

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

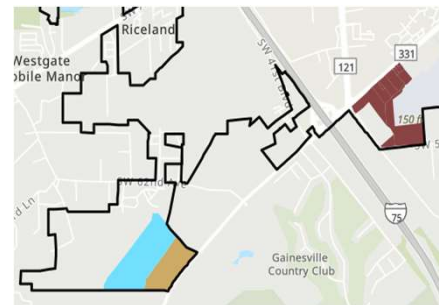
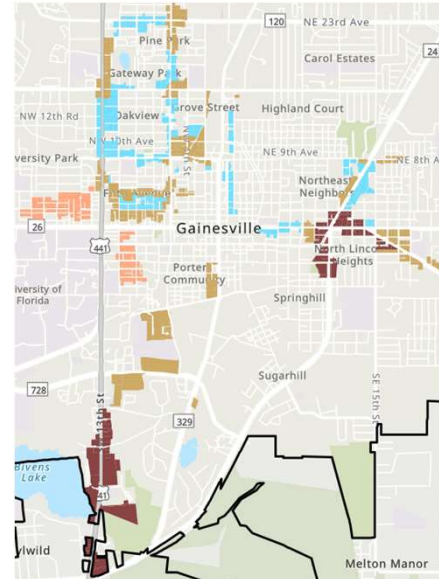
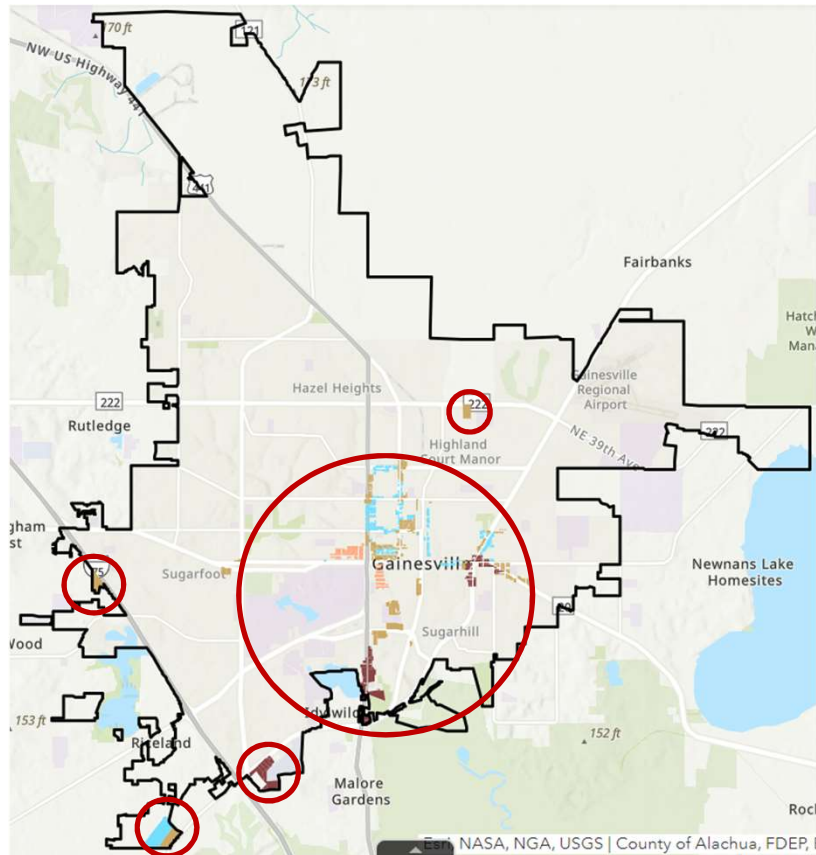


## Summary of Request:

- ✓ 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

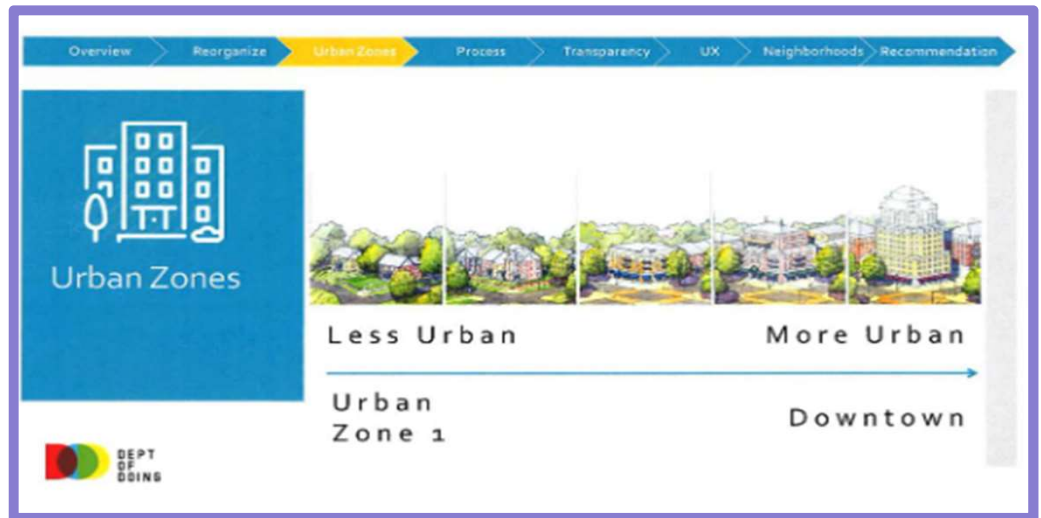


## Impacted Areas (1936 parcels):



## Land Development Code - Transects

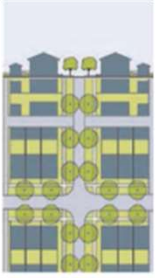

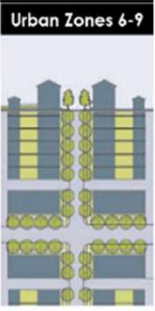
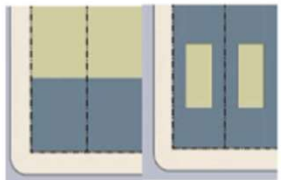
**Intent.** The intent of this division is to establish development standards that will encourage a more efficient and sustainable urban form by allowing a range of housing, employment, shopping and recreation choices and opportunities in a compact, pedestrian-friendly environment.



**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><b>Urban Zones 2-5</b></p> 	<p><b>Urban Zones 2 - 5</b></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>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.</p>
<p><b>Urban Zones 6-9</b></p> 	<p><b>Urban Zones 6 - 9</b></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> <p>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.</p>



## 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



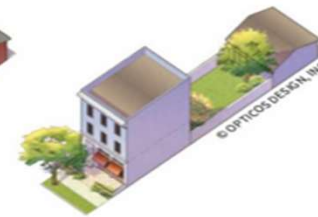
6. EIGHTPLEX



7. COURTYARD



8. TOWNHOUSE



9. LIVE/WORK

From the report by AARP and Opticos Design.





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## Missing Middle Housing in Gainesville





An aerial photograph of a suburban neighborhood, showing a dense arrangement of houses with various roof colors (blue, brown, grey) and green lawns. Trees with green and yellow foliage are scattered throughout the area. A road runs along the right side of the image. The image is slightly faded to serve as a background for the text.

## Economic Opportunity & Density

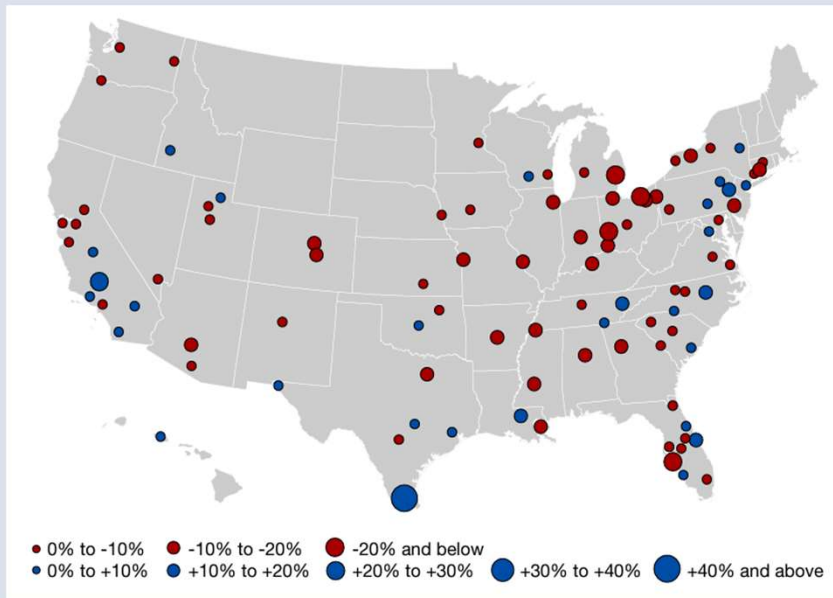
Proximity to economic opportunity...

- ❖ 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...

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

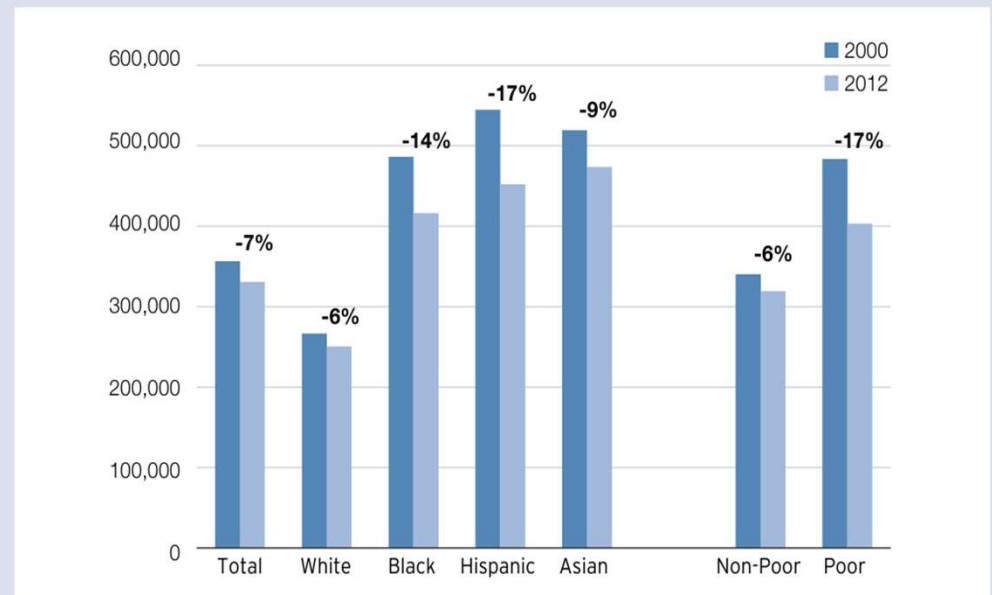


Source: Brookings Institution analysis of 2000 and 2012 ZIP Business Patterns data



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

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'	<del>5'</del> 0'	<del>5'</del> 0'	<del>5'</del> 0'	<del>5'</del> 0'	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.



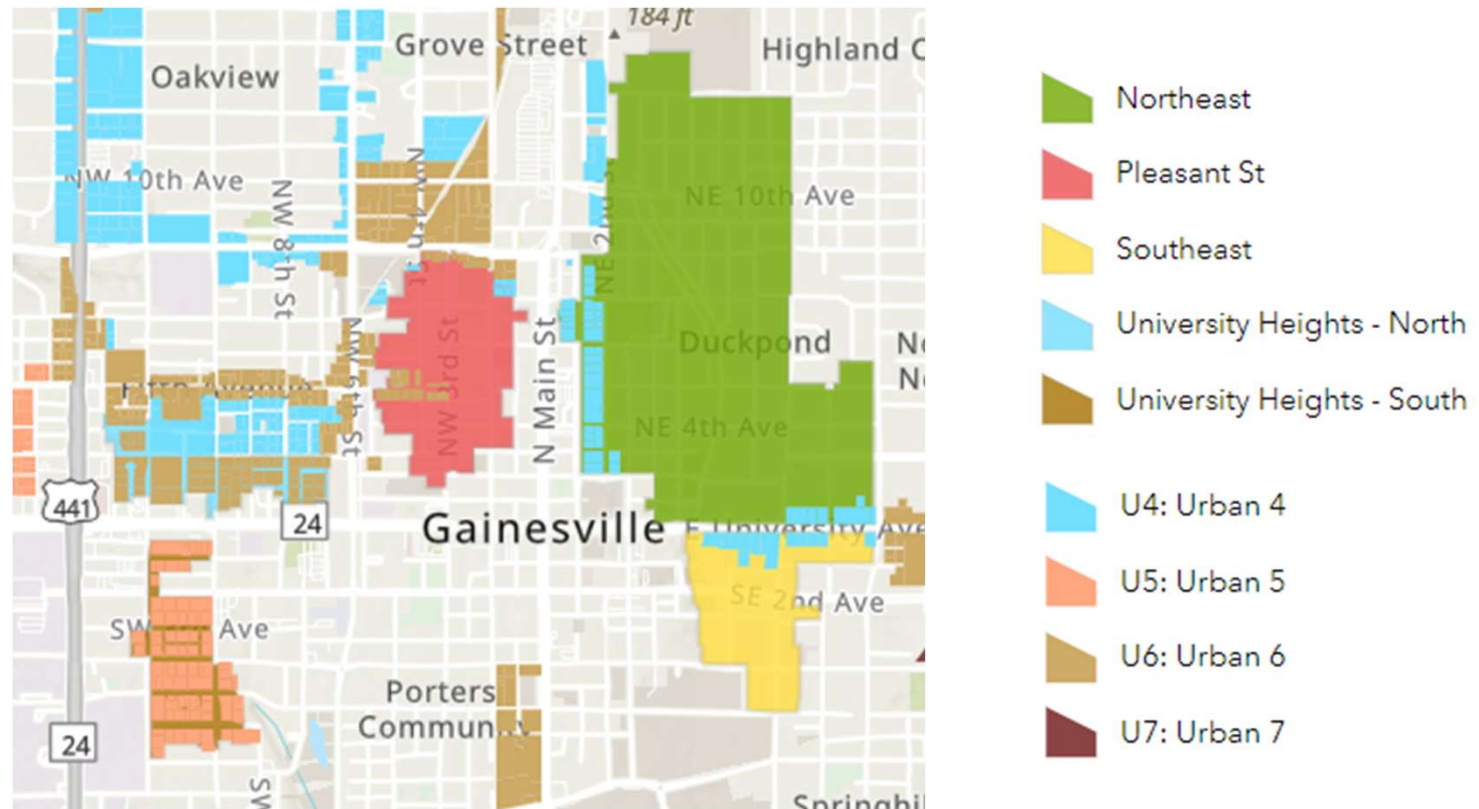
**Conserve environmentally sensitive lands by reducing demand for sprawl**

**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**