



# ALACHUA COUNTY GROWTH MANAGEMENT DEVELOPMENT SERVICES STAFF REPORT

## UNIFIED LAND DEVELOPMENT CODE TEXT AMENDMENT

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**SUBJECT:** A County-initiated request to amend the Unified Land Development Code.

**APPLICATION NUMBER:** Z25-000010

### CHRONOLOGY:

Request to Advertise	02/25/2025
Board of County Commissioners Policy Workshop	06/03/2025
Board of County Commissioners Adoption Hearing	08/12/2025

### STAFF RECOMMENDATION:

For the Board of County Commissioners to approve County-initiated amendments to the Unified Land Development Code (ULDC).

1. Convene as the Land Development Regulation Commission and find the ULDC amendments consistent with the Alachua County Comprehensive Plan.
2. Reconvene as the Board of County Commissioners and approve the ordinance and authorize the Chair's signature on the ordinance.

### SUMMARY OF PROPOSED AMENDMENT:

The proposed amendments aim to update ULDC Sec. 407.02 Permitted building area to allow accessory structures and buildings, including carports, in the front yard building area with limited standards. Definitions proposed for accessory structures.

## **Staff Analysis of the Proposed Text Amendments**

### **Comprehensive Plan Consistency**

Staff finds the proposed amendments to be internally consistent with the Alachua County Comprehensive Plan as a whole, and with the following policies, as applicable:

#### **Topic: Accessory Structure Allowance in Front Yard Building Area.**

Analysis: Residents have requested permits to place a carport on their existing driveway and other types of accessory structures in their front yard. However, ULDC Sec. 407.02 prohibits any accessory buildings or structures in the front yard, except for those agricultural zoned lots not part of a platted subdivision, with limited standards.

During a policy workshop on June 3, 2025 the Board of County Commissioners motioned to bring back appropriate setbacks standards, height, area, lot size and any character considerations moving forward with expanded allowance of types of structures in the front yards. Staff propose standards for accessory structures in front yards, subject to limited standards for type, placement, number and size.

### **Transportation Element**

*Policy 1.1.8 The following are internal street network requirements for all development within the Urban Cluster:*

- (a) Developments are required to design and construct a continuous interconnected network designed to safely calm traffic and encourage walking and bicycling throughout the development.*
- (b) Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for streets and alleys. Standards shall promote walking and biking, ensure safety for all users and allow for emergency access.*
- (c) A connectivity index standard shall be developed to ensure adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and motor vehicles.*
- (d) Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints. To plan for future adaptive redevelopment of adjacent developed land, cross-access shall be provided even if a cross-access connection on the developed land does not currently exist. Cross-access connections shall be paved to the property boundary. All private streets shall provide full access to the general public.*
- (e) Internal streets shall connect to stub-outs provided by adjacent developments.*
- (f) Developments shall provide a pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development. The multi-use paths shall connect open space areas, adjacent developments, and existing or planned bicycle pedestrian facilities along collector and arterial roadways.*

- (g) *A developer shall be allowed to propose a plan to provide a network of shared or separate facilities to provide mobility through low speed electric vehicles. The plan shall address safety for all modes of transportation with particular attention paid to bicycle and pedestrian interactions.*

**Policy 1.3.3** *Alachua County will incorporate within their Land Development Regulations provisions which address the following:*

- (a) *frontage road, joint access, or cross access easement requirements, where appropriate.*
- (b) *mandatory off-street loading and parking*
- (c) *intersection/interchange locational restrictions for land uses, including distance requirements for access cuts near intersections and interchanges*
- (d) *building setback requirements*
- (e) *design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)*
- (f) *intersection spacing standards*
- (g) *minimum maintenance responsibility requirements*
- (h) *sight distance standards*
- (i) *incentives to mitigate poor traffic access/hazardous situations*
- (j) *standards to eliminate traffic conflicts with bicyclists and pedestrians*
- (k) *highway safety for all users*
- (l) *commercial signage/utilities restrictions within rights-of-way*
- (m) *FDOT Access Management Classification System and Standards*
- (n) *cross-access and stub-outs to adjacent parcels*

**Policy 1.6.5** *Streets and roads shall be designed such that automobile and non-automobile modes of transportation are equitably served to the greatest extent possible. Design will include public and emergency vehicle access. Such designs shall include strategies to calm automobile traffic, provide a pleasant pedestrian environment, and create safe, balanced, livable streets, such as:*

- (a) *narrow travel lane width,*
- (b) *minimum turning radius,*
- (c) *bike lanes,*
- (d) *pedestrian-friendly frontage uses and design,*
- (e) *street trees, street furniture, and landscaping,*
- (f) *wide sidewalks,*
- (g) *crosswalks, and/or*
- (h) *gridded street system of short blocks.*

### **Fiscal Impact Analysis**

*Impact on the initial cost of housing and the long-term cost of homeownership.*

The proposed amendments will not cause an increase to the initial cost of housing and there would be no impact on the long-term cost of home ownership.

*Impact on the County and County Taxpayers.*

There are no costs to the County or to County taxpayers resulting from these amendments.

## STAFF RECOMMENDATION

Staff recommend that the Board of County Commissioners approve the County-initiated text amendments to the ULDC as follows:

### CHAPTER 407 GENERAL DEVELOPMENT STANDARDS ARTICLE I SETBACKS, HEIGHT, AND OTHER STANDARDS

#### **Sec. 407.01. - Dwelling units on lot.**

Where a single lot or parcel of land is used for a single-family attached or detached dwelling unit, only one ~~(1)~~ dwelling unit shall be allowed on the lot, except as otherwise provided for in this ULDC. Accessory buildings such as sheds and garages may not be constructed prior to construction of a principal building.

#### **Sec. 407.02. - Permitted building area.**

(a) The principal building or buildings on any lot or parcel of land shall be erected within the area bounded by the building lines established by setback or yard requirements. Accessory structures, and similar structures as determined by the Zoning Administrator, buildings may be erected within any building line established for the principal building or rear yards as otherwise provided in this ULDC the side or rear buildable area as established by the zoning district. Accessory buildings-structures may not be erected within front yards subject to the following; except within the agriculture zoning district on properties that are not part of a platted subdivision.

(1) On lots less than one acre:

- a. A single accessory structure is allowed.
- b. Must not encroach in any required buffer, easement, sidewalk, sight triangle or right-of-way of any public road.
- c. Not exceed 400 square feet.
- d. Not higher than 15 feet.
- e. Compliant with the Florida Building Code.

(2) On lots greater than one acre:

- a. Two accessory structures are allowed.
- b. Must not encroach in any required buffer, easement, sidewalk, sight triangle or right-of-way of any public road.
- c. Must be at least 25 feet from the front property line.
- d. Not higher than 15 feet.
- e. Compliant with the Florida Building Code.

(b) Accessory structures placed on lots in a previously approved platted subdivision where accessory setbacks were not provided may meet the least restrictive standard of either the platted setback or the accessory setback of the zoning district.

#### **Sec. 407.05. Allowable projections.**

Every part of a required setback shall be open from its lowest point to the sky, unobstructed, except that certain building features and structures are allowed to project into required setbacks, provided that such structures do not require the placement of fill for foundations or for frame adjustments that will encroach across adjacent property lines or result in the creation of or diversion of stormwater runoff that adversely affects adjacent properties except as provided below.

- (a) In any non-residential district, in mixed-use or commercial portions of traditional neighborhood development and transit oriented developments TODs, or for zero-lot-line buildings, architectural features such as marquees, canopies, and awnings that are not completely enclosed may extend over a sidewalk up to two-thirds ( $\frac{2}{3}$ ) of the way between the face of a building and the curb, but no closer than four (4) feet from the vertical extension of the curb, into an adjacent right-of-way, lot, common area, or setback, provided all of the following conditions are met.

#### **CHAPTER 410 DEFINITIONS ARTICLE III DEFINED TERMS**

~~*Accessory use, building, or structure:* A use, building, or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use of the lot or building, building or structure. Accessory structures include, but are not limited to the following: sheds, unattached garages, swimming pools, docks, gazebos, satellite dishes, screen enclosures, rooftop solar panels, and garage apartments.~~

*Accessory structure or building:* A building or structure that is customarily incidental and subordinate to the principal building located on the same lot. Accessory structures or buildings include, but are not limited to sheds, detached garages and carports, swimming pools, tennis courts, docks, gazebos, ground mounted photovoltaics, screen enclosures, and accessory dwelling units.

*Garage:* A detached residential accessory structure or a portion of the principal building, to which there is legal vehicular access from a public right-of-way, used as a work or hobby space, for recreation or leisure activities, or for the storage of motor vehicles and personal property belonging to the occupants of the principal building. A carport shall be considered as a private garage.