

City of
Gainesville

Inter-Office Communication

Planning Division
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Item No. 3

TO: City Plan Board

DATE: July 21, 2005

FROM: Planning Division Staff

SUBJECT: Petition 108TCH-05PB, City of Gainesville. Amend Sec. 30-338 and Sec. 30-188 to eliminate requirements to provide sidewalks on lands designated Industrial on the City's Future Land Use Map or zoned I-1 (limited industrial) district or I-2 (general industrial) district as a requirement for development plan approval and for subdivision improvements.

Recommendation

The City eliminate the requirement for sidewalks in industrial areas.

Explanation

Based on the City's experience with the Airport Industrial Park and the existing condition of so many properties in the industrial parks with no sidewalks, City staff finds that the burden of providing sidewalks discourages development of the City's industrial parks, and for that reason the requirement to provide sidewalks in industrial districts should be eliminated.

The City has industrial land use generally in concentrated areas, the Hugh-Edwards Industrial Park on Waldo Road, the Airport Industrial Park and in the vicinity of Northeast 53rd Avenue and Waldo Road, South Main Street, North Main Street and the Cabot Carbon site, generally located between Northwest 16th Avenue and Northwest 39th Avenue, the T.J. Hawes Trust on North Main Street north of 39th Avenue and the Northwest Industrial Park(s) and industrial areas in the vicinity of SR 121 and US 441 and Northwest 6th Street Business Park. See Figure 1. Most of these industrial parks have been significantly built out, without sidewalks at many properties. The City is attempting to encourage new industry, the potential sidewalks are perceived as having a high cost by most small industries, and the little amount of sidewalks that are added now would remain isolated for many years.

Currently, Sec. 30-338 requires that when development occurs, sidewalk shall be installed on all street frontages with the provision that the code provides the reviewing board or City Manager's designee the ability to approve modifications during development plan review. Modifications may be granted based on the following standards found in Sec. 30-338(f):

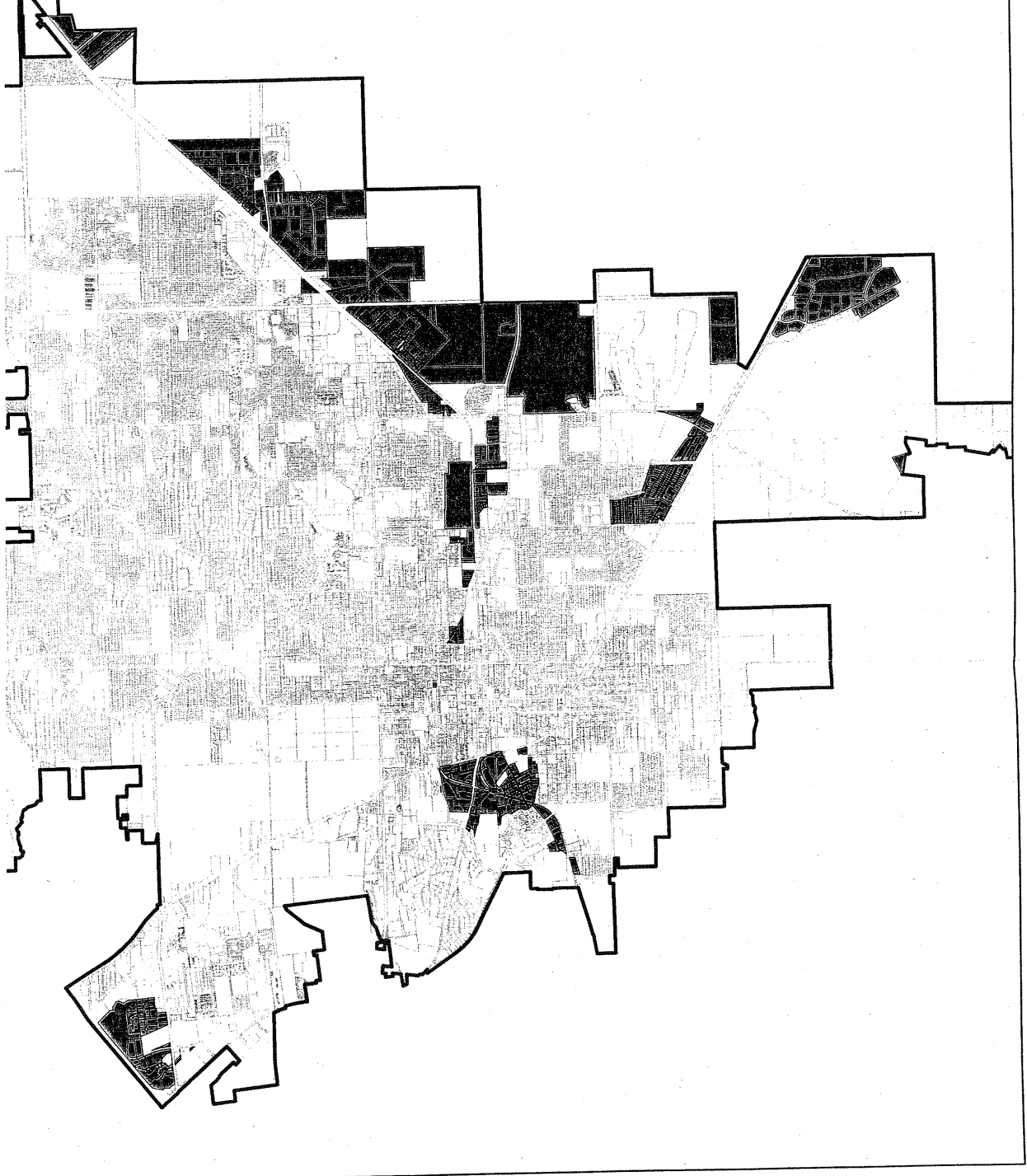
- i. The need to relocate utilities that must be moved solely in order to facilitate the construction of the sidewalk.
- ii. Construction or redesign of stormwater management facilities;
- iii. Insufficient building setbacks;
- iv. A substantial lack of right-of-way;
- v. Protection of heritage and champion trees;
- vi. Excessive slope or other topographic or geological features;
- vii. Existing and expected future isolation of the subject parcel;
- viii. Sidewalks are not permitted by state or local agencies with jurisdiction over the subject right-of-way.

However, each of these decisions must be made as a plan is being reviewed. Currently, new development of an industrial subdivision requires sidewalks to be installed only on arterial or collector streets.

Figure 2 shows the gaps of existing sidewalk facilities that were identified in the Transportation Mobility Element of the 2000-2010 City of Gainesville Comprehensive Plan. Generally, local streets within the industrial districts do not have sidewalks. The Northwest Industrial Parks, industrial areas further north on US441 and along Main Street north of Northeast 39th Avenue do not have sidewalk on the arterial roads. Industrial areas served by Veitch Street and Southeast 4th Street only have pedestrian access along South Main Street. However, reconstruction of the Southeast 7th Avenue and Depot Road will include sidewalks. The priorities identified in the Transportation Mobility Element for sidewalk improvement did not include the industrial districts. See Appendix A. The exceptions already identified in code reflect the challenges of placing sidewalks in areas that were built without sidewalks.

Transit service is currently provided to the Airport Industrial Park and on South Main Street and on Northwest 6th Street and on Southwest 34th Street, and to the Hugh-Edwards Industrial Park from Northeast 23rd Avenue. Service is only as far as the intersection of SR121 and US441 near the Northwest Industrial Park. See Figure 3. A new route, Route 25, identified in the pending RTS 5-year plan for transit service, would introduce service from the Lamplighter/Airport via Waldo Road to campus. If this route is adopted, the Hugh-Edwards Industrial Park would have service also from Waldo Road.

The proposed amendment language clarifies that, while the city does intend to have pedestrian activity throughout the city, the exception to that general intention would be those areas with industrial land use.



th Industrial Land Use
ty of Gainesville

rial Land Use

me parcels that are highlighted have
 d uses and are not entirely Industrial

Department of Community Development
 ville, Florida



1 inch equals 5,833 feet

This map is for informational purposes only. Do not rely on this map for accuracy of dimensions, size or location. The City of Gainesville does not assume responsibility to update this information or for any error or omission on this map. For specific information, you are directed to contact the City of Gainesville, Florida.