

Introduction to the City of Milton Unified Development Code And Summary of Changes for Articles 4 - 13

Articles 1 and 2 are the Title and General Definitions Articles. Very little change occurred within the Articles. As the Code takes shape definitions may be added to Article 2 in order to insure congruency. Article 3 will be one of the last Articles to complete, it is the list of Zoning Districts and the Zoning Map.

INTRODUCTION

Conventional Zoning:

From its inception, Conventional Zoning has focused primarily on the separation and segregation of land-use types. This includes the regulation of buildings and structures, permissible property uses, and the resultant control of development intensity through simple geometric parameters (floor area ratios, setbacks, height limitations, dwellings/acre, and parking requirements). This has been accomplished in the City of Milton, nearly to a fault.

In the past, the separation of uses through conventional zoning played a large part in the City's responsibility to protect the health, safety, and welfare of its citizenry. Now and over the last three decades, however, focus has shifted both nationally and locally, towards a new paradigm of public safety and municipal obligation. The provision of public safety through zoning can be considered, these days, not as a solid wall but more as a rubber band.

The hard and dirty industrial uses that once required segregation no longer exist in the City, and many times the separations of commercial activities and residential neighborhoods are being considered more as an inconvenience instead of as a necessity. People, and especially young people, want to walk to the grocery store, red box, the yogurt shop, and the deli; they don't want to have to get into their cars and drive miles to get a few things. The glory days of the automobile, our "chariots of wonder," have passed; if the City wants private investment, and a vibrant, active community, it will have to allow for more flexibility in its zoning and land use practices.

What is a Unified Development Code?

A Unified Development Code (UDC) combines zoning and subdivision regulations, as well as other City land development ordinances, such as sign regulations, into a single unified code. The UDC will be the "rule book" for land development and buildings within the City of Milton. Currently these "rules" are contained in separate ordinances. The purpose of combining these and kindred ordinances is to assure

consistency among development requirements, make it easier to develop land, and to make sure that the review and approval processes are as complete and efficient as possible.

Why update the Zoning Code?

The current Land Development and Zoning Codes do not adequately implement or address the community's goals for accessibility and sustainability, nor do they able to attain the newly adopted Comprehensive Plan's goals, policies, and objectives. In addition, many of the zoning district regulations don't relate to the current built environment, they create nonconformities, or they don't allow for the desired forms of development. In many instances, the code appears to contradict itself and can often times send the user, especially a layman, on a lengthy and confusing search for answers.

There are times when what is appropriate is mired by a rigid set of regulations based upon early intent and outdated information. The new code will seek to provide more flexibility through appropriateness being defined by site characteristics, community goals, impact, scale, and use as well but not as centrally as the current code delivers.

What is the relationship between the Comprehensive Plan and the UDC?

The UDC will be the key tool in implementing the City of Milton's Comprehensive Plan. The Comprehensive Plan, which was adopted in 2014, provides mapped and written policy about how land should be managed and how development should occur. The UDC will take these policies as its base and provide a set of development regulations, generally organized by district, each containing specific regulations key to those policies. A zoning map will identify the location of these districts, thereby specifying the development requirements affecting land within the City.

The goals and objectives of the adopted Comprehensive Plan include attracting new residents and investment to Milton and to provide for vibrant, connected, and walk-able community areas. How is the UDC helping to control sprawl, and implement these "place making" goals?

The 2014 City of Milton Comprehensive Plan contains policy directives aimed at creating multi-modal and pedestrian friendly areas within the City. Here are just a few ways that the UDC can help to implement "place making" concepts:

- The UDC can help to preserve and support the character of the planning area's stable residential neighborhoods, and can encourage reinvestment in the traditional urban core within the City's

Historical and Downtown Neighborhoods. It can also allow for more flexibility in the corridors and help to create common places within the established residential and commercial areas.

- The residential zoning districts may have to be reevaluated and recalibrated to help ensure that investment and reinvestment in the neighborhoods of the City will continue to occur. This may also help to increase investment and development in the older neighborhoods, without the need for property owners to jump through hoops or navigate a complex variation process while at the same time helping to improve transportation and connectivity.
- The UDC should allow for a wider variety of housing units and approval of limited commercial activity at certain locations within or adjacent to many existing neighborhoods. It should also require these same limited commercial hubs, improved access, and increased park space for new neighborhood developments.
- The UDC should seek to reduce minimum parking requirements in general. These provisions encourage reinvestment, redevelopment, and infill in the already developed areas of the City by eliminating potential obstacles to reuse, and allowing development to occur on parcels that may previously have been considered undevelopable due to their inability to accommodate larger required amounts of surface parking.
- The UDC should encourage increased mixed-use, compact, walkable development in line with the goals of the City's Comprehensive Plan. Importantly, the UDC should seek to expand the City's mixed-use environment to facilitate the redevelopment of retail centers and strip malls into mixed-use environments, with standards to encourage a coordinated environment of commercial and residential uses that will be pedestrian-friendly and include appropriately dedicated public spaces.
- Consideration should be made for a series of roadway standards in the UDC that incorporate the principles of "Complete Streets." These principles should encourage the design of street environments that are both safe and efficient for all modes of transportation, from pedestrians, to bicycles, to public transit and private vehicles. The City has passed a Resolution in support of Florida Department of Transportation (FDOT) projects which utilize these principles.
- Conservation design elements should be required to protect environmentally sensitive areas and to reduce stormwater issues within the Planning Area, specifically those areas near the flood plain, the Blackwater River and Locklin Lake. These elements should also be provided as a

voluntary option for development and redevelopment in other areas and should encourage the preservation of open space by incentivizing the development of a more compact residential environment.

- Finally, the UDC should provide guidance related to new annexations by the City with standards to ensure that new annexation does not adversely affect the planned development pace of growth or redevelopment in other areas of the City.

The current Code can and does provide for some of the above elements. However, in keeping with the vision and scope of the Comprehensive Plan many aspects of the existing code appear to fall short.

Moving forward, will the UDC may seek to take a stronger stance on signage and advertising within certain districts of the City?

These provisions, if preferred, should stem from an identified desire among residents and officials to improve the appearance and reduce the impact of “visual clutter” and the impacts of signage in the commercial areas and corridors of the City. The current code has been identified by staff as cumbersome and difficult to traverse at times. Clarity and more consistent design standards could be adopted that would improve the aesthetics of our roadways and appeal to commercial investment. Adoption of new sign standards will ultimately seek a uniform and consistent aesthetic that can be easily enforced, while at the same time illicit “buy-in” from commercial establishments and the community as a whole.

Downtown Sub-Districts should be identified and further related to existing plans, such as the Riverfront Master Plan.

As the “heart” of the planning area, the Downtown and Historic areas demand a higher level of attention. Though Downtown is a concentrated geographic area, it comprises numerous character areas. By working to combine and connect them, as the Riverfront Master Plan seeks to accomplish, it will help to create a dynamic experience for residents and visitors. These character areas should be further acknowledged and defined in the UDC, and specific requirements should be instituted to ensure that the unique characteristics of each area are reinforced. The Downtown Sub-Districts would be identified through detailed mapping and field work, and would respond to existing features and characteristics, as well as the land use objectives of the Comprehensive and Riverfront Master Plans. The UDC will be fully supportive of the goals and objectives of these Plans, and will seek to ensure that achieving the identified goals become easier under the new, tailored sub-district regulations.

What Uses will be permitted where?

Use Matrices should be developed in the draft UDC to ensure that uses permitted in each district are specifically tailored to the character and purpose of that district. That being said, little change is anticipated to occur in the permitted uses in the pre-defined and existing districts. Many of the existing zones are clearly designated as they should be, however, adopting more refined design standards could improve aesthetics and functionality while appealing to residents and visitors alike.

The current use structure employs a kind of “pyramid approach,” wherein a zoning district will allow a referenced set of uses from another district, with an additional set of permitted uses included “on top,” specific to that district. This has led to and can further lead to land use regulations that make it difficult to determine exactly what uses are allowed within a district without referring back in the ordinance to multiple sections and referenced districts. Further, it can lead to inconsistencies or contradictions if the ordinance is amended and a particular reference is missed.

The Use Matrix which should be included in the UDC, should make it easier to determine which uses are allowed in each zoning district, and closely tie those uses to the purpose of the district and in-turn the design standards associated with it. As increased emphasis shall be placed less on the actual use and more on the design and function of the use in relation to its surrounding, this will serve, in essence, to broaden the available uses as opposed to restricting them.

The UDC will continue to include landscape and tree preservation requirements.

Trees and landscape provide numerous benefits to a community and its residents. Studies have shown that street trees and landscaping can provide not only aesthetic and environmental benefits, but social and economic benefits as well. Landscape and tree preservation requirements will be included in the UDC through protection of existing trees and expansion of tree and landscape requirements for new development and roadway projects.

What is the time-frame for moving forward with the City of Milton Unified Development Code?

A draft of the City of Milton Unified Development Code will be taking shape over the next six to eight months, as we continue to meet and discuss the issues of concern. A number of public outreach meetings should be occurring during and following conceptualization and an initial draft. After public input has been received and changes made to address the identified issues, adoption will occur through the State and local mandated processes. Overall, this process could potentially take up to 12 months to be finalized.

Please Note That:

None of the above is “set in stone;” we will continue to welcome comments, questions, concerns, and suggestions about the uses allowed, design standards, and site development in each district as we move through this process. Official, staff, and public input is not only required but will be greatly encouraged moving forward. The department seeks a deep and complete understanding of citizen desire on not only the above indicated issues but on others that have not been addressed.

As we continue to meet over the next several months we will ask that each of you review the sections of the code that pertain to your department and areas of concern. At subsequent meetings we will seek to address those areas one-by-one in a timely fashion in order to insure all concerns are met. We will be seeking your recommendations and reasoning behind the recommendations at your scheduled time. We will make every effort to incorporate your recommendations into the final version of the Unified Development Code.

A schedule of departments and general timelines will be completed prior to the next meeting. Please start to review the Sections of the Code that you will be making recommendations on.

Thank you.

ARTICLE 4: ZONING DISTRICT REGULATIONS

Article 4 is an integral part of what may become the new Unified Development Code for the City. It is the basis for the various Zoning District designations. Article 4 provides for the dimensional standards within the districts which will essentially direct the form of growth in those districts. Article 4 also addresses some of the design standards relating to street frontages and encroachments into Right-of-ways.

Main Areas of Difference:

- 1) Site Standards**
- 2) Manufactured Home and Park Standards**
- 3) Commercial District Standards**
- 4) A new Zoning District: The Downtown Core Mixed-Use District (DCMU)**

5) A potentially new Zoning District which will seek to provide for growth in areas currently outside of the City: The Urban Village (UV)

Generally

The UDC will create an environment that will provide more flexibility for developers through the allowance of increased and diverse uses while requiring improved aesthetics, pedestrian access, and sustainable design. Aspects of the current code, the New-Milton Overlay, the Corridor Overlay, and the Traditional Neighborhood Development Overlay have been melded into the new Code, replacing some standards and shrinking or stretching others in order to provide for the desired direction of growth. The UDC puts an increased emphasis on the core downtown areas, expands the mixed use areas and seeks to provide a framework for growth throughout the entire community.

Design standards within the districts generally reflect what is found within the above mentioned overlay districts. The standards themselves aim to create a setting that will attract investment and infill with modest additional architectural and aesthetic requirements on such things as ground level transparency, entry level features and roof design features. Commercial standards, in general, reflect those that are found within the existing Corridor overlay and the existing R-C1 district.

1) Article 4 addresses dimensional standards taking into consideration the requirements set forth in the City's current Zoning Districts while seeking to expand on them by adjusting coverage ratios, setbacks, building heights and other. In some instances the UDC will require larger minimum lot size and at the same time provide the opportunity for development to increase in size while also incentivizing decreases in impervious surface area. This will be advantageous for the City's overall stormwater management system while giving property owners and developers the opportunity to build slightly larger (square footage) homes and commercial structures.

Current Code Provides for a 30% lot coverage ratio in nearly all residential districts. The UDC increases lot coverage by 5% in the R-1AA through R-2 districts while also restricting the impervious surface area to the same ratio as allowable lot coverage. For instance in the R-1A district, minimum lot size could stay at 9,000 square feet, while lot coverage and impervious surface is increased to 35%. The UDC will allow for an increase of nearly 500 square feet of structure (using the minimum lot size and setbacks) and if the developer decides to increase the structure size to the maximum allowable, the driveway, walkways, patios, and any other hard surfaces, within the lot, will have to be constructed of permeable materials. This will allow developers to continue to improve parcels as they currently do now, meaning that the developer will be able to build the same size buildings, accessory structures, and driveways and

so forth. However, if they would like to build a bigger house or structure on the same sized lot, they could, as long as they provide the required difference in an approved pervious material driveway, walk, and/or patio areas.

The code speaks specifically to the approved pervious materials. The list found within the code as well as the related regulations may be adjusted moving forward (with further research) to insure proper installation of approved materials. Moving forward, lot coverage and impervious surface areas, as well as lot sizes may fluctuate in trying to find the perfect balance between the desired growth and the incentive for more sustainable development.

Site coverage within the commercial and mixed-use districts has also increased slightly. However, the lot coverage in the Commercial districts is applied as impermeable surface area only. The lot coverage ratio is currently at 50% in many commercial districts. The UDC provides 60% impermeable surface allowing for an additional 10% lot coverage but that "lot coverage" includes the parking lot, which the existing code does not. This means that Commercial development could build a bigger structure but they would in turn have to provide increased permeable surfaces within their parking lots or increase the number of tree islands, given parking standards would be met.

Note: Increased stormwater retention systems designed to keep stormwater on site could potentially allow for applied credits toward impermeable surface ratio calculations in commercial districts.

The height of structures with a residential component has been raised to 36' in general with the exception of Multi-family dwellings within the R-C1 district (48'), Manufactured Homes (20'), and mixed use structures within the DCM which are 48'. The height of non-residential structures has in general been raised to 48' as well. Similar to the existing code, there is a provision that allows for variation in standards provided the developer meets the required number of bonus criteria as well as fire and life safety requirements.

2) Article 4 addresses the construction of and siting of Manufactured Home Parks (MHP) and singular Manufactured Home sites. The code sets dimensional requirements for MHP's and single sites that are slightly larger than the existing code in some respects and mimics the existing code in others. Singular Manufactured Home sites have larger lot size, smaller side setbacks and larger rear and front setbacks. The minimum lot size for an MHP is the same as the existing code but the minimum lot width has been increased in the UDC. The UDC prohibits Mobile Homes within the City and exclusively allows for Manufactured Homes within the R-U District only.

3) Commercial district standards have been adjusted to promote parking in the rear of the structure in order to create an improved aesthetic and access management. Minimum rear setbacks have been increased to 50% of lot depth while minimum front setbacks have been decreased to 10% of lot depth. This seeks to produce a “Main Street” type aesthetic throughout the community while augmenting pedestrian friendly design and safety. Other dimensional and design/architectural standards reflect, in general, what is currently found in the Corridor Overlay district especially within the “new” C-2 district.

4) The Downtown Core Mixed-Use District has not been mapped as of yet but is envisioned as that area currently defined as the Tourism District. This district will allow for the continuation of the type of development found on Willing Street. It allows specifically for increased heights, 0 or very limited setbacks, encroachments into the right-of-way above the ground floor, as well as other regulations that will provide for a dense commercial and mixed-use development that will mimic that “Main Street” aesthetic currently found on Willing Street. The district is envisioned as the **core** of what will be a mixed-use residential commercial area running the length of the Riverfront and west to the Trail. The D-CM however, will only provide for residential uses above the ground floor and will have increased design standards to insure that the aesthetic is appealing to commercial development while keeping with the historical design of the surrounding area.

5) The Urban Village Zoning District is essentially a Planned Development Project zoning district. As there is very little room left within the City for the sort of large development the district would require to be implemented. It is envisioned as a zoning designation for those areas outside of and generally to the north of the City. There are issues that still need to be worked out in relation to County’s zoning of those lands that may become part of the City’s legal boundary in the not-too-distant future. The zoning district could be utilized within the City’s boundaries given the right conditions but for the most part is directly related to the City’s expansion.

The UV district calls for increased density, improved walkability, mixed use, and focal points which neighborhoods are built around. These points could be a park, a government complex, or a commercial center. The development would be designed to provide for access very similar to the Traditional Neighborhood design in which residential units will be within a shorter walking distance of these center areas envisioned as commercial/employment/social hubs.

NOTES: The current code addresses, within the various zoning designation sections, site dimension, use, use standards and other standards such as parking and lighting in some instances. Article 4 only addresses site standards, barring the few design standards that concern the buildings size and type.

Use, use standards, and site development standards will be addressed in the coming articles: 6, 7, 8, and so forth.

ARTICLE 5: USES

Article 5 contains Use Definitions and a Use Matrix. The Matrix which indicates which Zoning Districts the various uses will be allowed in. A number of additional use definitions have been determined to belong within the sections of Article 5. In order to insure that the UDC meets the City's needs, the use definitions and matrix will continue to expand or contract as we move through this process.

Article 5 reflects a shift away from the current code which identifies allowable uses and those other uses provided by special exception within each section of the code. The UDC will not have any statements referring to uses allowed in the other Zoning Districts like the current code utilizes, to a fault. The UDC provides all allowable uses as well as those allowed by special exception in one *Use Matrix*. The matrix provides an easy and accessible way to determine what uses are permitted in each zoning district.

Some definitions have been changed from the City's existing code to insure complete understanding by the reader. For example, *Manufactured Home* and *Mobile Home* definitions have been expanded to include the passage of the Federal National Manufactured Housing Construction and Safety Standards Act to insure that the two structure types cannot be confused.

Permitted uses have been expanded in general. The Single Family districts, R-1AA and R-1A, allow a few more uses by special exception. The other residential districts allow more uses as well. Though the permitted uses have expanded in many cases, the regulations on the design and site development standards have been or will be increased. The Use Standard column will be filled in with reference to the appropriate section of Article 6 as we complete Article 6.

ARTICLE 6: USE STANDARDS

- Principle and Temporary Uses

Article 6 addresses those principle and temporary use standards relating to the uses provided for in Article 5. Other than format, very little has changed in relation to what is currently found in the City's Code and what is found in the proposed Article 6. Uses that the City currently regulates have changed very little. Some additional uses have been provided for to ensure a more complete list of standards.

For instance, Article 6 provides Community Garden, Outdoor Dining and other standards that the current Code does not. In an effort to more fully represent various trends in growth and development, use standards for alternative energy sources have been added as well; these include standards for solar farms and wind energy systems.

Article 6 consolidates these use standards into one Article. Currently, these standards exist throughout various parts of the Land Development Regulations.

ARTICLE 7: ON-SITE DEVELOPMENT STANDARDS

- General Requirements, Exterior Lighting, Accessory Structures and Uses, Environmental Performance Standards

The Lighting Standards described in Article 7 include the current code's language relating to Street Lighting but also expands City requirements to include a lighting plan submittal for residential and commercial development to include single family and duplexes, luminaire standards, and other.

Article Seven describes the site standards for the various allowed accessory structures and uses. Site standards for the allowable accessory uses are very similar to the current code. Additional accessory uses have been provided for and some language has been added to ensure a better understanding of intent and purpose. Additional uses and structures include Book Exchange Boxes and Apiaries as these uses appear to be growing in popularity. There is an expanded subsection on Amateur or HAM radio standards to differentiate between satellite dishes and radio equipment. Article 7 also expands upon the livestock requirements in the RU district providing standards for animals other than horses.

The Fence and Wall requirements of Article 7 have been expanded to include broader Temporary and Special Districts Standards which limit the type of material in the Historic District as well as the time limits for certain temporary type fencing.

The Environmental Performance Standards relate to those requirements for such things as noise, dust, and other externalities for the uses, accessory uses and structures allowed. The language found in the section is very similar to what the code currently provides.

SUMMARY OF CHANGES ARTICLES 8 & 9 –

Article 8. Resource Protection Standards

There is very little change in the first five sections, as much of the existing language is considered sufficient in addressing current growth and development needs. However, within the Vegetative Buffer subsection language was added to address any changes to existing projects.

Also, within this subsection, language was added in reference to allowable development within and encroachments into wetlands. The new language simply states that impermeable surfaces shall be limited and stormwater BMP's shall be utilized whenever possible.

In the Blackwater River Protection section, language referencing a 1995 septic tank conversion date was removed, the language now states that conversion is required. Special uses are now also required to meet the 30 foot setback requirements near the Blackwater River.

The Wellhead Protection, Historic Resource, and Archaeological Resource language has not changed.

The Tree Protection section is currently sufficient and has not been adjusted.

Section 8.7 Landscape Requirements, contains the great majority of the changes.

One of the most important aspects of this section is the requirement of a Landscape Plan submittal for all development other than Single Family and Duplex Residential. The Plan requires pre and post construction landscape details identifying locations of existing and proposed structures, irrigation, stormwater and drainage, plant locations, quantities, and so forth.

Furthermore the code requires specific landscape design standards and references a Plant Palette, which needs to be created. The new code also calls for low impact design and increased xeriscaping coinciding with the adopted Comprehensive Plan. The new code also calls out irrigation design standards some of which are found in the Florida Friendly model code which seeks to minimize water waste and improve water quality.

There is also the addition of plant diversity requirements in an effort to increase visual interest and prevent the spread of disease. Currently the Corridor Overlay requires 25% difference in species across the board, while the new code requires a decreasing percentage based on the number of planned trees and type.

The new code requires parking lot landscape regardless of the district. The new code will require a parking lot island every 10 spaces instead of 15 as the current code allows for. It also calls for a minimum 10 foot landscape strip where the lot abuts any street lot line as well as a shrub every 5 feet and a shade tree at the equivalent of every 30 linear feet. The current code provides similar

requirements within the various commercial districts and Corridor Overlay. The Overlay requires 15 foot minimum strip with a four foot side walk included (the sidewalk requirements in the new code will be addressed in the access management article), the C-1 through 3 districts, require a 10 foot strip with a shade tree every 50 feet and three shrubs in between. Overall, the required amounts of trees and shrubs are increased.

The new code, in addition to the required street strip, also requires buffer yards. Buffer yards are a minimum 10 foot strip of land composed of a fence or landscape or both depending upon the use and district. For instance a simple landscaped buffer yard may only be required (provided it has sufficient screening) for a mixed use structure in the R-2 district, while a fence and landscaping will be required for a commercial structure that abuts any residential district or use. The current code has some screening and buffer requirements, however, the new code seeks to expand upon them across all zoning districts.

The new code has additional or supplemental landscape and screening requirements for the R-C1 district which mimic the current TND overlay standards. There are also additional standards for the new Downtown Commercial Mixed-Use (D-CM) District that require the provision of street trees but allow for alternatives to include increased outdoor seating, open space, or other, contingent upon approval. This allowance is provided due to the crowded nature and limited space of the area. There are also many street trees currently provided in the area.

Article 9 Stormwater Management

Much of the language is similar to the current code. Some additional language has been added to ensure that the requirements incorporate new technologies and that the code is more-well-rounded moving forward.

A subsection regulating underground stormwater systems has been incorporated into the code. The language includes design criteria as well as inspection and maintenance requirements which the current code does not address.

The non-conforming development language has been adjusted to allow for a decreased percentage of redevelopment without having to meet the current standards. The current code calls for 25 percent or 1000 square feet, the proposed language calls for 10 percent or 500 square feet of impervious surface and allows for the 25% and 1,000sf. for pervious. Language has also been added to address redevelopment which does not necessarily change the amount of impervious surface. The proposed language would require that new construction standards are met when a project is in excess of 50% of

the properties assessed value. Furthermore, if a redevelopment project exceeds the 10 percent rule yet does not add 50% or greater of its value in improvements, then at least the first one half inch of stormwater must be retained given the redevelopment.

Additional language in this article references non-residential retrofits and incentives. This language is meant to encourage those non-residential existing structures which are non-conforming, to undertake various retrofitting activities by incentivizing stormwater runoff reductions. The language proposes to reduce stormwater fees by up to 50% if a reduction or retention of the first half inch of rain on site can be demonstrated and up to 100% if the first 1 inch of rain can be retained on site.

There is also an additional section of performance standards in the D-CM which would require development and redevelopment in the district to retain the first one half inch provided the development could not meet the first one inch retention requirement because of the existing density of the district. If neither of those could be met then the development would be required to pay an additional stormwater fee.

Summary of Changes: Article 10 – Off-Street Parking and Loading

Parking standards in the UDC are similar in many respects to the existing Code with some minor adjustments as well as some fairly significant additions. The changes or differences in the existing code and the proposed UDC are presented below:

| Current | Proposed |
|--|--|
| Change in Use | |
| Must meet additional required parking. | If less than 10% increase, not required. |
| Change in Intensity of Use | |
| Must meet additional required parking. | If less than 10% increase, not required. |
| Additional Parking and Maximum Spaces | |
| Corridor Overlay 10% Maximum | 10% Maximum in all commercial districts. |
| Required Off-Street Bicycle Parking | |

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| None | Certain uses over a certain square footage in the R-C1 and C-1 zoning districts are required to provide a limited number |
| Shopping Center | |
| 1 space/600 sq. ft. | 1 space/500 sq. ft. |
| Defined as one or more retail stores. | Defined as a group of three or more. |
| Pervious Pavement and Landscaping incentives | |
| None | + or – 20% of required spaces with pervious materials; + or – 10% with increased Landscaping |
| Required Parking Chart/Table | |
| 35 uses | Expanded to 77 uses |
| Additional R-C1 Standards | |
| R-C1 | R-C1 and NMTOD standards combined; Residential Development has a min. and max number of spaces. |
| All (100%) enclosed parking for apartment & condos | 75% for apartments and condos, % adjustments with pervious pavement and landscaping installation. |
| Design of Vehicle Parking | |
| Residential alley access – none | Where alley access exists – parking must be in rear yard |
| Non-Residential uses – none | Parking may be off-site up to 500 ft.; Parking requirements may be satisfied by available public parking in the D-CM and R-C1 upon approval. |
| Parking Lot Design | |

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| General requirements contained in other sections of the proposed UDC | Includes accessibility (ADA) language, Striping requirements for lots of greater than 4 spaces, minimum lot dimensions based on stall angles, required curbing or wheel stops when lot abuts walkways and other, surfacing requirements that encourage pervious materials and allow for residential concrete wheel strips instead of full driveways. |
| Bicycle Parking Design | |
| None | Includes location, spacing, and dimension standards |
| Off-Street Loading | |
| Designed as safe and convenient | General use and size requirements; rear of buildings requirement, Structures 50 yrs. or older may be exempt, also sets minimum dimensions including length, width, and clearance. |
| Driveway Design | |
| Residential max – 30 ft. | Residential max – 30 ft., min 12 ft. |
| Non-Residential max – 40 ft. | Multi-family & Non-Residential max – 40 ft., min 24 ft. |
| Slope at driveway/curb cuts – none | Designed to limit runoff from right-of-way – between 8 and 12 % slope from street grade to landing. |
| Vehicle Parking and storage | |
| Commercial Vehicles – does not allow for parking, in a residential district, of semi-trucks tractor trailers and other. | Further defines commercial vehicle and provides a time frame of normal business hours for allowed operational parking only. Also prohibits |

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| | overnight parking of commercial vehicles in public parking lots. |
| Recreational Vehicles - Residential Requirements | |
| Allows for two rec. vehicle to be parked or stored in the front yard. | Allows for only one recreational vehicle to be stored or parked in the front driveway |
| Allows for a 3 ft. setback from fence or property line | Provides for a 5 ft. setback with as little as 3 ft. when circumstances require. |
| Parking Exemptions | |
| None | Development on lots of less than 5000 sq. ft. in the R-C1 zoning district are exempt from parking requirements; development without an aboveground residential component in the D-CM may be exempt upon approval; Neighborhood commercial uses within the R-C1, R-2, and R-3 districts may be exempt upon approval, Existing structures with a lack of sufficient space due to lot size are exempt. |
| Shared Parking | |
| Allowed | Further defines calculation methodology |

Summary of Changes: Article 11 – Right-of-Way and Access Standards

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| Current | Proposed |
| Block Design | |
| Blocks over 900 ft. shall provide a pedestrian easement | Blocks shall not exceed 1000 ft.; same easement over 900 ft. |
| Right-of-Way Standards | |
| Complete streets design not required | Complete Streets design required |

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| Horizontal Alignment – not specified | Horizontal Alignment – Specified for major, collector, and minor streets |
| Street grades – not specified | Street grades – specified for major and minor streets |
| Street jogs – 125’ | Street jogs – 100’ |
| Curb radii – 30’ | Curb radii – 25’ |
| Street Intersection – not less than 60 degrees | Street Intersection – not less than 50 degrees. |

There are a number of Right-of-way (ROW) diagrams that indicate the varying elements and widths of the different rights-of-way within the City. The current code provides for a number of different rights-of-way and corresponding widths, though the proposed language breaks the different rights-of-way into different classifications based on type. Where the current code indicates Collectors shall have a 60’ ROW, the proposed code breaks collectors up into 4 different types, each with their own ROW width. The new code provides up to a 105’ ROW in instances where the collector is a divided-four lane with turning lanes included. Overall, the ROW widths increase across the board.

Much of the Access Management standards in the proposed language emulate the existing, however some requirements have changed:

| Current | Proposed |
|---|--|
| Sight triangle at driveways – 25’ | 20’ |
| Limits one access point for property frontage of less than 150’ on a Collector to one. | Single family and two family dwellings can have one access point but may have two when the lot frontage is greater than 120’ to provide access to the backyard or for a circular drive. |
| Townhouse and multi-family dwellings – not specified | Limited to two access points per frontage |
| Generally – limited to two driveways on any single property, unless frontage exceeds 660 | Non-residential development is limited to two driveways per frontage. Length of 600 feet or |

| | |
|---|---|
| feet and access volume exceeds 5,000 vehicles/day. | more may have one additional access point for each 500 feet over the initial 600'. |
|---|---|

Corridor Overlay standards are intact

Sidewalk Design Standards:

Required on at least one side of all rights-of-way

Bicycle Lane Design Standards:

Where required or incorporated into ROW - must meet FDOT and/or other FHWA standards.