



Urban Design Policies: Drive thru, Parking, Tree Mitigation, and LED Signage

*Follow up presentation on recent urban design
discussions*

Recent Urban Design Issues

- Temporary Parking, Drive Thru and related Urban Design
- Use of Tree Mitigation responsibilities to allow for some planting of larger trees and some tree related infrastructure improvements
- LED Signage in Transit Oriented Developments

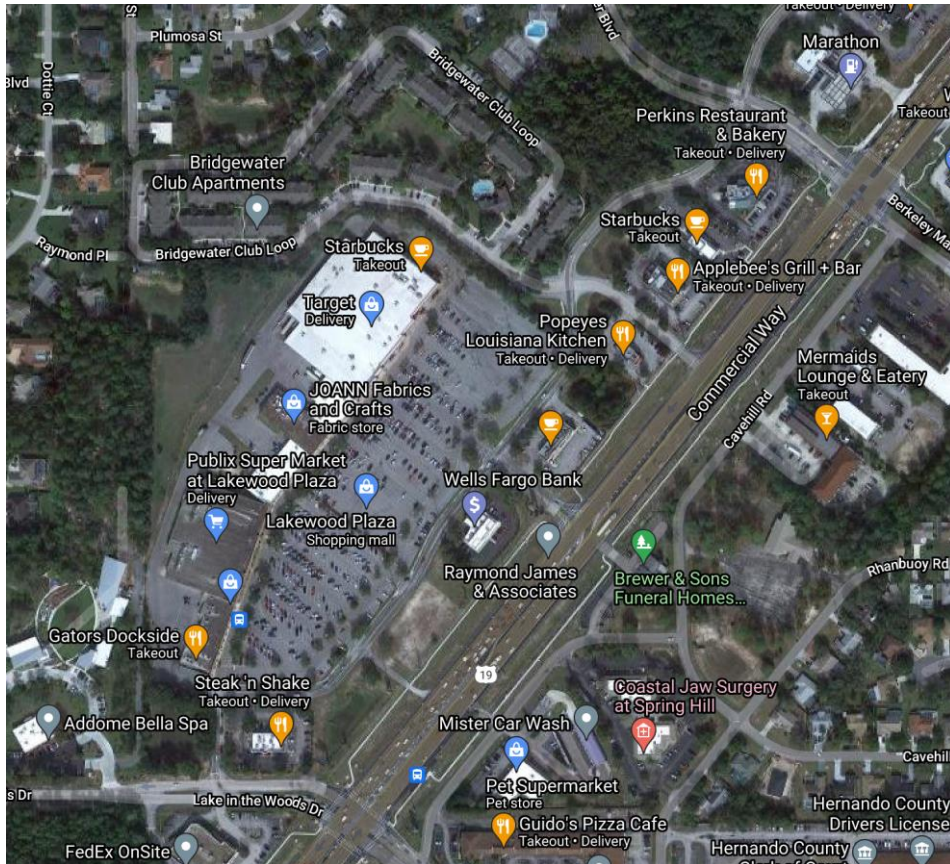
Temporary Parking, Pickup and Urban Design

- 3/23 Board Motion: *Direct staff to bring back proposals for increasing drive ways or temporary parking for pickups and drive thru.*
- 4/13 Board Motion: *Staff look into recommendations for drive-thrus and other delivery options in high traffic circulation areas in recognition of the new business models in the pandemic environment.*
- Related Policies: Urban Cluster Design, Activity Center Design, and TND Design

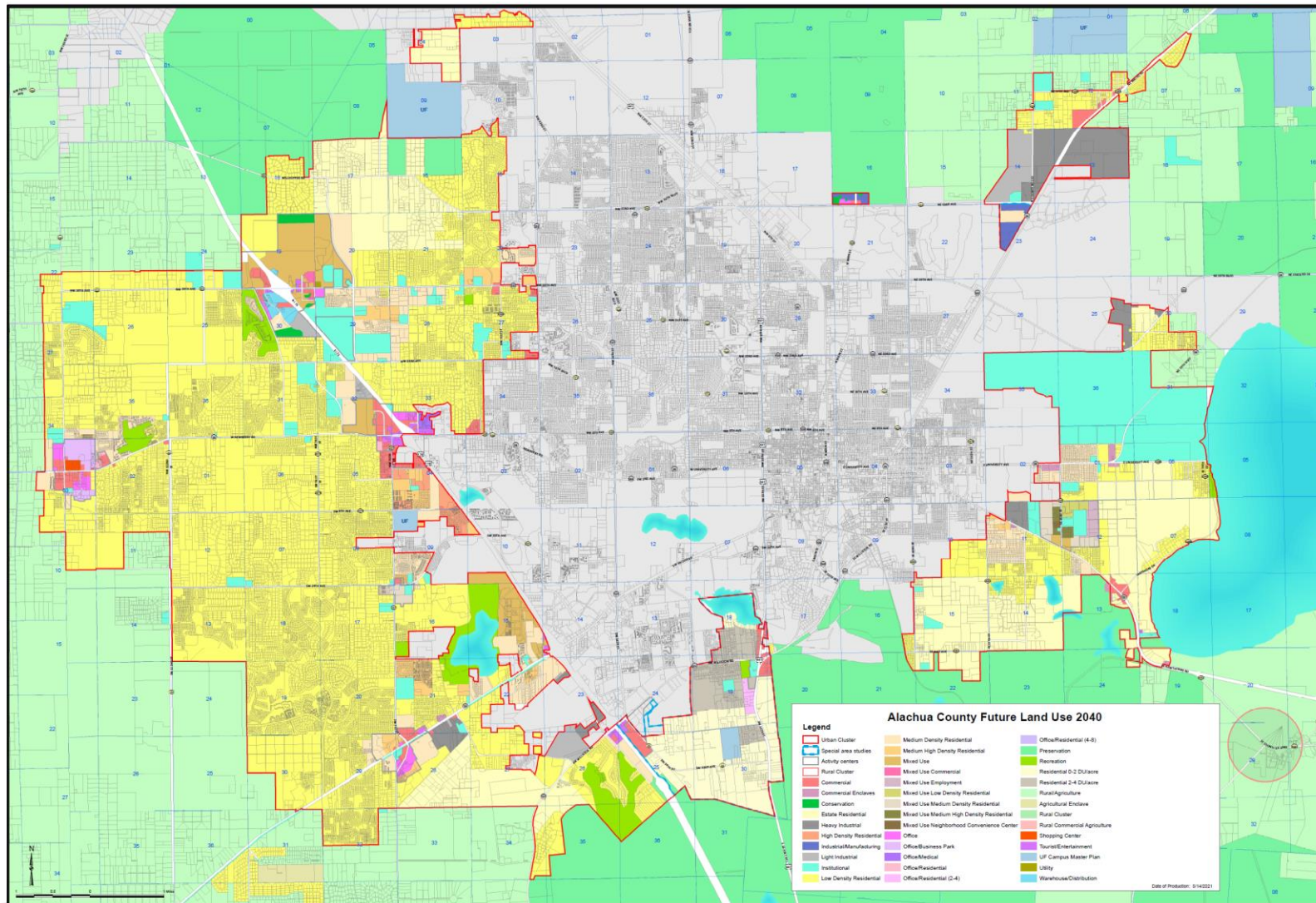
County Urban Design Comp Plan and Code History

- Generally a gradual move away from auto-oriented suburban design towards mixed-use pedestrian scaled development
- Activity Centers (1990s)
- Traditional Neighborhood Development / Transit Oriented Development (2010)
- Urban Cluster TND Default (2020)

County Urban Design Comp Plan and Code History

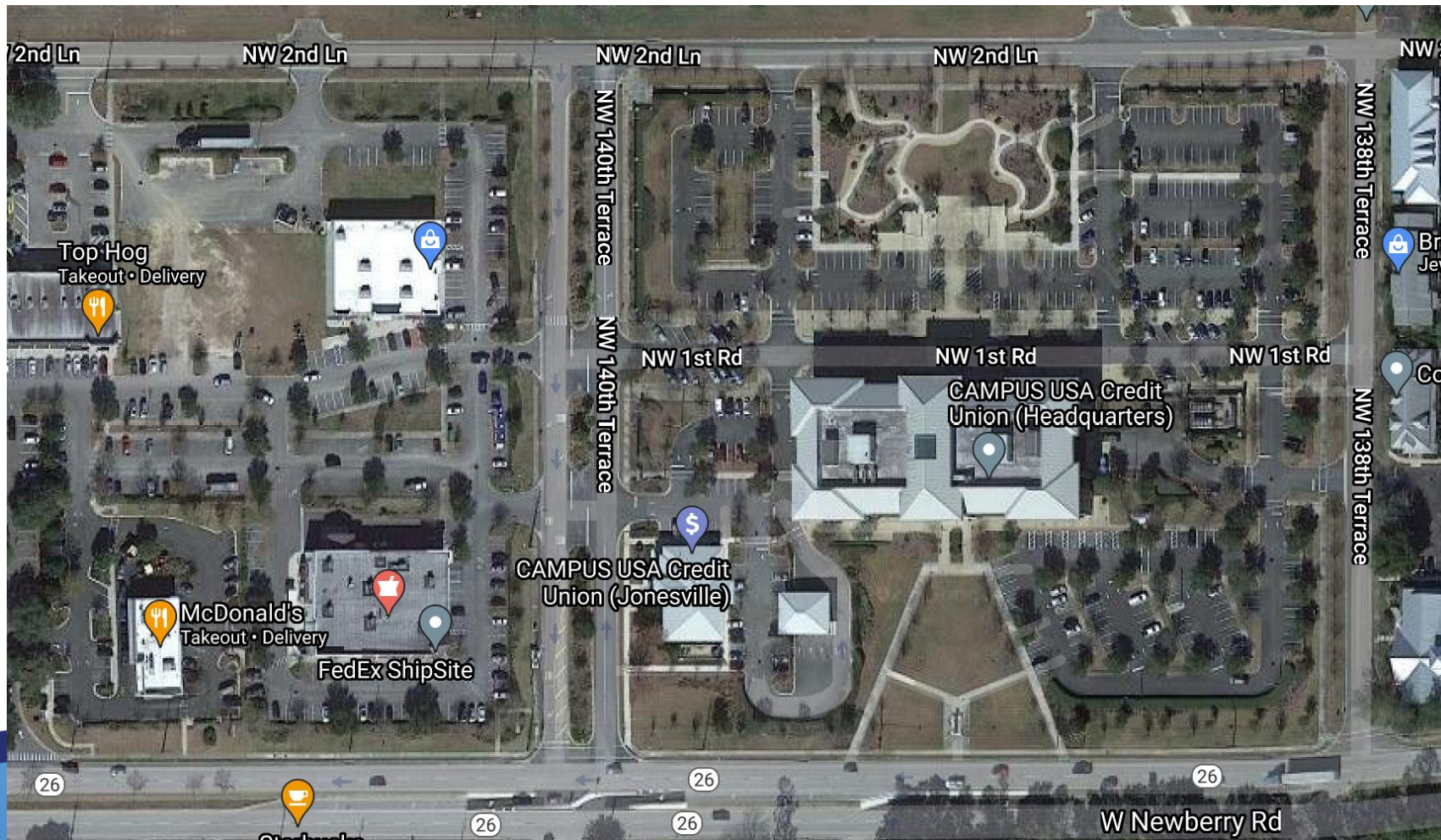


County Urban Design Comp Plan and Code History



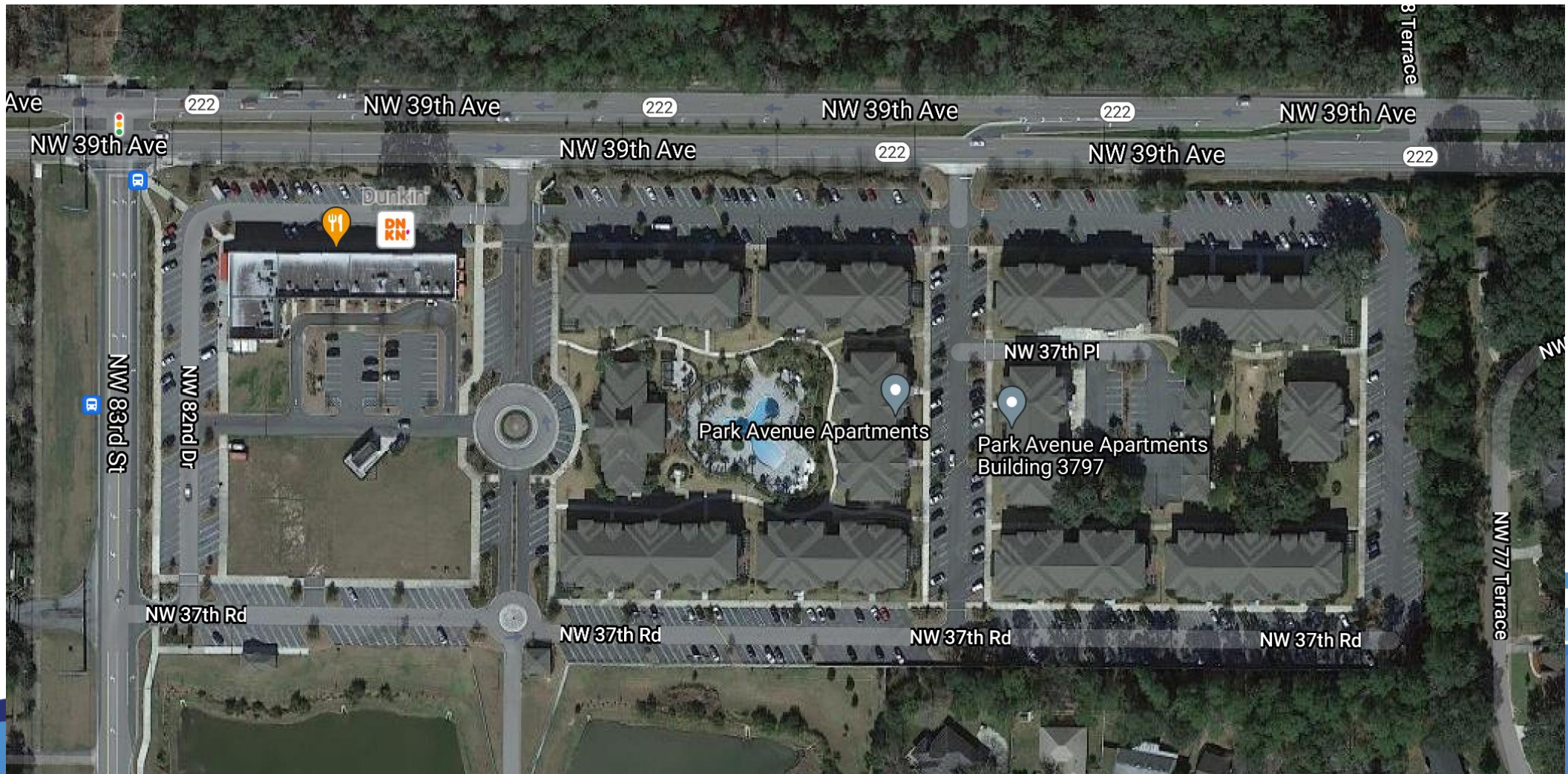
Temporary Parking, Pickup and Urban Design

- Early Comp Plans / Activity Center Concept (ULDC Chapter 405, Article 5)



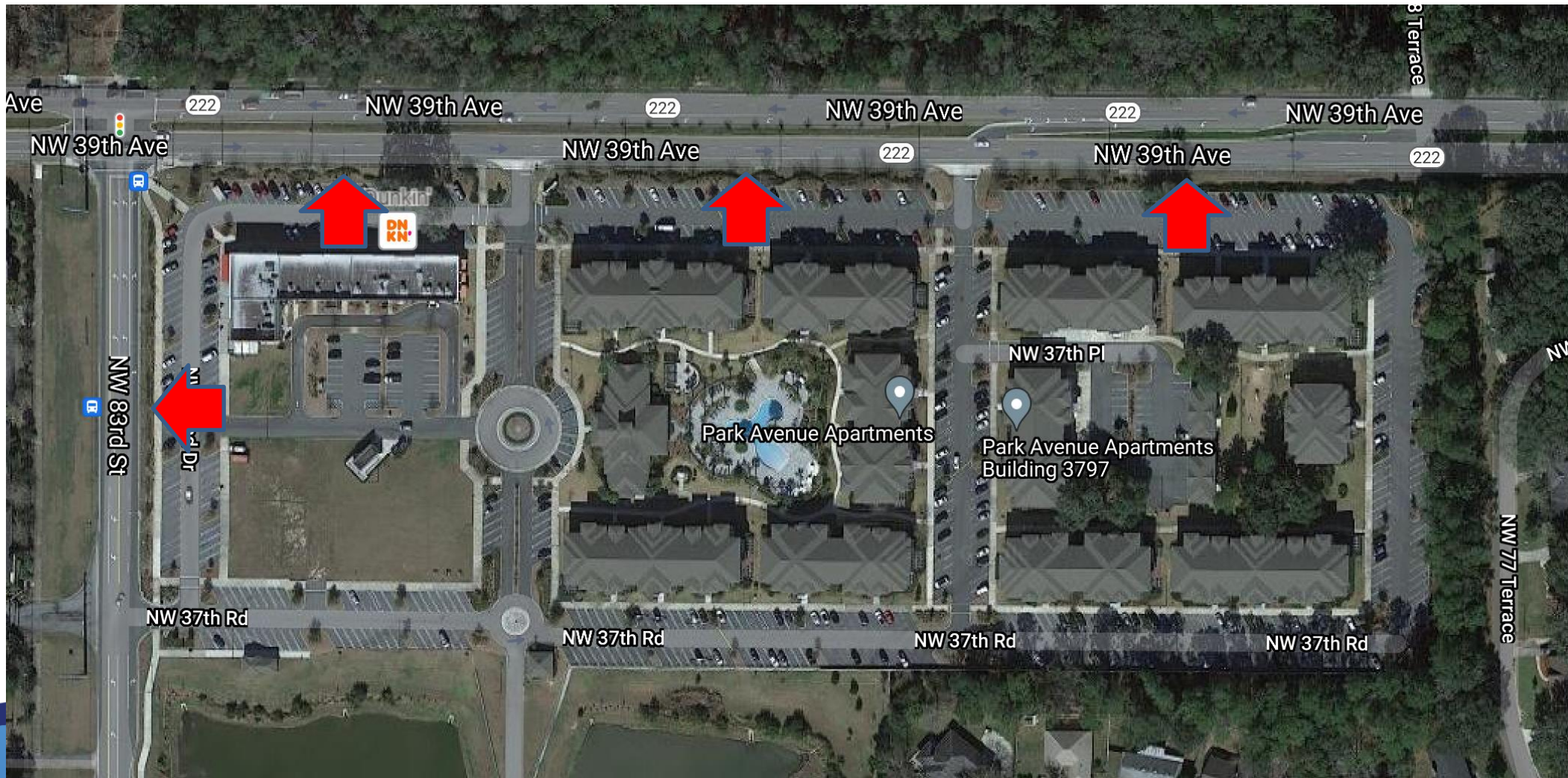
Temporary Parking, Pickup and Urban Design

- TND/TOD Standards (Chapter 407, Article VII)



Temporary Parking, Pickup and Urban Design

- TND Requirements – 2020 Code Update



Temporary Parking, Pickup and Urban Design

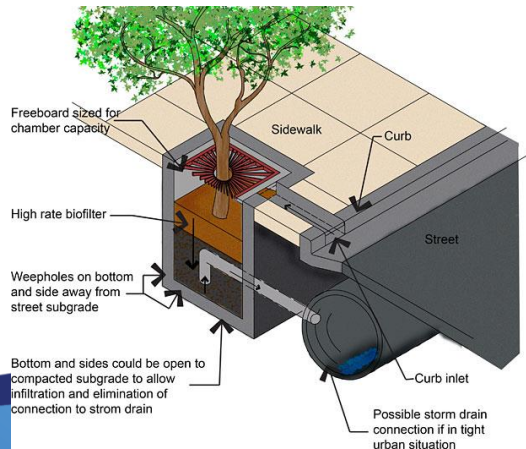
- Issues raised with Staff from members of the development community:
 - Offstreet parking required behind buildings
 - Required screening of Drive thru lanes
 - Building fronts oriented towards streets and required to have pedestrian entrance at the front of the building
 - TND offstreet parking maximums for non-residential development (3 spaces/1,000 sq ft)
 - 2020 TND Code update which eliminated allowance for parallel street adjacent to collector and arterial roadway (Park Ave & Newberry Park design)
 - Temporary parking for Covid related pickup demand
- Additional provisions could be added for temporary parking (generally unpaved, on future building pads)
- Staff seek Board direction on which of the above, if any, the Board wishes staff to address in an upcoming Code update.

Tree Mitigation: Larger Trees and Infrastructure

- 3/23 Board Motion: *To direct staff to bring back language to incentivizing larger trees in areas where it would promote screening and walkability. Also language that would encourage the planting of trees from the County's preferred trees list in areas with utilities and right of ways by allowing some percentage of tree mitigation to be used for that infrastructure.*

Tree Mitigation: Larger Trees and Infrastructure

- Allow up to some percentage of calculated mitigation cost may be utilized by the developer to offset:
 - 1) True cost of planting larger diameter trees than required
 - 2) Cost of infrastructure necessary to reduce tree/utility conflicts such as tree wells, shared utility trenches, flowable fill, sheet piling, etc.

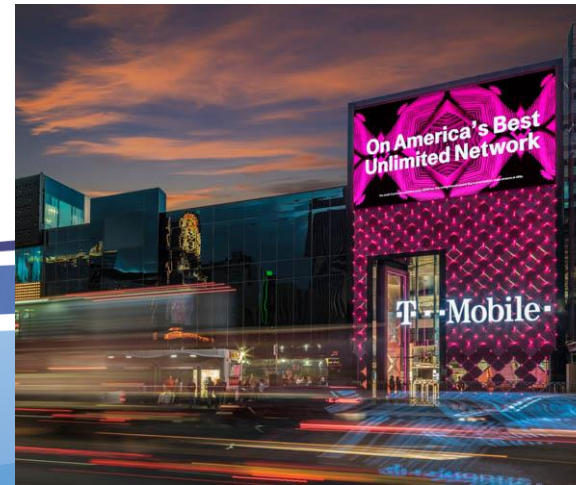


Tree Mitigation: Staff analysis

- Any changes should be rolled into larger landscaping ULDC update which includes coordination with GRU, FDOT, and other stakeholders.
- Any reduction in tree mitigation “fee-in-lieu” may reduce County tree planting programs ability to plant additional trees on public lands.
- Potentially explore utilizing tree planting program funds on infrastructure mitigation on public projects.
- Larger trees do take longer to establish. Rule of thumb: One year of establishment for every additional caliper inch.
- County “Tree List” is the required planting list. Discussion amongst GRU and City of Gainesville to update to a coordinated list.

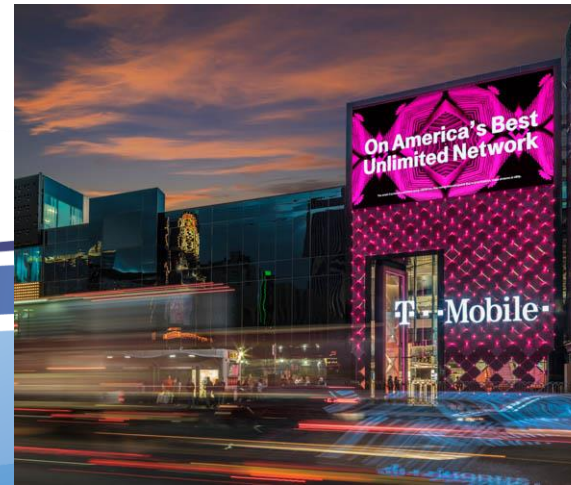
LED Signage and Driver Safety

- Systematic literature review recommends against LED signage which changes frequently and visible from public roadways.
- Document included in backup
- LED signage which is uniquely visible to pedestrian areas and not visible to public streets (IE, the pedestrian promenade at Celebration Pointe) is not currently regulated by the Alachua County ULDC and is therefore allowed.



LED Signage and Driver Safety

- Signs within 660 feet and visible from I-75 would require a permit from FDOT.
- FDOT Regulation
 - *Multiple messages: Your sign may display multiple messages, provided you do not have more than two sign faces for each direction the sign is facing. Mechanically changeable and digital display panels are allowed provided the static display time is at least 6 seconds, and the time to change from one message to another is no greater than 2 seconds. Scrolling or animated images are prohibited. If your sign is digital, the time to change from one message to another must be instantaneous.*



Recommendation

The BOCC hear the presentation and provide direction to Staff for Code changes related to any of the issues discussed.