



Unified Land Development Code Revisions: Zoning Districts & TND On-Street Parking Workshop

October 13, 2020

Alachua County Board of County
Commissioners

Growth Management

Kimley-Horn & Associates, Inc.



Discussion Topics

- Zoning Districts (Chapter 403)
- TND On-Street Parking (Chapter 407, Article VII)



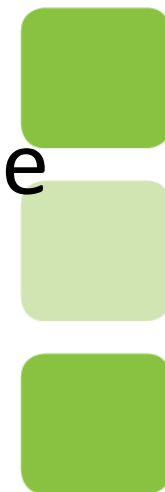
Zoning Districts (Chapter 403 & 404)

- Complete streamlining of standards
- Keep all districts
- No changes to RP
- Change R-1aa to allow between 1-4 dwelling units/ac
- Reduce uses in BR-1 consistent with Comprehensive Plan

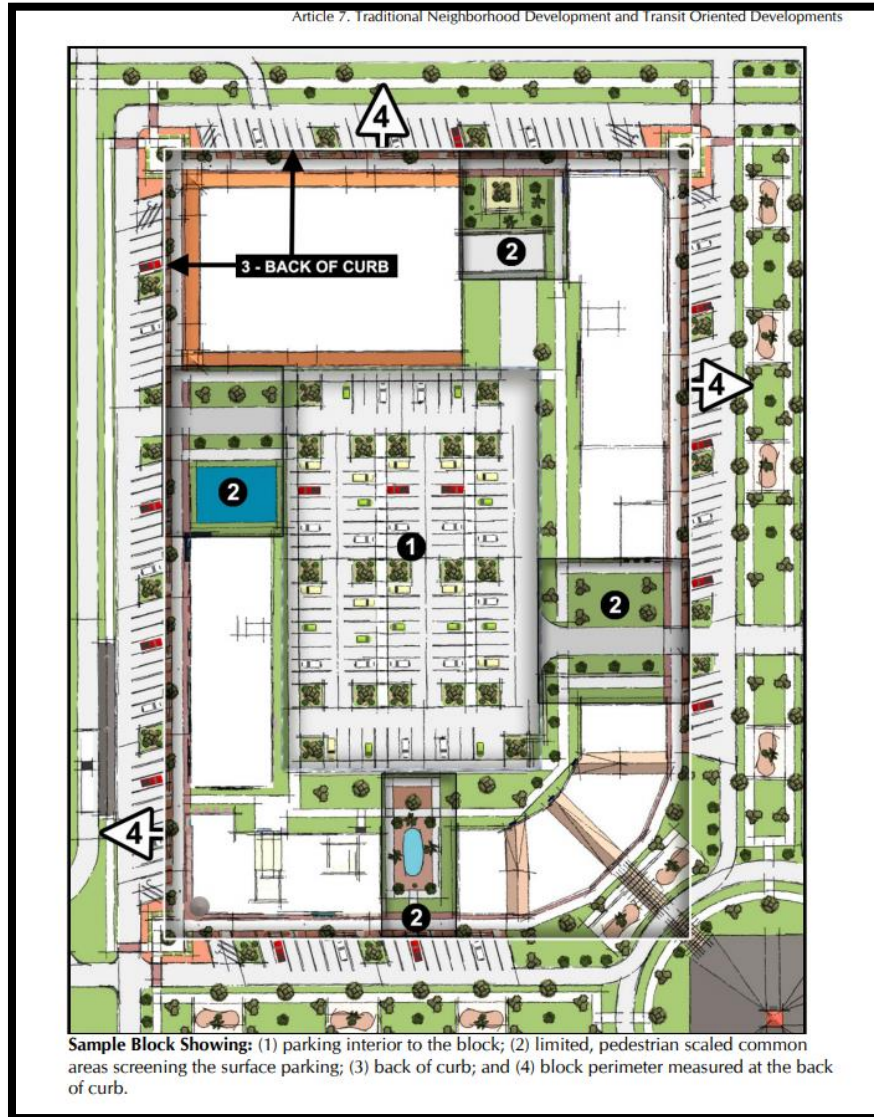


TND On-Street Parking Issue

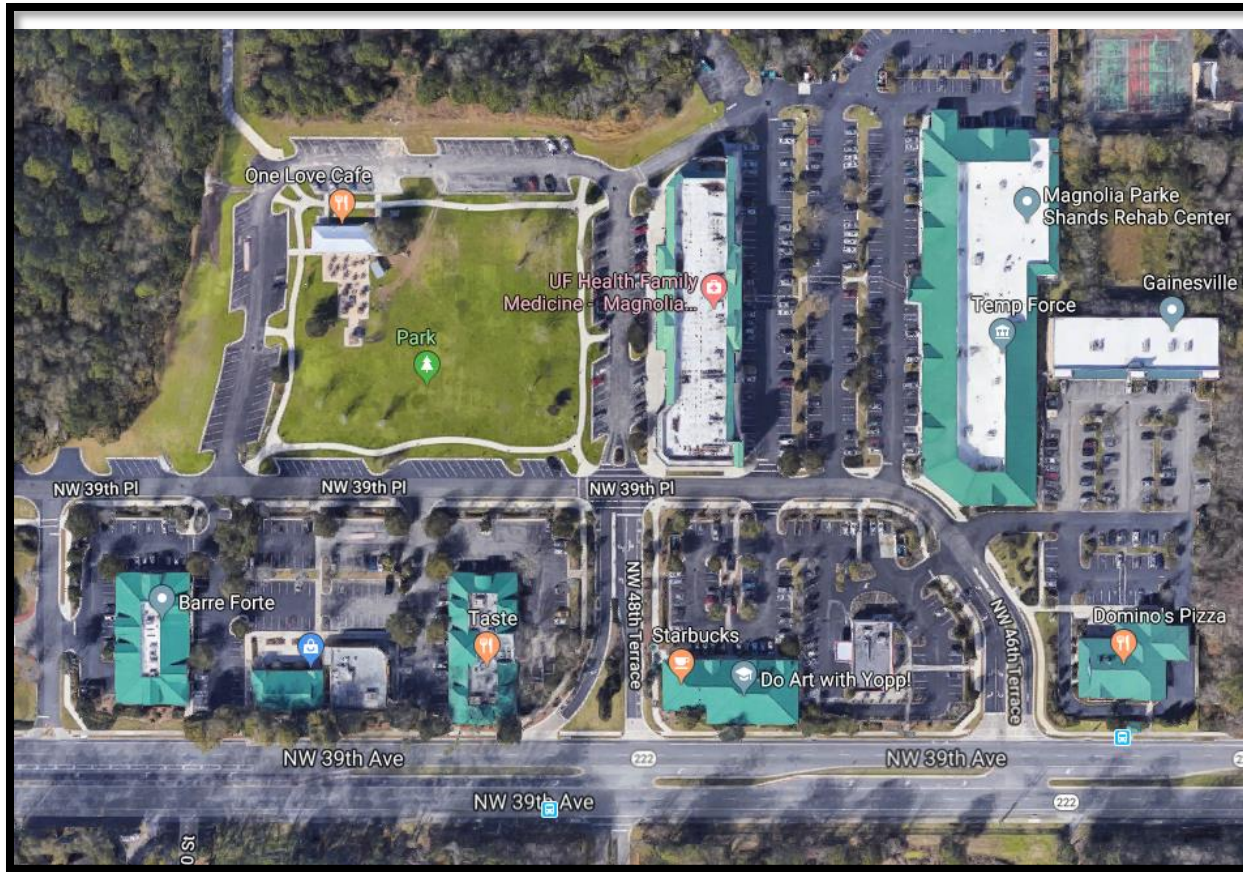
- Distance between collector or arterial road and building is in conflict with fundamental principals of TND development when certain parking patterns develop
- **Result:** A development that is pulled away from the street and not pedestrian in nature
- **Example:** Park Avenue TND distance is 94' between the 39th Avenue sidewalk and building facade



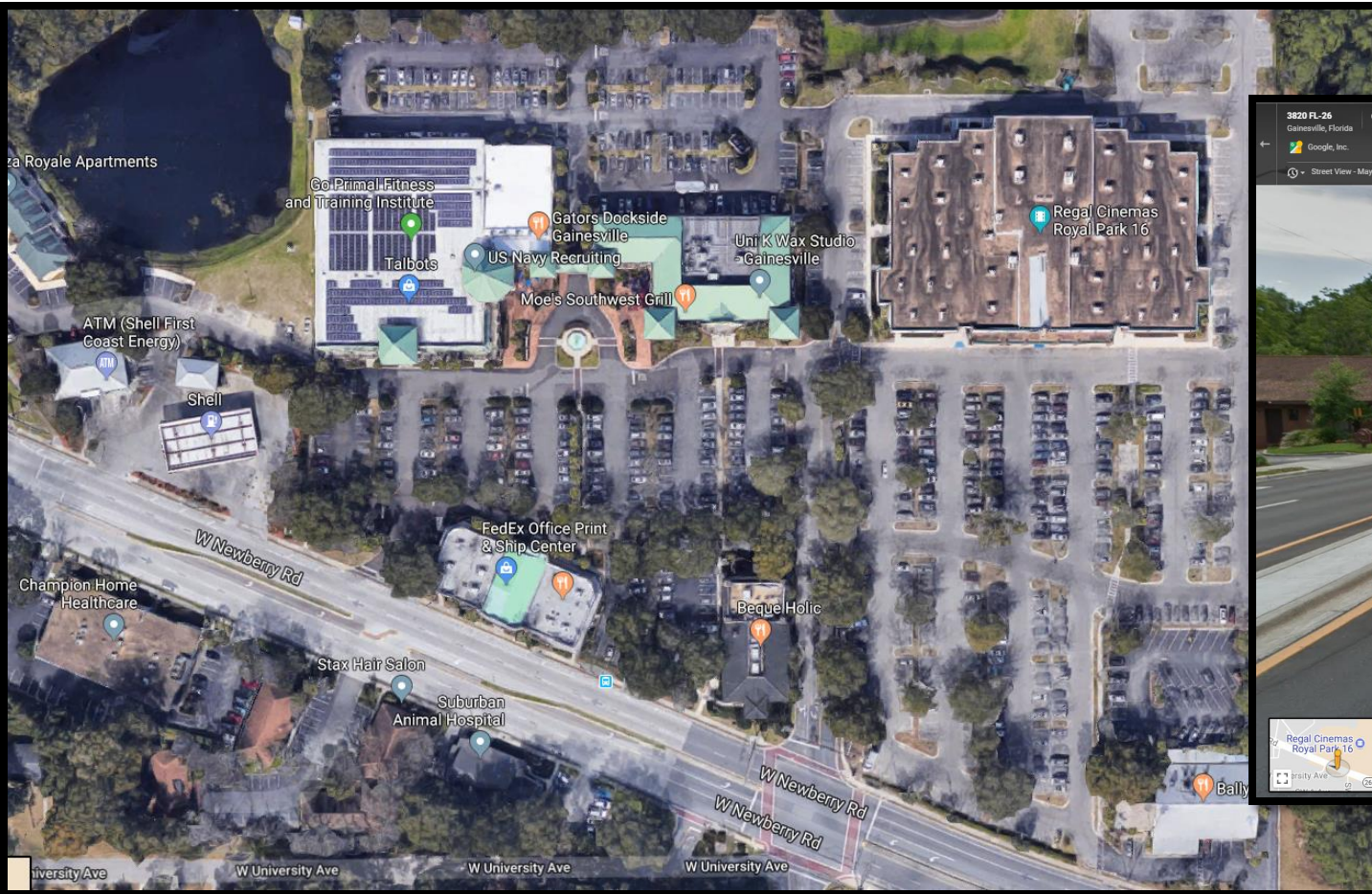
ULDC: Zoning Districts & TND On-Street Parking Topics



Buildings lining Street in Suburban Context



Buildings lining Street in Suburban Context



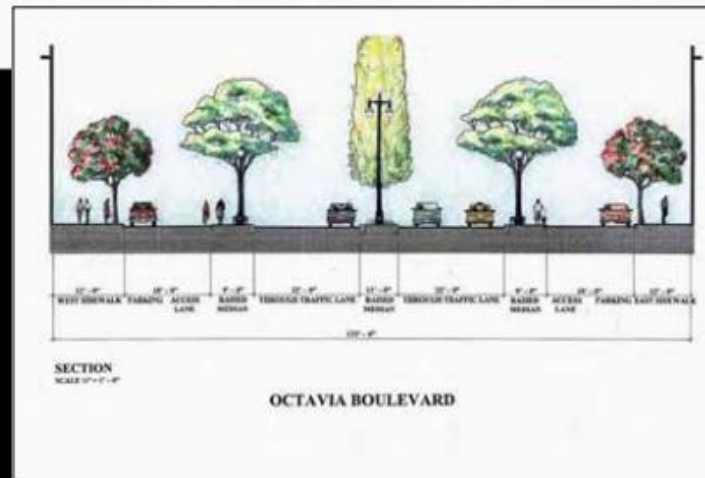
Multiway Boulevards

Octavia Boulevard in San Francisco: Multiway Blvd. in Urban Center/Urban Core



November 2011

CENTRAL FREEWAY REPLACEMENT PROJECT OCTAVIA BOULEVARD IMPROVEMENTS PROJECT



Berkley, CA : Shattuck Avenue

Side access Lane on Shattuck Avenue, Berkeley, CA





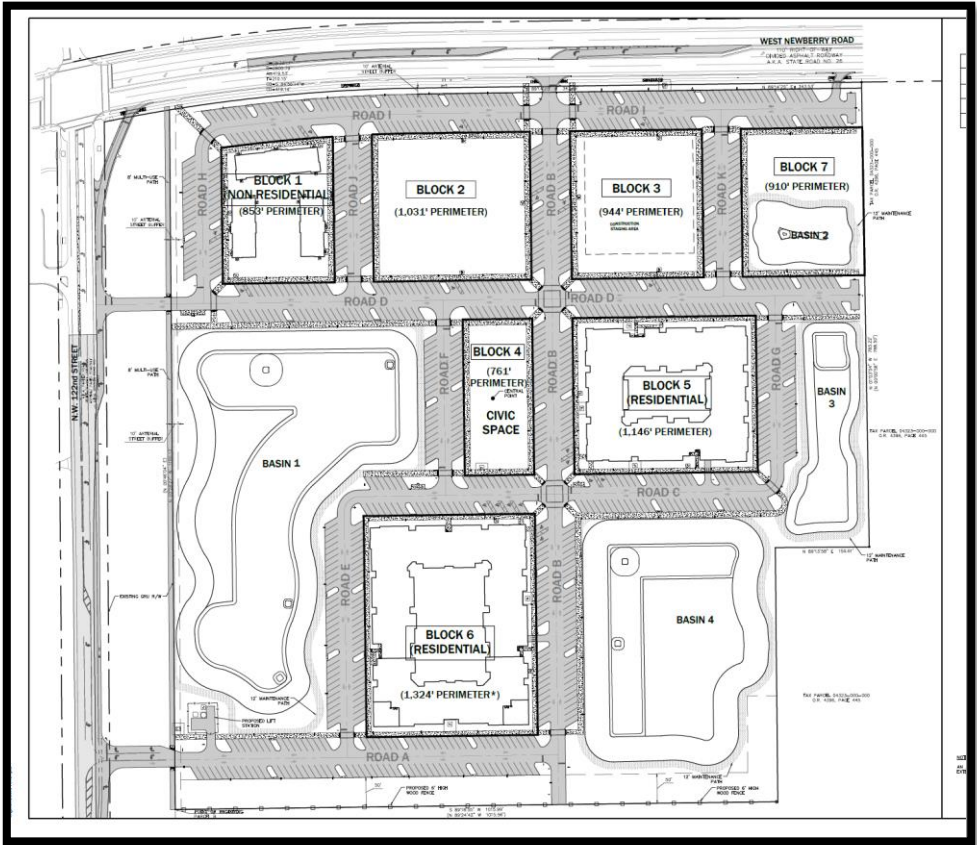
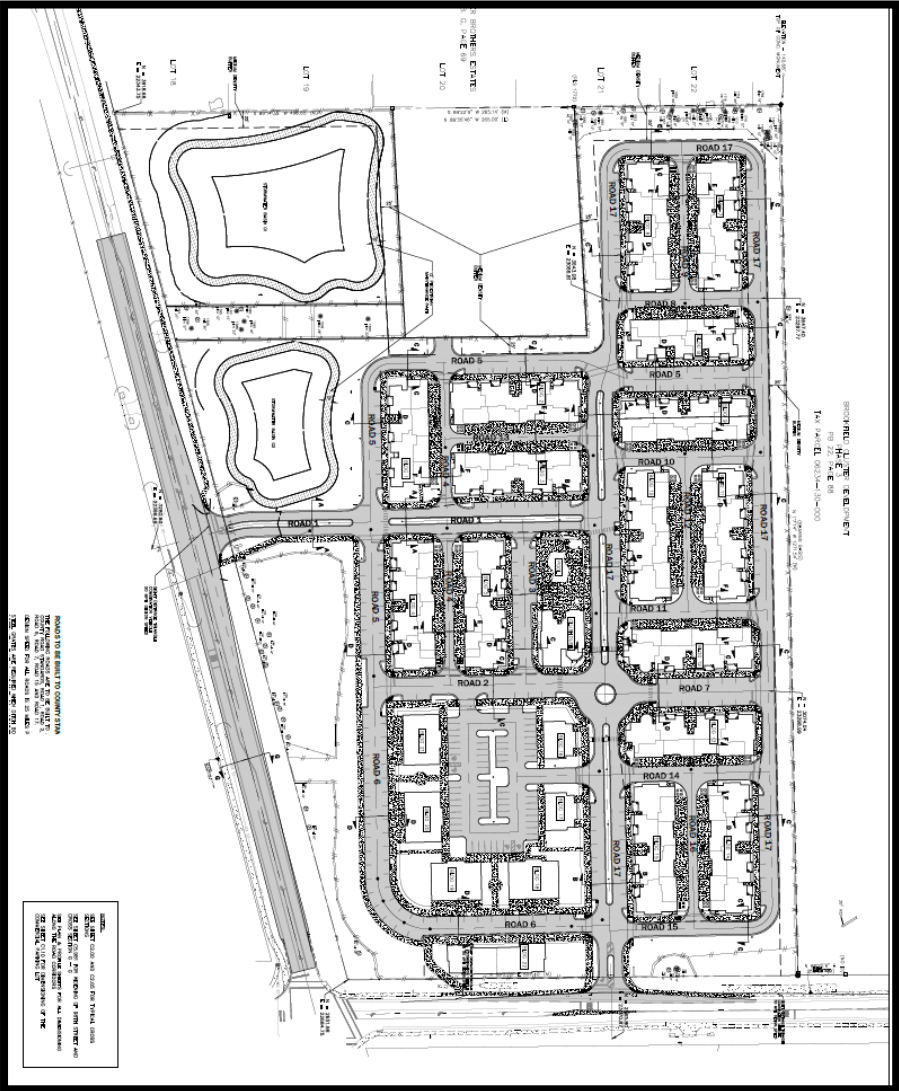


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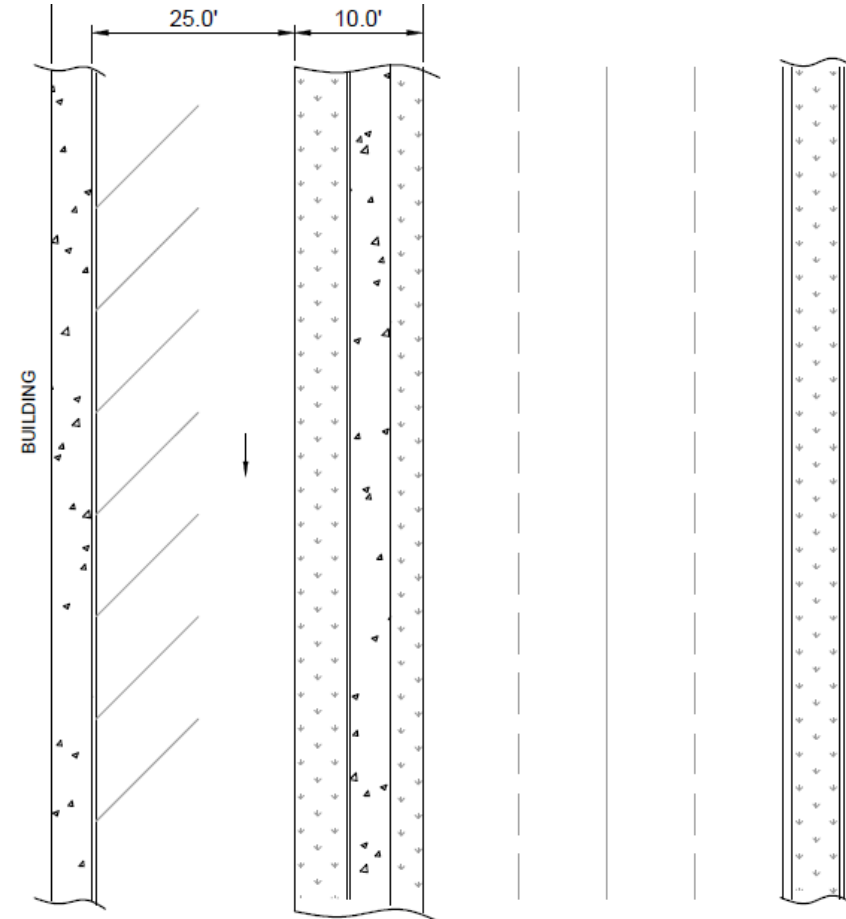
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Approved TND Development Plans



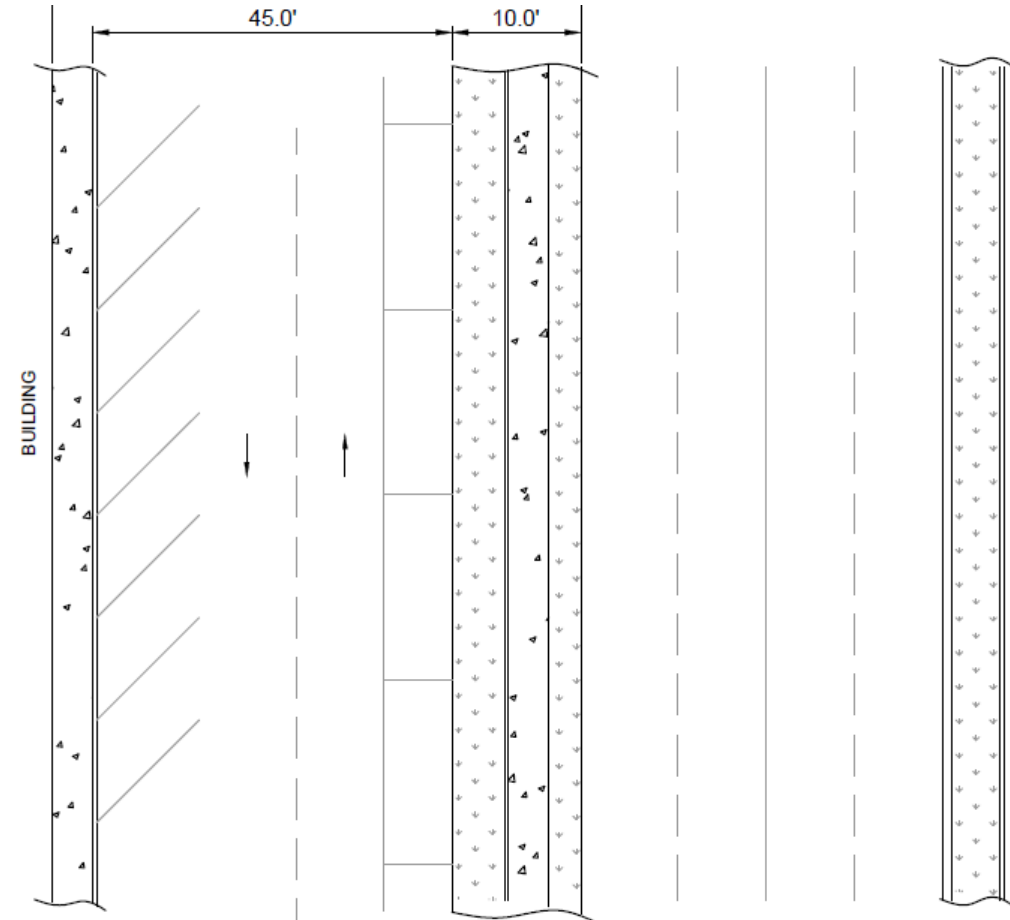
TND On-Street Parking Option 1

- Angled parking only on one side of drive aisle



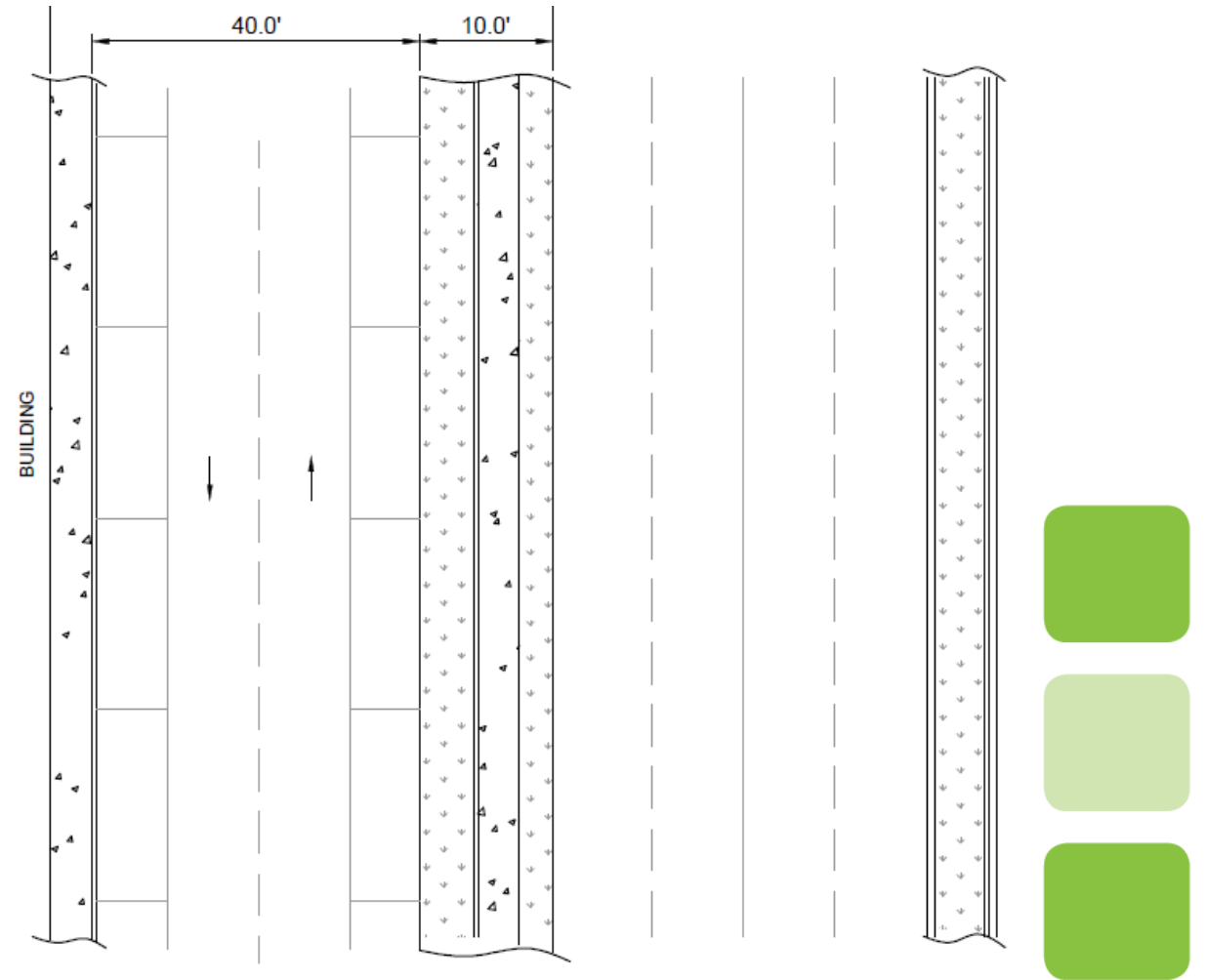
TND On-Street Parking Option 2

- Angled parking on one side of drive aisle with parallel parking on the other



TND On-Street Parking Option 3

- Parallel parking on both sides of the drive aisle



Option 1-3: TND On-Street Parking (Sec. 407.68)

407.68(d)

(4) *On-street parking.*

a. Defined on-street parking shall be provided on the majority of block faces within the Transit Supportive Area, and is allowed throughout the rest of the development. Bulb-outs and curb extensions shall be provided at a maximum interval of 200 feet. For block faces less than 200 feet, a bulb-out shall be provided at both ends of the block face.

b. Where onstreet parking is provided on a street which is parallel and immediately adjacent to an existing collector or arterial roadway, onstreet parking shall be limited to (*Option 1,2, or 3*).

~~b~~c. On through collector and arterial roadways with a projected AADT greater than 5,000 trips angled on-street parking shall be accessed via a drive aisle separated from through traffic by a landscaped median.

~~c~~d. Parallel on-street parking or angled parking accessed by a drive-aisle separated from through traffic by a landscaped median are allowed and encouraged on arterial and collector roadways so long as it can be done in a safe manner that does not negatively impact the operations of the facility.

~~d~~e. The use of semi-pervious materials, such as pavers or porous pavement, is encouraged within on-street parking areas to reduce stormwater runoff and delineate parking areas.



Option 4: Require buildings to line the street (Sec. 407.68)

ADOPT LOCATIONAL OVERLY DISTRICTS WHERE THE FOLLOWING WOULD APPLY:

407.68(d)

(1) The right of way line of any existing roadway shall form the side of a block. No new street shall be constructed parallel to an existing roadway without intervening buildings except in such cases where required tree canopy retention areas, environmental constraints, or topography require a design which would not allow buildings to line the existing roadway.



Recommendation

- **Review the proposed amendments and offer direction on any issues discussed.**

