



Job Corps

Nordstrom Distribution Center

Gainesville Regional Airport

Lofton High School

Eastwood Meadows

Tacachale

Health Dept.

Middle Homes

Family Services

Downtown

Sugar Hill

Robinson Heights

Gainesville Mall

University of Florida Campus

Meridian Center

One Stop Career Center

Pine Ridge

Glen Springs Manor

University of Florida Campus

Nationwide Insurance

Capri

Millhopper Square

Royal Park Plaza

Target

Tower Square

Thombrook

North Florida Regional

Carrollwood

Heile Plantation

Buchholz High

Oaks Wall

Greenwich Green

Tower Square

ARC

ARC

ARC

ARC

SECC

SECC

SECC

SECC

ARC

ARC

ARC

ARC

Sec. 30-338 General lot and building requirements.

Amend Sec. 30-338(6): Sidewalks.

- a. *Intent.* The intent of this section is to enable pedestrian activity throughout the city, especially as a means to promote pedestrian and bus trips, pedestrian safety and accessibility. Sidewalks are required in conjunction with development orders in every zoning district, except zoning districts which implement the industrial land use category. This shall apply to all development orders issued after September 11, 2000, in every zoning district, and on any parcel or lot where a roadway is existing adjacent to the proposed development or where there is a reasonable likelihood of mass transit service or a pedestrian need for sidewalks. Sidewalk(s) are required on all public and private streets, on both sides, except as specifically excluded or modified by this section.
- b. *General requirements.* Where sidewalks are continuous, except for isolated lots or plots in connection with the issuance of building permits, the city shall require an owner of an isolated lot or plot to provide sidewalks except as provided below:

Sidewalk shall be constructed, if not already existing, along the street frontage of a lot which is being developed for a permitted use, except no sidewalks are required for:

1. Additions or renovations to, or new construction of single-family homes on lots platted prior to January 1, 2003, unless a new single family home is proposed to be built on a lot where there is a sidewalk on the adjacent lot frontages.
2. The addition or new construction of 500 square feet or less of gross floor area on any property or any paving of fewer than 5 parking spaces or the equivalent area.
3. On alleys providing a secondary access to a lot of record.
4. Any lot on land designated as industrial on the Future Land Use Map of the City of Gainesville.

Division 2. Subdivision and Street Vacation

Sec. 30-188. Required improvements.

Amend Sec. 30-188(e) Sidewalks and shared use bicycle paths.

- (1) Sidewalks are required on both sides of all streets at least five feet in width, except that subdivisions in the ~~industrial~~, agricultural, conservation, airport services and public service zoning districts are only required to provide sidewalks on arterial and collector streets, as designated by the City Manager. However, land designated as industrial on the City's Future Land Use Map shall not be required to provide sidewalks as a required subdivision improvement. No sidewalk is required on a cul-de-sac or dead end or loop street(s) if the cul-de-sac,

dead end or loop street(s) is less than 100 feet long. A sidewalk is required on at least one side of the street on a cul-de-sac or dead end or loop street(s) that is between 100 and 250 feet long. Illustrations are shown below. Sidewalks shall be at least five feet in width and maintain a clear width of at least five feet. Whenever a sidewalk intersects with a curbed street, ramps shall be installed to facilitate access to the sidewalks by wheel chairs. Ramps and sidewalks shall be constructed in accordance with the design manual. For a project in which the closest lots to a connecting street on a cul-de-sac or dead end are at least 1000 feet from the street it stems from, sidewalks are required on at least one side of the street up to the lot nearest to the connecting street.

2000-2010 Comprehensive Plan Objectives and Policies

Future Land Use

Objective 1.2

Protect and promote viable transportation choices (including transit, walking and bicycling, and calmed car traffic).

Policies:

- 1.2.7 The City should strive, incrementally, and when the opportunity arises street by street—to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian and transit routes within a neighborhood and between neighborhoods—knitting together and not forming barriers between them. Dead ends and cul-de-sacs should be avoided or minimized. Multiple streets and sidewalks should connect into and out of a neighborhood.
- 4.1.1 The Industrial land use category identifies those area appropriate for manufacturing, fabricating, distribution, extraction, wholesaling, warehousing, recycling, and other ancillary uses, and when designed sensitively, retail, office, service and residential uses, when such non-industrial uses are no more than 25 percent of industrial area, and when part of a Brownfield redevelopment effort. Land development regulations shall determine the appropriate scale of uses and consider the externalities of such uses. Intensity will be controlled by adopted land development regulations that establish height limits of 5 stories or less and requiring buildings to face the street.

Transportation Mobility Element

Objectives 1.1

Create an environment that promotes transportation choices, compact development, and a livable city.

Policies:

- 1.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety and convenience.
- 1.1.11 Site plans for new developments and redevelopment of non-residential sites shall be required to show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.
- 1.1.12 New development will be encouraged to provide non-motorized vehicle and non-street connections to nearby land uses such as schools, parks, retail, office and residential when feasible.
- 1.1.13 The City shall strive to implement transportation-related aspects of Plan East Gainesville, including but not limited to:
- a. Coordinating with the MTPo to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;

Objective 3.1

Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus. Viable service shall be supported by ensuring that the bus system serves major trip generators and attractors such as the UF campus and neighborhood (activity) centers, and that employment and housing are adequately served by safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged.

Objective 7.1

Strive, by 2010, to have at least 8 percent of all trips within the city be made by means other than single-occupant vehicle.

Policies

- 7.1.12 The City shall work with and encourage large employers to develop incentives to offer employees to reduce single-occupant vehicle trips to work, such as flex-hours, subsidized transit passes or parking cash-out policies for their employees.
- 7.1.13 Outside the Transportation Concurrency Exception Area, any new development or change of use of an existing building or building complex along a state or county-maintained arterial or collector in the GUATS network which has a median AADT within 85 percent of maximum service volumes allowed at LOS "D" when calculated using Art-Plan analysis shall require the owner to provide transportation improvements that improve transportation choice, if needed, such as parking for bicycles, sidewalk

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connections from the building(s) to the public sidewalk, completion of public sidewalk from property to existing sidewalks or nearest intersection, and closing of poorly located, overly wide or duplicative curb cuts. New development shall orient buildings to face the primary street when feasible to enhance pedestrian access.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Ralph Hilliard for".

Ralph Hilliard
Planning Manager

RH:CRM

The City Public Works Department and Community Development Department have identified needed sidewalk projects as shown in Table 1. Many of these projects are needed to complete sidewalks that are discontinuous (sidewalk gaps), or where sidewalks only serve one side of the street.

As can be seen in Figures 2 & 3, important sidewalk gaps currently exist on city arterials and collectors. The most serious gaps that need to be filled are those where pedestrian travel is most likely:

- Arterial or collector street
- Areas of relatively high residential density or commercial intensity
- Areas with a compact, mixed land use pattern (residential and non-residential within a ¼ mile walking distance)
- Proximity to a public school
- Proximity to a public park

Using these criteria, the most important sidewalk gaps that need to be filled include (see Figure 2):

1. North Main Street between NE 8th Avenue and N 23rd Avenue.
2. NW 2nd Street between NW 4th Avenue and NW 8th Avenue.
3. NW 6th Street between University Avenue and NW 7th Avenue.
4. SE 4th Avenue between SE 3rd Street and Williston Road.
5. NW 10th Street between University Avenue and NW 3rd Avenue.
6. NW 12th Street between University Avenue and NW 5th Avenue.
7. NW 17th Street between NW 3rd Place and NW 8th Avenue

3. **Petition 108TCH-05 PB** City of Gainesville. Amend the City of Gainesville Land Development Code to eliminate requirements to provide sidewalk(s) on lands designated Industrial on the City's Future Land Use Map and/or zoned I-1 (limited industrial) district or I-2 (general industrial) district as a requirement for development plan approval and for subdivision improvements.

Ms. Carolyn Morgan was recognized. Ms. Morgan explained that the proposal was to eliminate sidewalk requirements in the industrial parks. She pointed out areas where there were and were not sidewalks. She offered to answer any questions from the board.

Mr. Erik Bredfeldt, Economic Development Director for the City, was recognized. Mr. Bredfeldt indicated that the issue was clarity and consistency in application. He explained that there were swales and not curb and gutter in most of the industrial parks. He indicated that, when an applicant for a project in the Airport Industrial Park, many developers requested an exemption for isolation, however, it had not been applied consistently. He presented an aerial photo of the Airport Industrial Park and described it in detail, pointing out the sidewalk areas. Mr. Bredfeldt stated that sidewalks were positive things in the appropriate areas such as mixed use, urban and residential areas. He offered to answer any questions from the board.

Mr. Reiskind noted that the businesses had parking for employees. He asked if there was any reason a person would walk from one industrial site to another.

Mr. Erik Bredfeldt indicated he saw little connection, however, there was often a good deal of truck traffic between some distributors.

Mr. Cohen indicated that he could understand the proposal to not require sidewalks on the subdivision streets, however, he questioned the proposal to eliminate the sidewalks on the arterial and collector roads, which were more likely to have pedestrian traffic. He suggested that to have sidewalks on arterial and collector roads would accomplish the purpose of having sidewalks without any serious burden on development.

Mr. Bredfeldt presented a map from the Comprehensive Plan that identified arterials and collectors and indicated that there were none in the Airport Industrial Park.

Ms. Morgan explained that the subdivision ordinance classified arterials and collectors based upon the number of trips generated, whereas the maps in the Comprehensive Plan were based upon those roads that were eligible for funding with federal or state dollars, and were under the jurisdiction of the Metropolitan Transportation Planning Organization (MTPO). She pointed out that the Airport Industrial Park was not completely built out, but when it was, there would be more trips and the roads might be considered collector roads.

There was discussion of the proposed sidewalk regulation changes.

Mr. Gold cited a concern that the taxpayer would be paying for sidewalks that should be paid for by the developer. He indicated that he supported Mr. Cohen's suggestion to require sidewalks only on arterial and collector roads.

Mr. Bredfeldt stated that the cost of sidewalks was approximately \$23 per linier foot. He explained that a corner property could be 1,000 linier feet.

There was no public comment on the petition.

Chair Cole stated that he would like to discourage foot traffic in areas predominately served by trucks.

<u>Motion By:</u> Mr. Cohen	<u>Seconded By:</u> Mr. Reiskind
<u>Moved to:</u> Approve Petition 108TCH-05 PB, requesting that staff provide language that would eliminate the requirement for sidewalks in industrial districts except on arterials and major collector roads.	<u>Upon Vote:</u> Motion Carried 5 – 0 Ayes: Cohen, Gold, Reiskind, Tecler, Cole