

Downtown Mixed Use-35 (DMU-35)

Description:

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

Purpose:

The Downtown Mixed Use-35 (DMU-35) land use category applies to the City's established downtown Community Redevelopment Area (CRA) and allows for a complementary mix and range of land uses. The purpose of the Downtown Mixed Use-35 category is to establish, define, promote, and facilitate

the redevelopment and enhancement of the City's primary and historical urban center and its traditional downtown central business district surrounding the Busch Boulevard/Bullard Parkway and N. 56th Street intersection. The DMU-35 is intended to foster development incentives through increased densities and intensities but subject to adherence to design guidelines and requirements in order that new development and redevelopment will prevent, replace, and eliminate blight, and the deterioration of physical conditions associated with outmoded, inefficient, non-viable public and private design and development which is unable to serve the long term community interests. The DMU-35 land use category is further intended to implement the downtown and general redevelopment Goals, Objectives and Policies of the Future Land Use Section in that area, as well as to promote the accomplishment of the City's Community Redevelopment Area (CRA) designation for the downtown area and the implementation of redevelopment plans, studies and regulations.

Density/Intensity:

Residential uses may range from single family detached to multi-family, and for purposes of density will allow consideration of a maximum average density of 35 dwelling units per on a gross acre basis within the DMU-35 designated areas within the overall CRA boundary. Densities on individual parcels may exceed this amount so long as the gross density within the overall DMU-35 designated area within the CRA boundary does not exceed 35 dwelling units per gross acre. The preferred residential use is medium to high density multi-family residential or mixed use non-residential with multi-family residential, subject to compatibility with and appropriate transition considerations to adjacent low density residential uses.



A maximum 4.5 FAR is within for the DMU-35 land use category may be permitted for individual projects. Parking structures are exempt from FAR calculations.

Projects may be determined by either density or Floor Area Ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to the residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding built environment.

Permitted Uses:

The Downtown Mixed Use-35 (DMU-35) allows and encourages a mixture and range of uses generally associated with or considered compatible with traditional urban core central business districts, particularly those that are pedestrian friendly, and not necessarily those catering to automobile traffic. Proposed uses within the area encourage the development of a lively, mixed-use, walkable downtown that effectively serves Temple Terrace residents, merchants, visitors, and employees. Uses include: commercial, retail, office and office services, personal and professional services, restaurants, parks, recreation and entertainment venues, institutional, postal facilities, public and semi-public, medium and high density residential and mixed-use structures that combine these uses. Heavy commercial uses associated with automobiles such as gasoline stations, auto repair facilities, and motorized vehicle rentals or sales may be considered but are generally not encouraged. Industrial, warehouse, transportation servicing, storage (inside and outside), manufacturing, general wholesaling, agriculture uses and uses involving high levels or significant concentrations of hazardous materials are not allowed; the notable exceptions are generally small-scale dry cleaners and photographic

developing. These uses are listed for clarification purposes in providing for new development through rezonings pursuant to the DMU-35 category. Existing uses and zonings in place, when the DMU-35 land use category is first applied to the CRA, are considered acceptable and supported by the DMU-35 designation. Improvements to and maintenance of such uses are considered appropriate and acceptable under DMU-35. The strict application of new zoning and new implementing design and development standards created for the CRA under DMU-35 are intended to ensure that new development shall occur pursuant to and in strict compliance with the adopted master plan(s) commissioned, prepared, or submitted and adopted by the City, to achieve the redevelopment of the downtown envisioned by the City over time.

Land use types shall be permitted according to the following schedule, expressed as a percentage of the total area in this plan category. The percentages shall be applied on an area-wide basis within the 225± acre DMU-35 area, but shall not be interpreted to require development with a mix of uses for any single project, although such mixture is encouraged.

Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the 225± Acre DMU-35 Area:

Residential: 75%

Commercial (including office development, public/semi-public, and other non-residential and non-industrial uses): **75%**

Industrial: 0%



Permitted Zoning:

The Downtown Mixed Use-35 allows consideration of a mixture and range of zoning classifications including site plan controlled districts, or similar zoning expressly developed to implement the downtown redevelopment plan, and subject to any special or overlay zoning districts developed for or applying to the CRA or its parts.

Uses associated with existing zoning, including CG (Commercial General), CO (Commercial Office), R-10 (Single Family Residential), R-7.5 (Single Family Residential), and R-MF (Multi-Family Residential), are expressly allowed as presently applied; boundary adjustments and reconstruction, rehabilitation, or new construction within these existing zoned areas or expansion of these zoning classifications to adjacent parcels, which clearly and demonstrably furthers the intent and purposes of the DMU-35 land use category and the City's downtown redevelopment plan shall be allowed. However, the application of any allowed zoning classifications and site plans and development there under shall be compatible with and in furtherance of the downtown redevelopment plan, particularly in terms of requiring and ensuring compatibility with and transition to adjacent uses, and especially with low density residential neighborhoods adjacent to the DMU-35 area.

Relationship to Other Areas of Use and the Street System:

- Downtown Mixed Use-35 areas should be confined to locations within the City's Community Redevelopment Area (CRA) as shown on the Future Land Use Map.
- Downtown Mixed Use-35 areas shall establish, define, develop and enhance the City's primary and historical urban center core and its traditional downtown central business district with special emphasis on uniformity of

signage, site lighting standards and fixtures, façade treatment, color palette, architectural detail, building placement and orientation, landscaping, pedestrian amenities, and similar detailed design standards by diminishing and transitioning residential densities and non-residential intensities at the edges of the area in a manner that complements and is compatible with adjacent land uses and which creates opportunities for adjacent uses to easily access and relate to the area.

- Commercial uses, including office development and major public and semi-public uses shall be located and designed to take advantage of the proximity of arterial and collector roadways and intersections for vehicular access in a manner that directs or circulates heavy vehicular traffic within or peripheral to the main downtown area and away from local roads and adjacent residential neighborhoods, especially those outside the DMU-35 designated area.
- Strip development with separate individual driveway access for commercial uses to arterials should be discouraged for new development. Proposed commercial development plans for sites abutting an arterial or collector street must include internal vehicle connections from the subject development site to each adjacent site, where applicable.
- Perimeters shall feature transitional development which may include compatible land uses, special street frontage treatments, open space, landscaping, and/or visual screening.
- Opportunities for pedestrian, bicycle, or similar low impact access and circulation should be provided as part of project design. Design techniques should be included that enhance and support pedestrian and bicycle facilities, and provide for connections to adjacent commercial areas and surrounding residential neighborhoods.



Future Land Use

- Proposed developments shall provide retail and service uses at the street level to promote a pedestrian-oriented environment. Facades shall be visually penetrable at the street level. Drive-through service windows shall be limited to the side of buildings, or to the rear of mid-block buildings, and accessed via alleys provided they do not substantially disrupt pedestrian activity or surrounding uses. In addition, drive-through service windows shall be accessible by bicyclists.

New developments shall provide no more than the minimum number of parking spaces required for the proposed land use by the underlying zoning district. The following shall also apply:

- On-street parking spaces on the right-of-way between the two side lot lines of the site may be counted to satisfy the minimum off-street parking requirements;
- A commitment to shared parking may be allowed to further reduce the parking requirement;
- Carpool/vanpool parking: New developments with 20 or more employees shall designate at least 5 percent of the employee spaces for carpool or vanpool parking. Employee carpool/vanpool spaces shall be located closer to the building entrance or the employee entrance than other employee parking with the exception of disabled parking. The carpool/vanpool spaces shall be clearly marked "Reserved- Carpool/ Vanpool Only."

Relationship to Facilities and Services:

- Water and sewer service should be available or programmed for the area.
- Fire, emergency medical services (EMS), and police protection shall be available and adequate

- Public spaces should be provided for leisure opportunities and integrated into overall design. Open space should be designed to provide or enhance the urban experience with unique recreational or pedestrian-oriented amenities.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Development and redevelopment should take advantage of existing land contour, tree cover, water features, and views, or should create them, to enhance the urban experience and promote diversity within the site design, especially where they create a scenic amenity, or enhance the transition to and compatibility with adjacent low density residential neighborhoods. Site plan controls should ensure the maximum retention of these features within the constraints of project design.
- Landscaping and streetscape features should be provided and integrated into an overall design, including street tree plantings and landscape medians.

