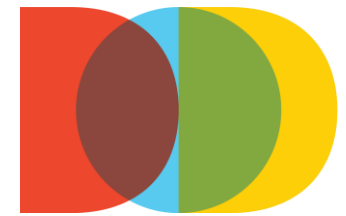


# Land Development Code Update

General Policy Committee

2/23/2017



DEPT  
OF  
DOING

# Presentation

- What we've done
- What we'd like to do
- What we're going to do
- When we are planning to do it

# Public Engagement



# Proof Reading Discussing Collaborating



City of Gainesville Chapter 30 - Land Development Code  
Article V. District Regulations

The city may enter into such an agreement only when the city determines that doing so would be in the public interest and when the city and/or the Gainesville community redevelopment agency has budgeted legally available funds for the construction of the required local streets. The form and content of the agreement shall be provided by and acceptable to the city <sup>or its</sup> sole discretion.

d. Board modifications from the requirement to construct new streets may be granted in accordance with Section 30-4.84, with specific consideration given to situations where the construction of a street is limited by: access management standards, regulated environmental features, regulated natural or archeological resources, public stormwater facilities, existing utility facilities, contamination sites, inconsistencies with plans for a future city street network, parks, or schools. Where it is determined that it is not possible to construct the streets that would be required to meet block perimeter standards, the block perimeter shall be completed with the provision of sidewalk and bicycle connections or multi-use paths or urban walkways, subject to approval by the city.

*Handwritten notes:* this is not very narrow, this is very limited - like variance criteria.

3. New Street Requirements <sup>Retitle - urban walkway</sup>

When <sup>new</sup> required new streets or urban walkways <sup>are</sup> constructed as part of a subdivision or development, their design and construction shall conform to the Public Works Design and Construction Manual and the following standards:

a. Where feasible, new streets or urban walkways shall connect to existing streets on abutting properties, or be constructed in alignment with existing streets so that that an interconnected network is developed over time. *Handwritten notes:* way too open, feasible offer used to justify argument.

b. Where <sup>only</sup> a portion of a new street or urban walkway is constructed as part of a subdivision or development, that street <sup>shall</sup> be <sup>appropriately</sup> designed so that it may be extended in the future with the redevelopment of the abutting parcel(s). Street stub-outs shall extend all the way to the property line. *Handwritten notes:* this case is an intent statement, not a regulation.

c. Urban walkways shall be a minimum of 26 feet wide and may be designed with a single or divided paved way(s) shall be at least 10 feet wide in total width and shall provide for both bicycles and pedestrians. Urban walkways must be landscaped with shade trees on minimum 50-foot centers along the paved path. Unpaved areas may also contain stormwater facilities. Urban walkways may include benches, fountains, outdoor cafes or other outdoor uses as long as a minimum sidewalk width of 5 feet above is maintained. Cross-sections for Urban Walkways must be submitted as part of a Circulation Plan or as part of a development plan when a Circulation Plan is not required. Cross-sections must illustrate paved areas, landscape areas, and any other proposed improvements. Cross-sections of Urban Walkways are subject to review and approval by the City. *Handwritten notes:* submitted requirements should be in code.

...prescribed for development within some of the transect zones. However, the width of the lot for not meeting the building frontage requirements. If the lot is too wide for a lot, the applicant has the option of subdividing the lot into smaller, narrower lots.

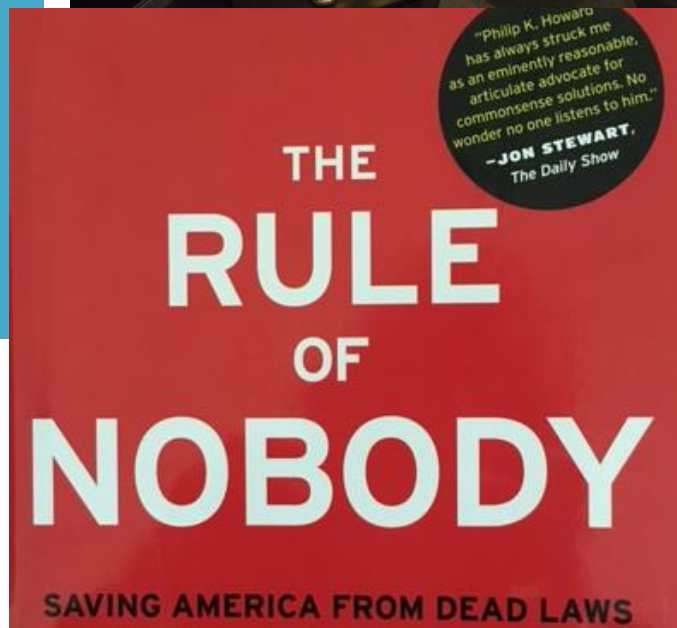
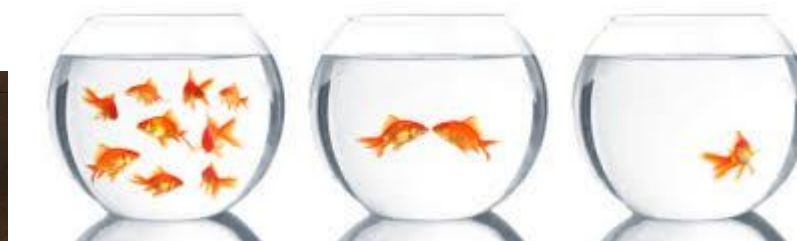
...intensity on a site is determined by a combination of maximum building heights and setbacks. The intent of building coverage restrictions is to provide more open areas within the less dense areas, while allowing more intensive development in the more urban transect zones. *Handwritten notes:* Intent not code.

Page V - 20

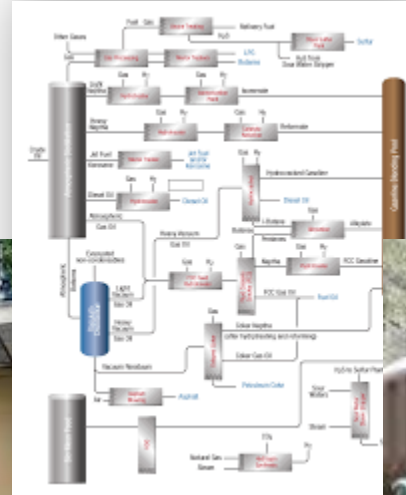
*Handwritten notes:* some, some not



Why make things more complicated?



# Ideas



Never stop  
Doing

Innovation begins when we ask ourselves to consider the possibility there may be a better way.

## Next Steps

| Date      | Action                      |
|-----------|-----------------------------|
| 2/23/2017 | General Policy Committee    |
| 3/1/2017  | Public Outreach begins      |
| 4/20/2017 | Second Reading of Ordinance |
| 5/20/2017 | Effective Date of Ordinance |
| 5/24/2018 | Annual update to Commission |



