioning portable radios are necessary for emergency responders when operating within buildings during a fire or other emergency. Therefore, it is imperative that the radios are able to operate within a building at all times. This is a major concern for emergency personnel when operating within larger commercial or multi-story buildings. More discussion is needed and requires some coordination with the building official and the fire department.

Related Issues: na

Initiated by: City Commission – Hayes-Santos

Fiscal Impact: ☐Yes ☐No

Stakeholders: Building Office, GFR

Timeline: ☒Slow ☐Moderate ☐Fast

Code:

na

Discussion/ Notes:

Proposed Change: FDOT Context Sensitive Areas

Detail: FDOT's context classification describes general characteristics of development patterns located along roadways. The classifications have implications for the design of FDOT road projects along with setting standards for public improvements such as street trees, lighting, sidewalk cafes and other activities that may be located along FDOT roadways. Coordination of local government regulations and context classifications is important so that the best fit for the community can be achieved.

Related Issues: na

Initiated by: CPB-Hawkins

Fiscal Impact: ☐Yes ☐No

Stakeholders: Public Works, Mobility, FDOT

Timeline: ☒Slow ☐Moderate ☐Fast

Code: na

Discussion/ Notes:

Proposed Change: Historic Designation Process;Downtown Historic District

Detail:

The nomination process for historic designation requires the submittal of a form to the city. The application then requires action from the Historic Preservation Board, City Plan Board and City Commission for final approval. However, there is no formal process outlined within the code for the designation process. Generally, designation of historic districts require surveys of the area, establishing potential boundaries, and concurrence of a majority of property owners.

This will be reviewed by the Historic Preservation Board for recommendations.

Related Issues: Demolition of historic buildings

Initiated by: City Commission

Fiscal Impact: ☐Yes ☒No

Stakeholders: HPB, Hylton

Timeline: ☒Slow ☐Moderate ☐Fast

Code:

[Art IV. Zoning. Division 5.Special Districts. Sec 30-4.28.](#)

Discussion/ Notes:

Proposed Change: Residential Conservation

Whether multifamily development is appropriate on land designated *Residential Conservation (RC)* and, if so, what should the minimum dimensions be of a property to be developed as multifamily.

Detail: *Residential Conservation (RC)* zoning districts have a minimum lot size requirement of 3,000 sq. ft. The RC zoning district currently allows both one and two-family dwellings (duplexes) at a density of 12 units/acre. RC zoning is intended to reflect the type of small lot older development pattern found in historic neighborhoods in Gainesville. Many of the RC zoned neighborhoods were developed before the WWII housing boom and as a result have a greater diversity of housing typologies and street networks.

Related Issues: na

Initiated by: CPB-Hawkins

Fiscal Impact: ☐Yes ☒No

Stakeholders: RC property owners

Timeline: ☒Slow ☐Moderate ☐Fast

Code:

[Art IV. Zoning. Division 3. Residential. Permitted Uses.](#)

Discussion/ Notes:

Proposed Change: Exempting new construction from building sidewalks.

Detail:

Currently, the code requires sidewalks for all new construction with limited exceptions for tree protection and topography. Some infill projects within neighborhoods with limited frontage and/or a lack of an existing sidewalk network may not meet the outlined exceptions.

The introduction of a fee-in-lieu for sidewalk construction would need to address: Management of the program, fees, parameters, whether or not the fees should only be used for projects within the immediate area/neighborhood/district

Related Issues: na

Initiated by: CPB-TH

Fiscal Impact: ☒Yes ☐No

Stakeholders: Public Works, Mobility

Timeline: ☒Slow ☐Moderate ☐Fast

Code:

[Art. V. Division 6. Transportation. Section 30-6.18 Sidewalks and Shared-Use Bicycle Paths.](#)

Discussion/ Notes:

Proposed Change: Single Room Occupancy

Detail: Single Room Occupancy (SRO) is not currently defined within the code. But a general definition would be a form of housing where residents or individuals rent single-occupant rooms that can be either furnished or unfurnished. Most would be viewed as either a form of multi-family or co-housing. Implementation of SROs would require a definition, determination regarding building code requirements, and allowed density. This could be addressed through the Comprehensive Plan update.

Related Issues: na

Initiated by: CC-Ward

Fiscal Impact: ☐Yes ☒No

Stakeholders:

Timeline: ☒Slow ☐Moderate ☐Fast

Code: na

Discussion/ Notes:

Proposed Change: Rezone properties to a category that is more compatible with the character of the Pleasant Street Historic District.

Review whether the DT (Downtown) zoning category is appropriate for properties within the Pleasant Street Historic District.

Detail:

Several properties in the south and eastern portions of the district currently have DT zoning. The mix of uses in this transect zone district is extensive, from single-family dwellings to multi-family dwellings; from offices to retail sales. The number of stories allowed by right in the district is 12, while up to 14 stories is allowed with bonus points. The fear may be that high density multi-family development or some type of nonresidential use could be proposed in the district that would not be considered appropriate to the historic character of the neighborhood. The district is adjacent to downtown Gainesville, providing quick access to the services available in the downtown area, making Pleasant Street a desirable location for those uses

Although any proposed new development would have to go before the Historic Preservation Board for review of the new construction to make sure it is consistent with the design guidelines, the board would not have any say in the proposed use.

Related Issues: Neighborhood Compatibility

Initiated by: CC

Fiscal Impact: ☒ Yes ☐ No

Stakeholders: Pleasant Street, HPB

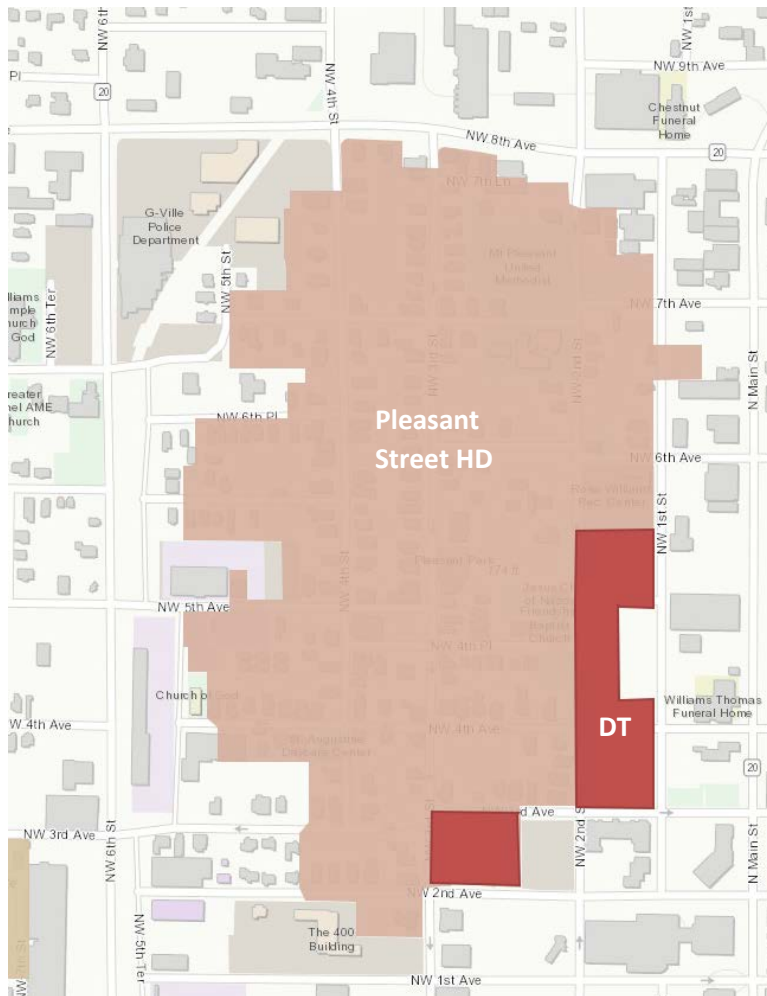
Timeline: ☒ Slow ☐ Moderate ☐ Fast

Code:

na

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Discussion/ Notes:

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Proposed Change: Heritage Overlay District

Detail:

The heritage overlay district is an overlay zoning district that is intended to maintain, protect, conserve and preserve residential areas with a distinct visual identity by regulating development to ensure compatibility with the existing style, character or identity of the district area. This provision in the Land Development Code allows property owners the opportunity to request the city to impose additional regulatory requirements on their residential area in order to help conserve the design and visual characteristics that give the area a distinct identity and a harmonious appearance.

Up to this point in time, the heritage overlay district has never been used. Sec. 30-4.27.D and E list the criteria that need to be met for an area to be designated a heritage overlay district. One of the criteria is that the properties for the district shall have RSF-1, RSF-2, RSF-3 RSF-4, or RC zoning, leaving out other zoning districts that may have residential areas that have distinctive style and character.

The process involves review and approval by the City Plan Board and the City Commission. Architectural expertise will be needed by the applicants to meet criteria in order for the area to be eligible for designation as a heritage district. These criteria involve identifying visual characteristics that create a distinct identity, determining that an area has distinguishing characteristics of an architectural style, or identifying the character of a geographically definable area possessing a significant concentration of buildings or structures united by its plan or physical development.

The heritage overlay district may be used if there were more zoning districts that were eligible for designation. Several districts outside of the single-family districts and RC can have significant amounts of single-family development, including RMF-5 and Urban 1. Both districts have maximum densities that are comparable with the current eligible zones (12 units per acre for RMF-5 and RC; 8 units per acre for Urban 1 and RSF-4). The uses allowed by the single-family districts and Urban 1 are very similar.

The procedure for application and designation of a heritage overlay district involves the submittal of a petition requesting imposition of the overlay district on a particular area. Section 30-4.27.F.2.a. indicates that the petitioner shall be an owner of property within the area and shall be the designated contact person responsible for processing the petition with the city. This implies that the process of establishing a heritage overlay district is a neighborhood process where the work is done by the

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citizens who live in the area. However the work involved (as well as the cost of processing the item through the City review process) is comparable to a zoning change or some type of development plan review, which would likely be processed through the City by an engineering/architecture/planning firm. Section 30-4.27.F.2.a. could be amended to allow the petitioner to be an agent who is representing a property owner in the designated area or the neighborhood area as a whole.

Related Issues: Historic Preservation districts

Initiated by: CC

Fiscal Impact: ☒ Yes ☐ No

Stakeholders:

Timeline: ☒ Slow ☐ Moderate ☐ Fast

Code:

[Article IV. Zoning. Division 5. Special Districts Sec. 30-4.27](#)

Discussion/ Notes:

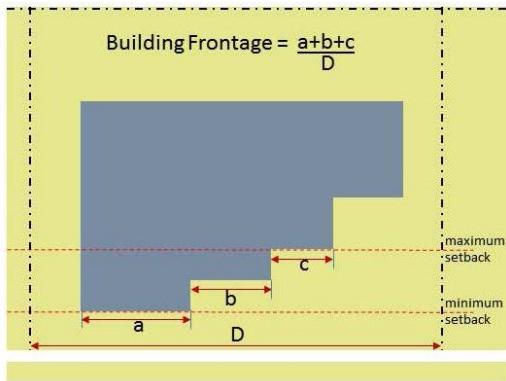
If a heritage overlay district is established, it will have a heritage overlay district board to vote on all of the regulated work items as specified in the design standards report. There appears to be no provision for staff approval of particular items that fall below a certain threshold.

There may be a financial burden for those areas that may want to become a heritage overlay district. The cost of establishing a district is the same as for a rezoning (\$3,391.25) and there would be additional costs in hiring an engineering/architecture/planning firm to do the survey work and come up with guidelines. The City may want to consider using staff to work with these areas and come up with guidelines but there may be a cost in terms of more funding and possibly more staff needed to do the necessary work.

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Proposed Change: Building Frontage Requirements in Transects

Detail: This requirement is intended to create street walls along streets in transect areas by requiring a “continuous building presence along streets.” This regulation has been difficult to interpret and apply to certain building uses and types in the transect zones. Gas stations, drive-through, and smaller footprint retail and service buildings have struggled to meet the minimum % of building frontage which in some districts is up to 80%. Currently the code provides relatively few options for providing alternative means to meet the frontage requirements (building, tree preservation, and canopy/trellis extensions). Additional options could include garden walls, public art, or other ideas.



Related Issues: Building Orientation

Initiated by: CPB

Fiscal Impact: ☐Yes ☒No

Stakeholders: Developers and Contractors, residents,

Timeline: ☐Slow ☐Moderate ☒Fast

Code: [Art.IV, Division 2. Transects. Sec. 30-4.13. Building Form Standards. B. Building Frontage.](#)

Discussion/ Notes:

Proposed Change: Corridor Plan for University Ave

Detail: University Avenue is a gateway corridor within the City of Gainesville. Corridor plans generally create a distinct sense of place in the community while focusing on mobility improvements (pedestrian, vehicular, public transit etc). A more focused corridor approach could be achieved as part of the Comprehensive Plan process.

Related Issues:

Initiated by: CPB-TC

Fiscal Impact: ☒Yes ☐No

Stakeholders: Business owners, property owners

Timeline: ☒Slow ☐Moderate ☐Fast

Code: Currently there are no corridor plans in the COG. Former special plans were removed from the code in the last major LDC overhaul.

Discussion/ Notes:

Proposed Change: DT U-9 Areas-Density

Detail: The current code allows for higher density within the U-9 and DT transects. U-9 currently allows 100/125 units per acre and DT allows 150/175 units per acre. This is a significant change in density between the two transects. Interest was expressed in exploring whether current densities need revision.

Related Issues:

Initiated by: CC-AHS

Fiscal Impact: ☐Yes ☒No

Stakeholders:

Timeline: ☐Slow ☒Moderate ☐Fast

Code: [See zoning tables](#)

Discussion/ Notes:

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Proposed Change: Midtown Area Density

Detail: Midtown is approximately located along W. University Ave. between NW 13th St. and NW 20th Dr. Midtown has a higher density within the U-8 and U-9 transects along University Avenue and lower density transects (U-4-U-6) on the interior of the neighborhoods north of University Ave.

Related Issues: (Proposed) Zoning Changes along 13th/University, (Proposed) DT/U-9 changes

Initiated by: CC- Hayes-Santos

Fiscal Impact: ☐ Yes ☒ No

Stakeholders: Property Owners, neighboring property owners

Timeline: ☐ Slow ☒ Moderate ☐ Fast

Code: [See zoning tables](#); map attached.

Discussion/ Notes:

