

2024-320B

City of
Gainesville

LD24-000045
Side Setbacks in Transects U4-U7 TCH
Land Development Code Text Amendment

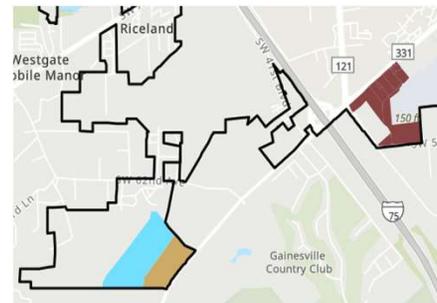
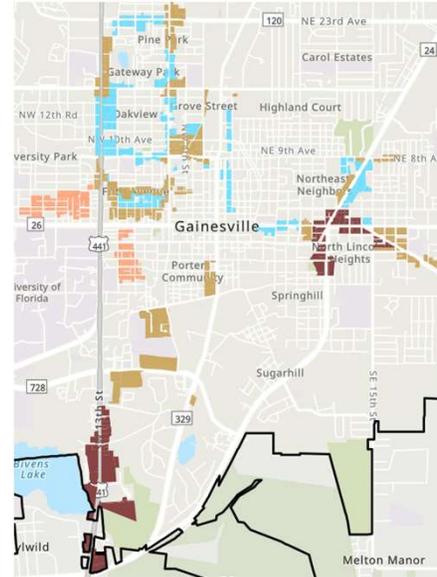
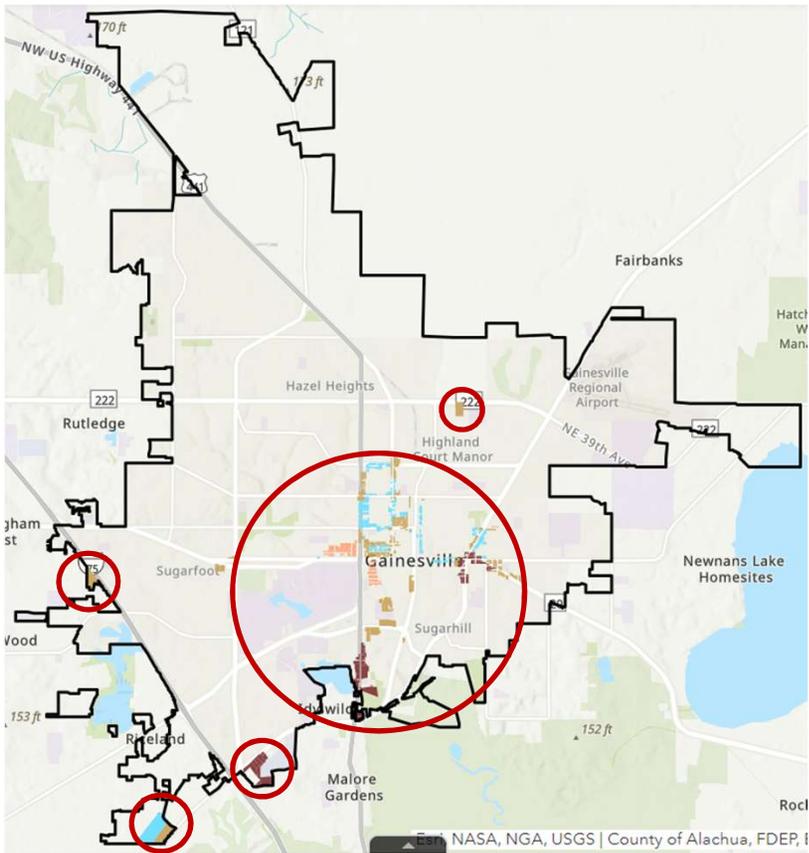
Department of Sustainable Development
Ari Rabinovich
04/25/2024



Summary of Request:

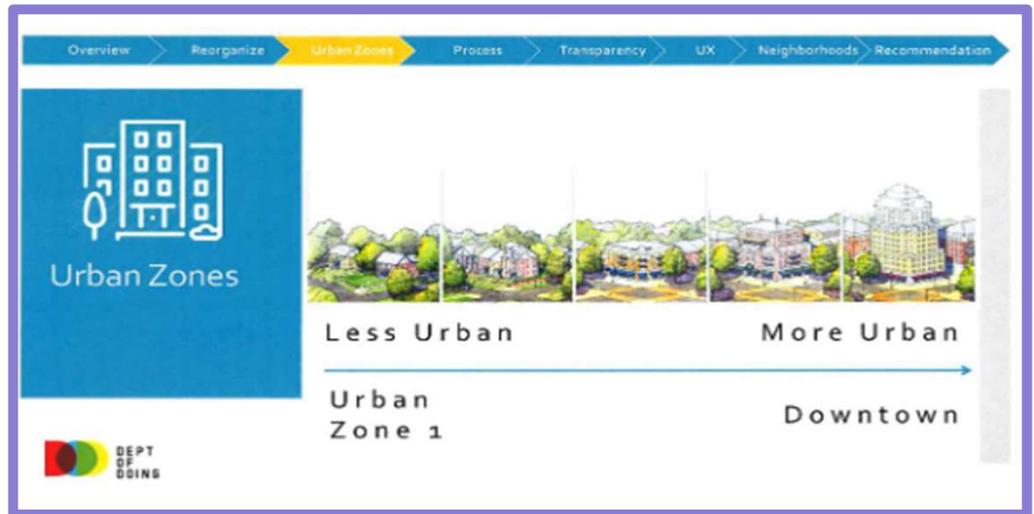
- ✓ Amend LDC Sec. 30-4.13, Table V-2: Building Form Standards within Transects
- ✓ Remove 5' minimum side interior setback for transects U4-U7
- ✓ New minimum side interior setback 0'
- ✓ City Initiated

Impacted Areas (1936 parcels):



Land Development Code - Transects

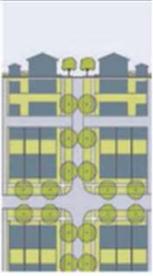
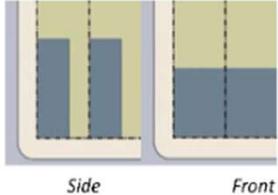
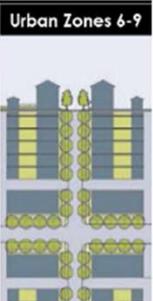
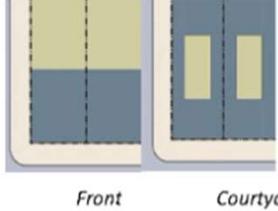
Intent. The intent of this division is to establish development standards that will encourage a more efficient and sustainable urban form by allowing a range of housing, employment, shopping and recreation choices and opportunities in a compact, pedestrian-friendly environment.



Transect means a geographical cross-section of a region used to **reveal** a sequence of environments. This cross section can be used to identify environments that vary by their level and intensity of urban character, a continuum that ranges from **rural to urban**.

Transect zone (T-zone) means one of several zoning districts on the zoning map, based on the principles of the transect. Transect zones are the equivalent of other zoning districts, except that in addition to the usual building use, density, height, and setback requirements, they include **standards pertaining to the design and form of development**.

Land Development Code - Transects

| | | |
|--|--|--|
| <p>Urban Zones 2-5</p>  | <p>Urban Zones 2 - 5</p> <p>Consists of a wide range of residential building types. Higher number zones provide for the integration of offices and neighborhood services within an increasingly urban fabric. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p> |  <p><i>Side</i> <i>Front</i></p> |
| <p>Urban Zones 6-9</p>  | <p>Urban Zones 6 - 9</p> <p>Consists of higher density mixed use buildings that accommodate retail, offices, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p> |  <p><i>Front</i> <i>Courtyard</i></p> |

Buildings typically occupy one side of the lot leaving a setback to the other side to allow for access or privacy. In many instances, the building occupies the entire lot frontage. A shallow frontage setback defines a more urban condition.

The building typically occupies the full frontage, leaving the rear of the lot as the sole yard. The continuous facade steadily defines the public street. In its residential form, this type is the attached dwelling. The rear yard can accommodate substantial parking.

Proposal Rationale:

Increased density...

1. Reduces personal vehicle trips (infrastructure, emissions, transit, walkability)
2. Relieves pressure to sprawl (natural places and ecosystems)
3. Economic policy (smart land use, missing middle housing, proximity to economic opportunity)

A Missing Middle Housing Sampler



1. COTTAGE COURT



2. SIDE-BY-SIDE DUPLEX



3. STACKED DUPLEX



4. FOURPLEX



5. SIXPLEX



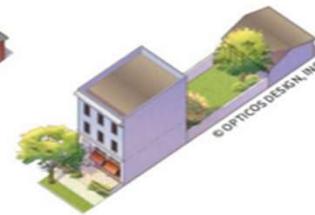
6. EIGHTPLEX



7. COURTYARD



8. TOWNHOUSE



9. LIVE/WORK

From the report by AARP and Opticos Design.





Missing Middle Housing in Gainesville



Economic Opportunity & Density

Proximity to economic opportunity...

- ❖ Greater in cities vs suburbs
- ❖ Securing jobs, reduced time spent jobless
- ❖ Greater impact on low skill, low-income workers due to cost barriers of housing, transportation

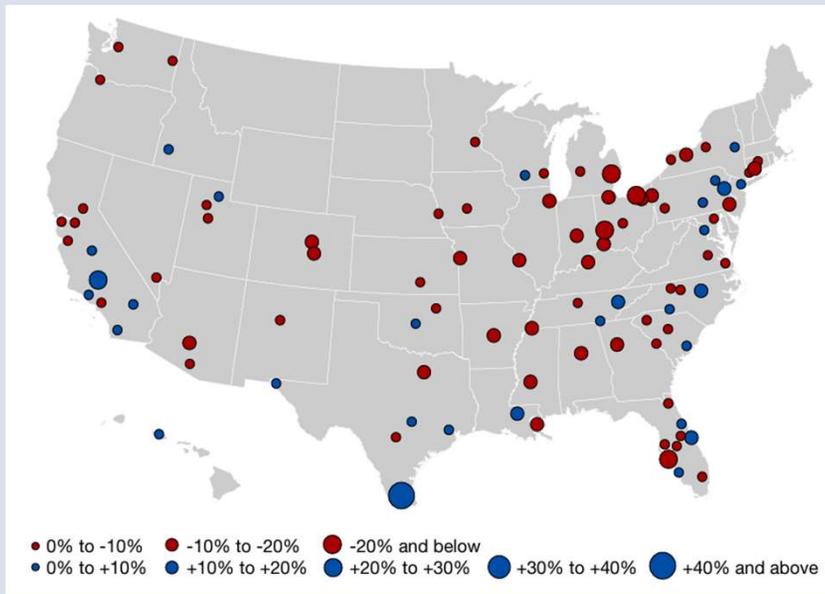


Suburbanization leads to reduced proximity to jobs...



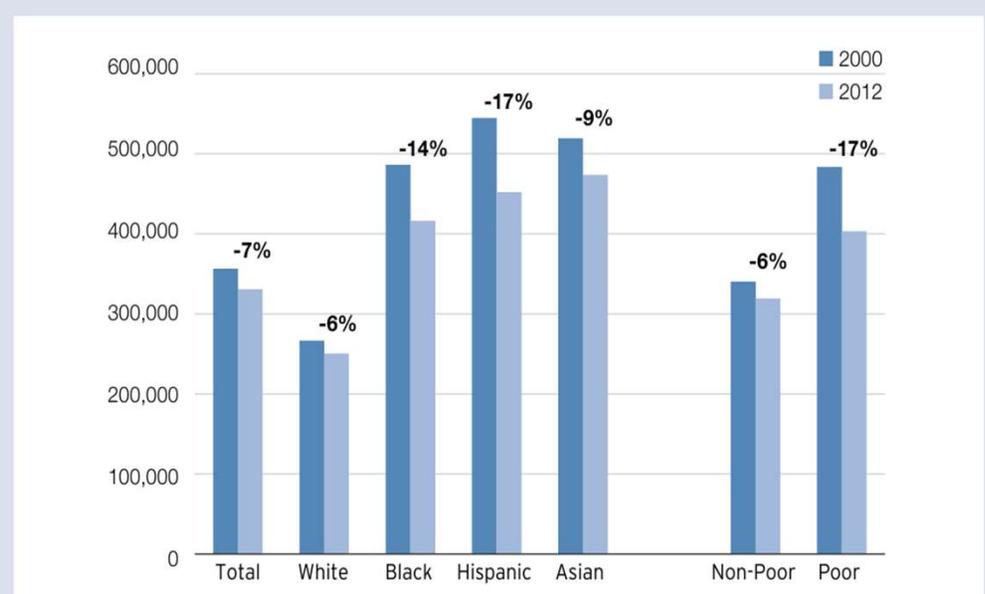
...With disproportionate impacts by ethnicity and poverty status.

Map 2. Percentage Change in the Number of Jobs Near the Typical Resident, 96 Largest Metro Areas, 2000 to 2012



Source: Brookings Institution analysis of 2000 and 2012 ZIP Business Patterns data

Figure 2. Change in Number of Jobs Near the Typical Large-Metro Resident, by Race, Ethnicity, and Poverty Status, 2000 and 2012



Source: Brookings Institution analysis of 2000 and 2012 ZIP Business Patterns data

Sec. 30-4.13, Table V-2: Building Form Standards within Transects

Existing Text

| TRANSECT | U1 | U2 | U3 | U4 | U5 | U6 | U7 | U8 | U9 | DT |
|-----------------------------|----|----|----|----|----|----|----|----|----|----|
| F. BUILDING SETBACKS | | | | | | | | | | |
| Side interior setback (min) | 5' | 5' | 5' | 5' | 5' | 5' | 5' | 0' | 0' | 0' |

Proposed Text

| TRANSECT | U1 | U2 | U3 | U4 | U5 | U6 | U7 | U8 | U9 | DT |
|-----------------------------|----|----|----|-------------------------|-------------------------|-------------------------|-------------------------|----|----|----|
| F. BUILDING SETBACKS | | | | | | | | | | |
| Side interior setback (min) | 5' | 5' | 5' | 5' <u>0'</u> | 5' <u>0'</u> | 5' <u>0'</u> | 5' <u>0'</u> | 0' | 0' | 0' |

Comprehensive Plan - Relevant Sections

Future Land Use Element Policy 1.1.3:

Neighborhoods should contain a **diversity of housing types** to enable citizens from a **wide range of economic levels** and age groups to live within its boundaries



0' Side Setbacks = Opportunity for diversity of housing, affordability at a wider range of incomes

Future Land Use Element Objective 1.5:

Discourage the proliferation of urban sprawl



Denser housing = urban infill, reduced pressure on the housing market, reduced pressure to sprawl

Housing Element Objective 1.2: Provide a variety of housing types and densities for moderate income, low-income, very low income, and extremely low-income people



Missing middle housing adds diversity, affordability; Density reduces land costs

Comprehensive Plan - Relevant Sections

Housing Element Policy 4.1.1: The City shall encourage **infill housing** and cluster subdivisions in order to **protect environmentally sensitive lands** and to promote energy conservation.



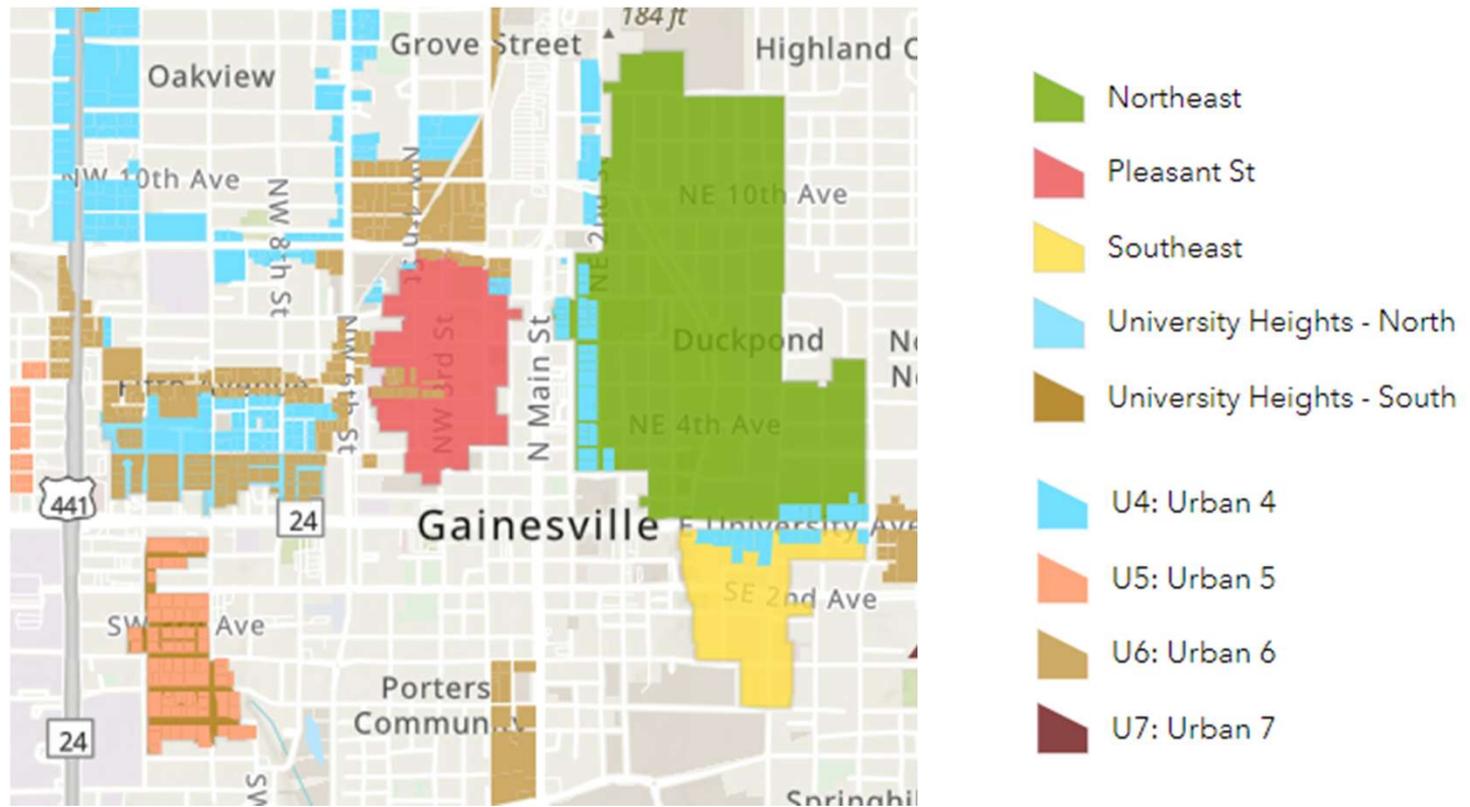
Conserve environmentally sensitive lands by reducing demand for sprawl

Transportation Element Goal 7: Strive to reduce single-occupant vehicle trips within the Gainesville Metropolitan Area.



Denser housing, proximity to urban core leads to reduced reliance on personal vehicles

Impact to Historic Preservation Districts (342 of 1275 parcels):



Land Development Code -
Historic Preservation Districts
Sec. 30-4.28(F)

Review Criteria for Certificate of Appropriateness (COA)

Rhythm of buildings, structures, objects or parking lots on streets. The relationship of the buildings, structures, objects or parking lots to open space between it and adjoining buildings and places shall be visually compatible to the buildings and places to which it is visually related.



Thank You!

**Recommendation: Approval with
Condition**