Alachua County
Office of Planning and Development Staff Report

Application Number: CPA-01-09

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Local Planning Agency	**Hearing Date: April 15, 2009, continued** **Hearing Date: May 20th, 2009**
Board of County Commissioners (Transmittal)	**Hearing Date: June 9th, 2009, continued** **Workshop: August 4th, 2009** **Hearing Date: August 25th, 2009, approved for transmittal**
Board of County Commissioners (Adoption)	**Hearing Date: TBD**
SUBJECT:	**Large-Scale Amendment:**

A request initiated by Alachua County to amend the Alachua County Comprehensive Plan as follows:

- The Future Land Use Element to add policies authorizing Transit Oriented Development along future transit corridors in the Urban Cluster, including permitted land uses, density, intensity, and development standards; amend policies for Traditional Neighborhood Development and Village Centers relating to locational criteria and development standards; and incorporate Urban Cluster Transportation Mobility Districts and a Future Transit Corridors map as part of the Future Land Use Map Series

- The Transportation Mobility Element to add policies establishing Transportation Mobility Districts for the Urban Cluster and related policies on transportation concurrency management; establish new and revised level of service standards for multiple modes of transportation; delete policies related to Transportation Concurrency Exception Areas, Multi-Modal Transportation Districts, and Transportation Concurrency Management Areas; limit the use of Transportation Concurrency Exceptions for Projects that Promote Public Transportation; modify level of service standards for certain County road segments outside the Urban Cluster; delete level of service standards for certain constrained roadway facilities; clarify policies on site-related access and intersection operational improvements; revise policies for construction of bicycle and pedestrian facilities; clarify policies related to use of the Future Traffic Circulation Corridors Map; revise policies related to transit; and revise and update the Transportation Mobility Element Map Series, including addition of a Transportation Mobility Districts Map, Future Rapid Transit Corridors Map, Long Term Bicycle Pedestrian Infrastructure Plan Map, and Proposed Express Transit Service Routes Map.

- The Intergovernmental Coordination Element to modify policies related to coordination with municipalities and the Florida Department of Transportation to promote multi-modal transportation approaches and planning.

- The Capital Improvements Element to modify policies relating to level of service standards and concurrency management for multi-modal transportation in the Urban Cluster, consistent with the Transportation Mobility Element; and update the Schedule of Capital Improvements for public facilities subject to concurrency, including a long term schedule of capital improvement projects to implement Transportation Mobility Districts in the Urban Cluster.

APPLICANT/AGENT: Alachua County

CHRONOLOGY:

Original Staff Report Released:	April 8, 2009
Planning Commission Hearing:	April 15, 2009, continued
Planning Commission Hearing:	May 20th, 2009

CHRONOLOGY CONTINUED:	Amended Staff Report:	May 27th, 2009
	BOCC Transmittal Hearing:	June 9th, 2009, continued
	BOCC Special Workshop:	August 4th, 2009
	Amended Staff Report:	August 12th, 2009
	BOCC Transmittal Hearing:	August 25th, 2009, approved for transmittal

STAFF RECOMMENDATION: **Transmit CPA 01-09, 03-09, 04-09, 05-09 & 06-09 and request that the Department of Community Affairs Review and Issue an Objections, Recommendations and Comments (ORC) Report.**

LPA RECOMMENDATION: **On May 20th, 2009 the LPA recommended that the Board of County Commissioners Transmit CPA 01-09 to the Florida Department of Community Affairs**

BoCC ACTION: **Transmit CPA 01-09, 03-09, 04-09, 05-09 & 06-09 and request that the Department of Community Affairs Review and Issue an Objections, Recommendations and Comments (ORC) Report.**

DCA Objections, Recommendations, and Comments (ORC): TBD

Summary Description of Amendment

The proposed amendment, consistent with HB 697 and F.S.163.3177 (6), is intended to produce transportation and land use system within the Urban Cluster of Alachua County that reduce vehicle miles of travel and per capita greenhouse gas emissions through development of an interconnected multi-modal transportation system and makes transportation mode choice a reality by providing for bicycle and pedestrian friendly communities that have the densities and intensities of land use that can be effectively and efficiently served by mass transit.

The proposed amendment can be categorized into several key areas:

- Establishing Urban Cluster Transportation Mobility Districts within the Urban Cluster of Alachua County to provide a multi-modal transportation network that reduces vehicle miles of travel and per capita greenhouse gas emissions as required in HB 697 and F.S.163.3177 (6) (b) and to form the basis of a fee based concurrency system inside the Urban Cluster replacing traditional concurrency and proportionate fair share.

- Design standards for Traditional Neighborhood Developments and Transit Oriented Developments to provide for compact, mixed-use development patterns, that will result in a reduction in vehicle miles of travel and per capita greenhouse gas emissions, encourage walking and biking and provide the densities and intensities needed to support transit consistent with the requirements of HB 697 and F.S.163.3177 (6) (a).

- An incentive based multimodal transportation fee structure that will incentivize

developments such as Traditional Neighborhood Developments and Transit Oriented Developments by recognizing their reduced impact on the major roadway network.

- Identifying the multimodal transportation infrastructure needs that can be reasonably anticipated by the land uses prescribed in the current Comprehensive Plan.

- Shifting infrastructure plans from being solely automobile-oriented so that they also include pedestrian, bicycle and transit infrastructure in a manner that positions those modes to be viable means of mobility in the future.

- Require the establishment of a multi-modal transportation fee to be utilized as a means to fund the capital costs of the proposed multimodal infrastructure plan.

- Enhanced intergovernmental coordination.

Background

The Florida Legislature passed Senate Bill 360 in 2005 that required local governments to adopt a proportionate fair-share ordinance by December 2006 and adopt a financially feasible Comprehensive Plan by December 2007. On November 14th, 2006 the Board of County Commissioners adopted a proportionate fair-share ordinance. On April 4th 2007, County Staff presented a Draft Long Term Concurrency Management System to the Board of County Commissioners in preparation for meeting the Financial Feasibility requirement by December 2007. During the 2007 legislative session, the financial feasibility requirement was extended by the legislature to December 2008. In 2007 and 2008, the Springhills DRI and Newberry Village Comprehensive Plan Amendment highlighted the need for a holistic look at transportation and concurrency in Alachua County.

On February 19th, 2008, County Staff presented a concept and public participation plan to the Alachua County Board of County Commissioners for a Long Term Concurrency Management System as allowed under Florida Statute 163.3180(9)a to address transportation concurrency within the unincorporated portions of Alachua County. The proposed plan was to be designed to meet the comprehensive plan financial feasibility requirements as required by Florida Statutes. The County Commission directed staff to present the concept to numerous community stakeholder groups, governmental entities as well as to hold three community workshops on the issue.

After a great deal of community input on the proposed long term concurrency management system, it became apparent that the community desired a multimodal transportation plan and concurrency management system that would be complimented by incentives and standards for mixed use developments that would be supportive of transit. During the 2008 session, the Legislature passed HB 697 that required Future Land Use and Transportation Mobility Element amendments to address urban sprawl,

energy efficient land use patterns and strategies to reduce greenhouse gas emissions (F.S. 163.3177 (a,b). On September 16th, 2008, County Staff presented a concept for a proposed alternative multimodal concurrency management system to the Alachua County Board of County Commissioners.

On April 15th, 2009, nearly two (2) years to the day that County Staff presented the initial draft Long Term Concurrency Management System, CPA 01-09 was presented to the Planning Commission. Due to the scale and complexity of trying to effectively address the connection between land use and transportation, CPA 01-09 was continued to May 20th, 2009 to allow for further time to review the amendment. On May 20th, 2009, the Planning Commission voted to recommend that the Board of County Commissioners transmit CPA 01-09 to the Florida Department of Community Affairs.

The proposed concurrency management system would combine a multimodal transportation system with mixed-use land use policies that over time would allow for reduced dependence on single occupant automobile use and increased mode share for transit, bicycling and walking. The system would provide for a long term multimodal infrastructure plan and would be initially funded by a multimodal transportation fee on new development as well as an exploration of other sources of revenue. The County Commission directed County Staff to develop a comprehensive plan amendment that would create the alternative multimodal concurrency management system to address concurrency management and to indentify funding sources including a multimodal transportation fee in order to fund transportation infrastructure improvements.

Detailed Description of Amendment

Future Land Use Element

The goal and principles that are laid out in the proposed amendment to the Future Land Use Element help to provide the purpose for the revisions.

Goal

To encourage the orderly, harmonious, and judicious use of land, consistent with the following guiding Principles.

Principle 1

Promote sustainable land development that provides for a balance of economic opportunity, social equity including environmental justice, and protection of the natural environment.

Principle 2

Discourage sprawl by focusing urban development in a clearly defined area where infrastructure and services can be efficiently provided with a clear separation of rural and urban uses.

Principle 3

Recognize residential neighborhoods as a collective asset for all residents of the County.

Principle 4

Create and promote cohesive communities that provide for a full range and mix of land uses and housing types.

Principle 5

Reduce vehicle miles of travel and per capita greenhouse gas emissions through the provision of mobility within compact, mixed-use, interconnected developments that promote walking and bicycling, allow for the internal capture of vehicular trips and provide the densities and intensities needed to support transit.

Currently Adopted Traditional Neighborhood Development (TND) Standards

The last major update to the Alachua County Comprehensive Plan which took affect in 2005 included the goals objectives and policies related to Traditional Neighborhood Developments (TNDs). The TND policies and standards provide for a pedestrian and bicycle friendly developments with small block sizes, interconnected roadways, minimal building setbacks and community green spaces among universally accepted TND design techniques. TNDs that are designed to meet the standards in the Comprehensive Plan and Land Development Regulations are currently allowed in urban residential land uses without a comprehensive plan amendment or rezoning. The current incentive structure for TNDs includes the ability to mix unit types, a five year concurrency reservation, and the potential to include a mixed use Village Center.

Currently Adopted Village Center Policies

The Village Center concept was also adopted as part of the 2001-2020 Comprehensive Plan. Village Centers are mixed use areas internal to a TND which allow for commercial and office uses within the TND fabric. They are required to meet the same general TND design guidelines in terms of street network design and include policies and standards for the shielding of parking and architectural design. Currently village

centers are allowed to be up to 30,000 sq ft without a rezoning and up to 50,000 sq ft through the Planned Development (PD) zoning process. To date there has been one project within the County that has applied for and received development plan approval for a TND with Village Center.

Proposed Amendment to TND and Village Center Policies and adoption of Transit Oriented Development (TOD) Policies.

The proposed amendment to the Future Land Use Element builds on the concepts in the adopted TND and Village Center policies. These types of designs are recognized as the preferred development technique for new development within the Urban Cluster due to the intrinsic public value of multimodal and mixed use design. In addition to revising the TND policies and in order to properly coordinate with the proposed amendments to the Transportation Mobility Element focusing on transit, the amendment proposes to introduce Transit Oriented Development (TOD) policies into the Comprehensive Plan. Although it will be discussed in more detail below, TOD projects are essentially TND projects that are of a higher density and intensity in order to support frequent transit service.

The primary areas of proposed amendment to the TND and Village Center Policies are:

- To remove the differentiation between TNDs and Village Centers in recognition of the importance of mixed uses within a TND development. If approved, all TNDs would have mixed use Village Centers.

- To reduce the allowable size for a TND from 30 acres to 15 acres.

- To require projects of certain threshold sizes to be in either a TND, TOD or within an Activity Center. These sizes are 150 units for projects adjacent to a Rapid or Express Transit Corridor and 300 units for all other projects in the Urban Area. Exhibit 2 illustrates the potential for TND's and TOD's along Rapid Transit Corridors

- To provide for detailed design standards for TND and TOD projects. By doing so, the County can assuredly offer the incentive of such projects being reviewed and approved through the development review process as opposed to requiring Future Land Use amendments and Planned Development zoning approvals.

- To provide for further incentives for TNDs by allowing density bonuses above the underlying future land use designations. For projects not adjacent to a Rapid or Express Transit Corridor, two (2) additional units/acre are allowed. For projects adjacent to a Rapid or Express Transit Corridor, an additional six (6) units/acre are allowed within the Village Center and an additional four (4) units/acre are allowed within the transit supportive area.

- To remove 30,000 and 50,000 sq ft maximum non-residential floor areas and replace them with non-residential ratios that correspond to the number of dwelling units. This technique ensures a mix of uses that is appropriate for the size of the development and increases the internal capture of trips and the prevalence of walking and biking.

- To provide for appropriate project phasing standards to insure that both residential and non-residential components will be constructed in appropriate intervals.

- To allow for a wider diversity of uses within TND and TOD projects including a mixture of residential, commercial / retail, office, institutional, lodging, medical, research, clean / green technology, religious and civic uses are allowed throughout the development.

- Requirements to construct dedicated transit lanes through the development or in adjacent right of way and a park and ride facility when appropriate.

In addition to the policies and standards that relate to both TND and TOD projects, there are further standards that apply to TOD projects only including:

- TODs are required to be at least 15 acres and located adjacent to a Rapid Transit or Express Transit Corridor consistent with the Future Land Use Element.

- TODs have residential densities that are sufficient to support frequent transit service. These minimum densities include: ten (10) units per acre within the village center, seven (7) units per acre within the transit supportive area outside of the village center and four (4) units per acre outside of the transit supportive area. Maximum densities within the Village Center and Transit Supportive Area are 24 units per acre with allowances for higher densities by Comprehensive Plan Amendment.

- TODs have nonresidential intensities that are higher than those of TNDs.

- Requirements to fund Express Transit Service from development site to the University of Florida.

Incentives for TND and TOD projects.

While recognizing that the development of TND and TOD projects that are consistent with the detailed standards proposed for the Future Land Use element have a significant value to the entire County it must be also recognized that developments that meet these standards will be more expensive to plan, construct, and market in the short term. In order to offset those costs and assure that these projects will be pursued by the private sector, there are several incentives built into both the Future Land Element

and the Transportation Mobility Element.

The first incentive is that TND and TOD projects are allowed on smaller parcels than TNDs are under the adopted plan and they allow residential density bonuses and nonresidential development without the requirement to create a new Activity Center.

The second incentive, which has been previously mentioned in this report, is that TND and TOD projects will not require Future Land Use Amendments and Planned Development zoning approval once the Land Development Regulations implementing the amendment are adopted. This is a significant savings of time and money for the property owner and developer.

The third incentive relates to the way transportation concurrency is being proposed for revision in the Transportation Mobility Element for the entire Urban Cluster. This will be discussed in more detail below however, in brief, transportation concurrency and proportionate fair share for sub-Development of Regional Impact projects will be satisfied through payment of the multimodal transportation fee. This system will provide a greater deal of surety for the developers of these projects and for the County.

The structure of the multimodal transportation fee will provide the most valuable incentive to developers of TOD and TND projects. The multimodal transportation fee will be similar to Counties existing transportation impact fee which recognizes that developments that meet the TND design guidelines produce less of an impact on the external roadway network due to the internal capture of trips between mixed uses as well as the increased mode share transportation modes other than the single occupant automobile. This reduction will be memorialized in the methodology for the fee and reflected in a significantly reduced overall fee payment for TND development. TOD projects will see a further reduction in fee payment due to increased reduction of external vehicular trips as a result of their funding of transit service from their site to the major employment and activity hub within the County.

Transportation Mobility Element

The principles that are laid out in the proposed amendment to the Transportation Mobility help to provide the purpose for the revisions.

Principle 1

To establish and maintain a safe, convenient, and efficient automobile, transit, bicycle and pedestrian transportation system, capable of moving people and goods throughout the county.

Principle 2

To reduce vehicle miles of travel and greenhouse gas emissions through

provision of mobility within compact, mixed-use, interconnected developments that promote walking and bicycling, allow for the internal capture of vehicular trips and provide the densities and intensities needed to support transit.

Principle 3

Discourage sprawl and encourage the efficient use of the urban cluster by directing new development and infrastructure to areas where mobility can be provided via multiple modes of transportation.

Principle 4

Provide an alternative to conventional transportation concurrency within the urban cluster that recognizes that congestion is accepted in growing urban area, so long as viable alternative modes of transportation are provided that serve travel demand along congested corridors. Congestion along some roadways is the tradeoff between adding roadway capacity on congested corridors and developing an interconnected network of roadways, bicycle and pedestrian facilities and dedicated transit lanes served by efficient transit service.

Urban Cluster Transportation Mobility Districts

The proposed amendment introduces the concept of Urban Cluster Transportation Mobility Districts into the Comprehensive Plan (Exhibit 3). Transportation Concurrency will be managed in these districts by utilizing the alternative approaches to concurrency and Multimodal Transportation District provided for in F.S. 163.3180. Transportation Concurrency Exception Areas (TCEA), which are currently used within the City of Gainesville, and Multi-Modal Transportation Districts were created in recognition of the fact that in urban areas, much of the traffic is generated from surrounding communities and it is counterproductive and cost prohibitive to address mobility through only adding roadway capacity.

Significant portions of the Urban Cluster are either currently developed, located within activity centers or in future developments that have already received comprehensive plan, zoning and development plan approval. Exhibit 4 illustrates the existing development pattern within the Urban Cluster. Exhibit 5 illustrates in further detail the existing development pattern in the Urban Cluster area and includes roadways, special study areas and Residential Estate (RE-1) land uses which are areas in which TND's and TOD's are not permitted, green spaces, and rural and preservation land uses outside the Urban Cluster Boundary. The proposed land use amendments for TNDs and TODs are intended to provide for infill opportunities in undeveloped parcels within the Urban Cluster and encourage projects that have received development plan approval to revise their development plans to realize the increased development potential of their lands and reduce the need for expansion of the Urban Cluster boundary.

A significant percentage of the traffic within the Urban Cluster originates from outside the Urban Cluster Boundary. Table 1 clearly illustrates that a large percentage of the

traffic within the Urban Cluster is generated from development outside the Urban Cluster Boundary. On State Roadways which are designed to carry regional traffic, on average, more than 65% of the traffic is from areas outside the Urban Cluster. On Williston Road (SR 121), Interstate 75 from Marion County and Waldo Road (SR 24), more than 80% of the traffic in the Urban Cluster is generated from development outside the Urban Cluster, with significant traffic from Levy and Marion Counties commuting into Gainesville. Alachua County and the City of Gainesville are the major employment, educational, shopping, cultural, and medical center of North Central Florida and as such significant portions of the traffic within the Urban Cluster and the City of Gainesville is from surrounding municipalities and counties.

TABLE 1: REGIONAL TRAFFIC IMPACT ON URBAN CLUSTER ROADWAYS

	Urban Cluster Boundary AADT			
			% Traffic from	
Roadways	Outside Cluster	Inside Cluster	Outside Cluster	Source:
Newberry Road (SR 26)	14,700	24,000	61.3%	FDOT-2008
Archer Road (SR 24)	12,000	16,000	75.0%	County-2008
Hawthorne Road (SR 20)	9,600	14,900	64.4%	FDOT-2008
Williston Road (SR 121)	9,400	11,400	82.5%	FDOT/County-2007
Interstate 75 (North)	51,000	72,000	70.8%	FDOT-2008
Interstate 75 (South)	60,225	64,000	94.1%	FDOT-2008
Waldo Road (SR 24)	15,700	18,300	85.8%	FDOT-2008
NE 39th Ave (SR 222)	6,700	14,500	46.2%	FDOT-2008
US 441 (South)	12,400	17,000	72.9%	FDOT-2008
CR 241 (NW 143rd)	9,400	12,000	78.3%	County-2008
Millhopper Road	3,500	7,000	50.0%	County-2008

Strategic Intermodal System

Multimodal levels of service are established within the Transportation Mobility Districts, including an Areawide capacity analysis for County and State roadways, excluding the Strategic Intermodal System. The necessary infrastructure to support the development allowed within the Urban Cluster is identified within the Capital Improvements Element. Over the next twenty (20) years as the densities and intensities within the Urban Cluster necessary to support transit are realized, the County will transition from providing capital infrastructure for a multi-modal transportation network to providing frequent transit

service along dedicated transit corridors. The Twenty (20) year Multi-Modal Transportation Capital Improvements Program provides a schedule of the transition from development of the interconnected network to construction of dedicated transit lane(s) along major corridors.

The proposed amendment recognizes the regional importance of the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) by providing for a specific Mitigation Plan that includes parallel County maintained facilities, additional crossings of I-75 and dedicated transit lanes (Exhibit 6). Several segments of SIS facilities are projected to be over capacity in 2020 with the addition of reserved trips. The development approvals that reserved the capacity are currently stalled due to the recent economic downturn. The mitigation techniques and facilities proposed in the Capital Improvements Element and Transportation Mobility Element will address these facilities at such time as the facilities operate at or below the adopted level of service.

Multi-Modal Infrastructure

The primary focus of roadway capacity projects is the development of an interconnected network that provides alternatives to the state roadway system, additional crossings over Interstate 75 and connectivity between Traditional Neighborhood Development, Transit Oriented Developments and Activity Centers. The County intends to engage in Public/Private Partnerships by working to develop a roadway network that accommodates both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways. Exhibit 7 illustrates the proposed roadway capacity projects and dedicated transit corridors within the Urban Cluster over the next 20 years.

Express Transit Corridors

The proposed amendment and associated mapping indicates express transit service to begin in 2015 along four corridors within the Urban Cluster. The service will begin at 30 minute headways in 2015 and transition to 20 minute headways by 2017 and 15 minute headways by 2020. Express Transit Service will be provided for two hours in the AM and two hours in the PM between major destinations in the Urban Cluster to/from the University of Florida. Park and Ride / Drop and Ride locations will be explored as TOD and TND developments are constructed. Exhibit 8 illustrates the proposed Express Transit Corridors and potential Park and Ride Facilities.

Rapid Transit Corridors

A network of corridors with dedicated transit lane(s) as shown on the Rapid Transit Corridors Map is proposed to be developed to provide a sense of permanence and provide developers seeking to build Traditional Neighborhood and Transit Oriented Development with the assurance that there is a commitment to transit (Exhibit 9). Dedicated Transit Lane(s) will connect transit supportive development with regional employment, educational and entertainment centers. Dedicated transit lane(s) will

greatly facilitate transit service as a viable mode of transportation as major roadway corridors become congested.

Bicycle and Pedestrian Planning

The amendment lays out specific long term commitments to bicycle and pedestrian facilities planning and construction. In addition to calling for bicycle lanes/paved shoulders and multiuse paths along all new roadway alignments the amendment includes either sidewalks on both sides or a multiuse path along one side of 95% of collector and arterial roads within the Urban Cluster as illustrated in Exhibit 10. These facilities will help to connect existing development to new and TND and TOD projects within the Urban Cluster. In addition, the Comprehensive Plan amendment requires that new developments develop a network of multi-use paths within their development that connect to adjacent developments, open spaces and the proposed bicycle and pedestrian network to be provided on major roadways.

Internal Street Network and Connectivity Standards

The proposed amendment sets out clear standards for street networks and connectivity within new development and redevelopment within the Urban Cluster. These connectivity standards will help form the basis for a sound multimodal transportation system and ensure connectivity within and between developments.

Transportation Concurrency Exception Areas for Projects that Promote Public Transportation (TCEPPT)

The proposed transportation mobility districts, TOD policies and multimodal impact fee will affectively take the place of the existing TCEPPT policies. The amendment proposes to sunset those policies within the Comprehensive Plan in order to remain consistent with the settlement agreement regarding the Newberry Village development and to continue the processing of the Santa Fe Village DRI which has already submitted application for a Comprehensive Plan amendment which proposes to utilize the exception.

Transportation Management for Areas outside of the Urban Cluster

The proposed amendment will treat transportation concurrency for areas outside the Urban Cluster in much the same manner as it does under the adopted Comprehensive Plan. Level of Service standards must be maintained on individual roadways in the same manner they are currently. The County's Comprehensive Plan does not assign significant density or intensity within rural areas outside of the Urban Cluster and there are no roadways within the rural area that are currently overcapacity. The majority of traffic on rural segments of roadway within the Urban Cluster are generated and end within municipalities and surrounding counties. The proposed policies state that County will continue to coordinate with surrounding jurisdictions to promote the types of multimodal transportation systems that are being planned for the Urban Cluster.

Multimodal Transportation Fee

The multimodal transportation fee forms the basis for the incentive structure for TODs and TNDs and a key funding source for capital improvements. It will also ease the barriers to good development practices by allowing for a greater level of surety for the private sector in terms of capital costs of development rather than the currently adopted proportionate fair share process. The fee will be based on the cost of providing multimodal infrastructure to new development and will recognize the benefit of TND and TOD development. It will be very similar to the current transportation impact fee but will be able to be used to fund the capital costs of all modes of transportation as opposed to only roadways. The fee will allow for credits based on infrastructure constructed by new development and will provide for a public-private partnership that reflects the community's vision.

Intergovernmental Coordination

The proposed amendment contains policies that encourage increased intergovernmental coordination in relation to land use and the funding of the capital costs of new multimodal infrastructure. The proposed amendment will hopefully bring increased coordination between the County and municipalities to help ensure a strong multimodal transportation system for all residents, business and industry.

Capital Improvements Element

Over the next twenty (20) years as the densities and intensities within the Urban Cluster necessary to support transit are realized, the County shall transition from providing capital infrastructure for a multi-modal transportation network to providing frequent transit service along dedicated transit corridors. The Twenty (20) year Multi-Modal Transportation Capital Improvements Program provides a schedule of the transition from development of the interconnected network to construction of dedicated transit lane(s) along major corridors. The Multi-Modal Infrastructure Projects in the Capital Improvements Element are identified to meet the adopted level of service standards and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by 2030.

The transportation corridors identified in the 2025 to 2030 time frame are projected to be constructed in conjunction with future developments that are currently allowed for based on the existing Future Land Use Map. The need for these corridors is to address the traffic impact from the allowable development and provide alternative corridors. Development along these corridors is projected to occur in the latter part of the 2030 Capital Improvements Element time horizon and would represent the likely build out of the Urban Cluster.

Interstate 75

The crossing of Interstate 75 is a significant challenge for providing mobility by walking biking or riding transit, reducing congestion and developing an interconnected roadway network. In addition, there is currently a significant level of congestion at each Interstate 75 interchange within the Urban Cluster. The Capital Improvements Element identifies two (2) new crossings over Interstate 75 to be developed in a public / private partnership. Both crossings would be multi-lane roadways with provisions for dedicated transit lanes, bike lanes and multi-use paths. In addition, widening over two (2) existing overpasses at SW 20th Avenue and NW 23rd Avenue are also proposed. These capacity projects will not only facilitate improved bicycle, pedestrian and transit mobility, but will also provide a viable alternative to existing and future travel demand at the major Interstate 75 interchanges (Exhibit 11).

Funding

The primary revenue source for construction of the proposed Capital Improvements Projects is through the payment of a multi-modal transportation fee. There are a significant number of projects that have already been approved, with many already having commenced construction activity. In addition, there are several large projects in the northwest portion of the Urban Cluster, two (2) of which are Developments of Regional Impact. The potential for development within the eastern portion of the Urban Cluster largely resides within the Eastside Activity Center and the Alachua County Fairgrounds Industrial Park. The projected funding and need for additional infrastructure are closely correlated to development activity. As development occurs within the Urban Cluster, there is a need to provide infrastructure to serve that demand. Alachua County reasonably anticipates that “growth will pay for itself” through payment of the multi-modal transportation fee. Table 2 illustrates a conservative projection of future revenue generated from new development. The analysis assumes that development will only occur within already approved developments, potential Traditional Neighborhood Developments and Transit Oriented Developments along Rapid Transit Corridors and within several large projected developments (Exhibit 2).

TABLE 2: PROJECTED TRANSPORTATION FEE REVENUE				
Transportation Mobility Districts	Approved Development	Potential TOD/TND	Projected Development	Total
Southwest	$ 29,407,334	$8,604,529		$38,011,863
Northwest	$ 17,827,589	$7,040,069	$33,260,815	$58,128,473
East	$ 1,745,000		$13,077,223	$14,822,223
Notes: Based on currently adopted 2010 Impact Fee. Projected Development for Northwest includes the Springhills DRI, Santa Fe DRI & Newberry Village. Projected Development for East includes Eastside Activity Center and Fairgrounds Industrial Park.				

Gas Tax

The County collects roughly $9 million dollars a year in gas tax revenue with the passage of the $.05 cents local option sales tax in 2007. Assuming constant dollar amounts, over a twenty (20) year period the gas tax will generate approximately $180 million dollars. The County currently allocates $250,000 a year for bicycle and pedestrian projects and $800,000 a year for transit service from the gas tax revenues. Assuming constant dollar amounts, over a twenty (20) year period the gas tax is projected to generate approximately $5 million dollars for bicycle and pedestrian projects and $16,000,000 for transit service.

Sales Tax

In 2010, sales taxes for environmental conservation and open spaces ($.05) and Choices ($.025) both expire. The County does not currently have an infrastructure sales tax in place. County Staff as part of the funding options available for transportation will be recommending the need for a sales tax to fund multi-modal transportation infrastructure. An infrastructure sales tax would generate a substantial amount of revenue for the construction of transportation infrastructure. In one year alone, a one (1) year sales tax of ($.01), combined with site related developer contributions would generate enough revenue to pay for two (2) new four (4) lane overpasses with dedicated transit lanes and multi-use paths over Interstate 75 and the widening of SW 20th Avenue and NW 23rd Avenue over Interstate 75, addressing the primary traffic bottleneck within the Urban Cluster. Below are examples of the potential revenue generated from an infrastructure sales tax.

1 cent = $38 million with $ 17,100,000 (45% allocation to County) totaling $171,000,000 over 10 years
½ cent = $19 million with $9,500,000 (45% allocation to County) totaling $95,000,000 over 10 years
¼ cent = $9.5 million with $4,275,000 (45% allocation to County) totaling $42,750,000 over 10 years

University of Florida (UF) and Santa Fe College (SFC)

The University of Florida currently assess a per credit hour student fee for transit

service. Santa Fe College is currently seeking legislative authority to assess a similar student fee for transit service. A significant number of employees and faculty from UF, Shands, and SFC live within the Urban Cluster. Each of these entities could provide additional funding for Express Transit Service along several of the identified Express Transit Corridors and provide some funding for the construction of park and ride facilities within the Urban Cluster.

Backlogged Authority

The Florida Legislature allows a local government to establish a backlog authority that allows for the establishment of a district whereby at least 25% of the property taxes generated from an increase in property value within the district would go towards the funding of transportation mobility. The backlog authority functions similar to a Tax Increment Financing District. The authority is typically established for a ten year period. The legislation allows for the bonding of future projected revenues from the district. The decision to adopt a district is up to the local government governing body. The Backlog Authority allows a local government to utilize the increase in property value from new development with a district as a means to obtain additional funding sources for the funding of transportation infrastructure and transit service.

Through the collection of a multi-modal transportation fee, gas tax revenues and public / private partnerships, Alachua County reasonably anticipates that adequate revenues will be provided over the next ten (10) and twenty (20) years to provide the necessary infrastructure to fund the identified projects within the Capital Improvements Element and be considered financially feasible. Potential Sales Tax revenues and funding of Express Transit Service from the University of Florida and Santa Fe College would provide additional revenues to complete the identified projects earlier than the twenty (20) year anticipated time horizon for the Multi-Modal Transportation Capital Improvements Program.

Levels of Service Assessment

The Alachua County Comprehensive Plan Capital Improvements Element requires that public facilities and services needed to support development be available concurrent with the impacts of development and that issuance of a Certificate of Level of Service Compliance (CLSC) be a condition of all final development orders. 'Concurrent' shall mean that all adopted levels of service (LOS) standards shall be maintained or achieved within a reasonable timeframe. Per Policies 1.2.4 and 1.2.5 of the Capital Improvements Element of the Alachua County Comprehensive Plan, LOS standards have been adopted for various types of public facilities.

Staff has conducted an analysis of the potential sites that could meet the parcel size and locational criteria for TND and TOD projects that would have the potential to receive higher densities or intensities as a result of the proposed amendment (Exhibit 2). The analysis attached to this report assumes that each identified location would actually pursue either a TND or TOD and demonstrates a potential for **2,250** additional dwelling

units and **232,200** square feet of additional non-residential square footage over what is allowed in the currently adopted Comprehensive Plan.

Table 3: Build-out Scenario Comparison for parcels not within Activity Centers identified to potentially meet TOD/TND in Proposed Land Use Amendments

Land Use	Adopted Plan	Proposed Amendments
Residential (du's)	**2,260**	**4,510**
Non-residential (sq ft)	**300,000**	**532,200**

The projected additional dwelling units and non-residential square footage are intended to be a reallocation of development potential within and outside the Urban Cluster from future single-use projects. The allowance of additional density within the Urban Cluster is needed to provide the critical mass needed for mass transit. Further, the allowance of additional residential density and non-residential intensity will potentially minimize the need to expand the Urban Cluster Boundary and make it more difficult to justify increases in density outside the Urban Cluster Boundary.

Traffic

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation 8th Edition was used to estimate the potential external trip impacts of the proposed amendments (Exhibit 12). The increases in residential density and non-residential intensity will happen over the next twenty (20) years and will be completely within developments designed to take advantage and support multiple modes of transportation. The level of service report (Exhibit 13) demonstrates ample roadway capacity to serve the projected build-out from potential TND / TOD projects.

The additional residential density which will be almost exclusively multifamily uses has the potential to produce **13,759** additional daily trips, **1,106** AM Peak Hour Trips and **1,255** PM Peak Hour Trips.

The additional non-residential intensity will likely be split between office and commercial uses. The office uses have the potential to produce an additional **1,497** daily trips, **211** AM peak hour trips, **209** PM peak hour trips.

The additional commercial uses, utilizing a 25% pass-by factor, have the potential to produce **7,483** daily trips, **169** AM peak hour trips and **704** PM peak hour trips.

After utilizing a 15% internal capture rate and a 25% pass-by trip factor for the commercial portion of the potential trip generation, the resulting overall additional trip impact from the proposed amendment has the potential to be **17,457** additional daily trips, **1,220** AM peak hour trips and **1,667** PM peak hour trips.

Motor Vehicle

There are currently no roadways within the Urban Cluster that operate over their adopted level of service based on 2008 traffic counts. With reserved trips, several major roadways are projected to be over capacity in 2017 and 2018. However, with the current market slowdown, the reservation of trips from a number of developments could potentially expire, resulting is roadways operating below their currently adopted LOS standard in 2020. Alachua County is concurrent in as off the transmittal date of the Comprehensive Plan amendment and will be concurrent in 2015. As stated in this report and in the proposed amendments to the Transportation Mobility Element and Capital Improvements Element, the County intends to continue with the development of a multi-modal transportation system and recognizes that in the future certain roadway corridors may be congested. The County recognizes, as does the Florida Legislature, that it is financially infeasible and undesirable for a community to attempt to build its way out of congestion solely through the construction of new roadway capacity. Through the proposed amendments it is the stated goal of Alachua County to promote and provide mobility through multiple means of travel and to encourage and require development patterns that promote walking and biking and provide the necessary density and intensity to support transit.

Currently approved and future developments will mitigate their impacts to the external roadway network through payment of the multimodal transportation fee. The payment of the fee, along with the additional identified funding sources will enable the County to fund the transportation mobility projects identified in the Capital Improvements Element. The annual update to the Capital Improvements Element will track the location of development activity and provide for an opportunity for amendments to the proposed timing and location of transportation infrastructure improvements.

Water and Sewer

Policy 1.2.4 (E) describes the adopted Level of Service standards for potable water and sewer. These are summarized in the following table:

	Peak Residential	Peak Non-Res.	Pressure	Storage Capacity
Potable Water	353 gallons/du	daily demand x1.5	20 p.s.i.	½ max. day volume
Sanitary Sewer	200 gallons/du	daily demand x1.5	Na	Na

Gainesville Regional Utilities (GRU) provides water and sewer to development within the Urban Cluster. Gainesville Regional Utilities service area includes all land within the Urban Cluster and the City of Gainesville. The existing Comprehensive Plan requires that in order for new development to proceed, they must be connected to central water and sewer service, otherwise they cannot build. According to Gainesville Regional Utilities (GRU) there is presently adequate water and sewer capacity within the Urban Cluster to accommodate projected development until 2029 (Exhibit 14).

Drainage

Policy 1.2.4 (D) states that the minimum drainage level of service (LOS) standard for residential and non-residential developments requires a floor elevation of one (1) foot above the 100-year/24-hour storm elevation, or the development must be flood proofed.

Emergency Services

Policy 1.2.5 (A) states that the Level of Service (LOS) standard within the urban cluster, as contained in the Fire Service Master Plan, is within 6 minutes for 80% of all emergency responses in a 12 month period. Fire suppression/protection service level for all properties within the urban cluster shall be at the Insurance Service Office (ISO) Class Protection 6 or better. Land development regulations shall require that 100% of development shall provide water supply served by hydrants.

Solid Waste

Policy 1.2.4 (C) states that the minimum level of service (LOS) standard for solid waste disposal used for determining the availability of disposal capacity to accommodate demand generated by existing and new development, at a minimum, shall be 0.73 tons per person per year. The most recent data indicates there are currently 3.9 pounds/day (.71 tons/year per person) generated in Alachua County (Source: Alachua County Public Works Department Website).

Recreation

Policy 1.2.4 (B) states that the minimum LOS standard for recreation in the unincorporated area of Alachua County is 0.5 acres of improved activity-based recreation sites and 5.0 acres of improved resource-based recreation sites per 1,000 persons. At present, the Alachua County Parks System meets the adopted LOS standard.

Public School Capacity

The proposed amendments allow the potential for developing additional dwelling units within the Urban Cluster, as part of integrated, transit supported developments. If future development consistent with the proposed policies with regard to proximity to transit corridors, transit-supportive design, mixed use components, and transit funding mechanisms, the additional dwelling units are allowed as a density overlay within a certain distance from a transit facilities. The estimated number of additional dwelling units within the Urban Cluster that could potentially be developed is 2,250. This figure represents the potential number of additional dwelling units that could be accommodated in the Urban Cluster if the proposed amendments are approved. The number of additional units is difficult to estimate, and is based on certain density assumptions that are described in the background section of this staff report.

Because these additional dwelling units would only be allowed as a bonus density overlay in TODs and TNDs, the dwelling units are most likely multi-family dwelling units. Two scenarios are provided to analyze the potential impact in terms of overall student generation rates for public schools. The first scenario estimates the additional student generation based on a combination of 75 percent multi-family dwelling units, with a result of up to 597 new student stations required. The second scenario estimates the additional student generation based on 100 percent multi-family dwelling units, with a result of up to 477 new student stations required.

Table 4:
2,250 dwelling units (100% Multi-family)
New Public School Student Generation Rates

School Type	Student Generation Multiplier (multi-family)	Estimated # New Dwelling Units	# New Student Stations
Elementary	0.084	2250	189
Middle	0.068	2250	153
High	0.60	2250	135
Total			**477**

The Alachua County School Board indicates that this will not create unmet needs for the School Board of Alachua County. In the short-term, the design of core facilities, including media centers, food service and student service areas, is capable of accommodating some additional students. In the longer term, enrollment projections for future years indicate a continuing decline in the school population district-wide. Specific school assignments for students living in the development area will be determined by the School Board in accordance with the Attendance Zone Policy 5.11. Section (2)(f) of the policy states that 'the Board may assign or reassign students to alternative schools or programs located in or out of their assigned zone, for the health, safety or welfare of the students, other students or staff; to relieve crowded schools or avoid school crowding.' No assurances are given that the assignments will be made to the most closely located, or currently zoned, facilities. The provision of services to students in the development area may require redrawing of attendance zone lines, reassignment and busing to facilities elsewhere in the district, the use of temporary facilities, and/or the relocation of specific educational programs.

Specific school assignments are determined in accordance with the Alachua County School Board Policy 5.11(2)(f), stating that "the Board may assign or reassign students to alternative schools or programs located in or out of their assigned zone, for the health, safety, or welfare of the students, other students or staff, to relieve crowded schools or avoid school crowding." No assurances are given that the assignments will be made to the most closely located, or currently zoned, facilities. The provision of services to students in the development area may require redrawing of attendance zone

lines, reassignment and busing to facilities elsewhere in the District, the use of temporary facilities, and/or the relocation of specific educational programs.

Potential Impact of Amendment on the Cost of Housing

At the February 17, 2009 Special Board Meeting, the Board directed staff to provide a staff analysis of the potential impact on the cost of housing in all staff reports for any recommended amendments to the Land Development Regulations or Comprehensive Plan. The analysis consists of three elements:

- Short term cost to the homebuyer
- Long term cost or benefit to the home buyer
- Potential long term fiscal impact to the County (benefits or cost)

The proposed Comprehensive Plan amendment addresses Transportation Mobility within the Urban Cluster, implemented through corresponding policies in the Future Land Use, Transportation Mobility, Capital Improvements and Intergovernmental Coordination elements.

The proposed amendment affects concurrency measures and their implementation through land use and development density and intensity with the Urban Cluster. The policies provide for a method of allowing a higher density of land use by right within the Urban Cluster, when designed in a manner consistent with corresponding policies regarding the mix of dwelling unit types with non-residential development, urban form and proximity to transit. The goal is to promote this type of development to support the multimodal approach to transportation within the Urban Cluster by facilitating this development through the County's development review process. The result is development that uses land efficiently, and provides residents and visitors with proximity to transit, work and shopping opportunities.

Short term cost or benefit to the homebuyer

The TND and TOD policies will promote a greater mix of unit types including more affordable multifamily and single-family attached units. As has been noted in studies such as *The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice* (Brookings Institution, 2006) the cost of housing includes not just the cost of the physical shelter itself but the costs of transportation to and from home, work, recreation and shopping. Therefore, although costs could include a higher cost per square foot for dwelling units due to the TOD design standards, benefits may include higher energy efficiency, lower costs of travel, reduction of commuting time and accommodation additional modes of travel.

Long term cost or benefit to the homebuyer

Benefits may consist of increased work opportunity both within the community as a whole and within proximity to residential areas, a reduction of overall costs of

commuting in terms of time and vehicle maintenance, vehicle miles travelled, a reduced carbon footprint relative to typical low-density development, shorter time to market for development projects, and the experience of living and/or working in a high quality urban design setting. Development projects that utilize the TOD and TND will be able to have a shorter time to market through the ability to proceed directly to the development review process without needing individual land use amendment and zoning. Costs could consist of reduced mobility during off-peak transit operations, limited employment or shopping options within particular developments, and timing issues regarding the phasing of residential and non-residential construction within developments.

Potential long term fiscal impact to the County (costs or benefits)

Long-term fiscal impact to the County may include better overall utilization of County public resources, increased tax revenues, greater efficiency in the use of land for housing, transportation, and commercial development, higher densities in supportive of transit, a reduction in commuting time and frequency, continued viability of urban core and maintaining the existing employment centers by providing viable transit options, the generation of additional supporting commercial uses within employment centers and the fostering of high quality urban design, financial support for all travel modes, proportionate share cost of improvements has greater equity and is likely to have greater participation, smaller projects are not as likely to be discouraged, costs are likely to be easier to administer costs than proportionate share agreements.

Senate Bill 360

At the time of preparation of CPA 01-09 for the June 9th Board of County Commissioners transmittal hearing, SB 360 had not yet been signed by the Governor. Alachua County meets the criteria for the establishment of a Transportation Concurrency Exception Area within an Urban Service Area. The proposed comprehensive plan amendments were written with the understanding that SB 360 may pass. A few minor changes would be required for the County to establish its Urban Area as a Transportation Concurrency Exception Area (TCEA). If SB 360 is signed into law, Staff will discuss the establishment of a TCEA with the Board of County Commissioners. The Commission may elect to amend the Comprehensive Plan Amendment to reflect the designation of a TCEA. If the Commission were to elect to designate a TCEA, Staff may recommend changes to the Capital Improvements Element such as the removal of the proposal to four (4) lanes Archer Road (SR 24) and Williston Road (SR 121). In addition, Staff may recommend modification of level of service standards and instead focus on standards for measuring mobility and would review the LOS criteria and mitigation plans for Strategic Intermodal System Roadways. Further, the Transportation Mobility Element reference to alternative concurrency approaches identified in F.S. 163.3180 would instead designate the Urban Cluster Area as a Transportation Concurrency Exception Area. Due to the potential impact that designation of a TCEA would have on large scale projects and developments of regional impact (DRI), Staff would re-evaluate policies regarding credit and criteria for

major internal development roadways and intersection improvements at major intersections that primarily serve development traffic but may also provide additional capacity. SB 360 would significantly impact the County's ability to deal address impact from large scale projects from the City of Gainesville and surrounding municipalities and Counties.

Comprehensive Plan Consistency

The proposed Comprehensive Plan amendment has been analyzed for internal consistency with the currently adopted Alachua County Comprehensive Plan. The proposed amendment is consistent with the currently adopted Goals, Principles and General Strategies as expressed within the Future Land Use Element and Transportation Mobility Element. The proposed amendment helps to strengthen the concept of the Urban Cluster as the appropriate place for urban uses by providing for additional incentives for mixed use development that can be effectively served by multiple modes of transportation. The following are the currently adopted Goals, Principles and Strategies of the Future Land Use Element and Goals of the Transportation Mobility Element.

FUTURE LAND USE ELEMENT
Goals, Objectives and Policies

GOAL

To encourage the orderly, harmonious, and judicious use of land, consistent with the following guiding Principles.

PRINCIPLE 1

Promote sustainable land development that provides for a balance of economic opportunity, social equity including environmental justice, and protection of the natural environment.

PRINCIPLE 2

Base new development upon the provision of necessary services and infrastructure. Focus urban development in a clearly defined area and strengthen the separation of rural and urban uses.

PRINCIPLE 3

Recognize residential neighborhoods as a collective asset for all residents of the County.

PRINCIPLE 4

Create and promote cohesive communities that provide for a full range and mix of land uses.

General Strategies to implement these Principles include:

GENERAL STRATEGY 1

Minimize the conversion of land from rural to urban uses by maximizing the efficient use of available urban infrastructure, while preserving environmentally sensitive areas, according to the following:

a. Designate and maintain on the Future Land Use Map an urban cluster that sets a boundary for urban growth.

b. Provide incentives for higher average densities for residential development and mixed uses in the urban cluster, including density bonuses and transfer of development rights.

c. Provide a range of urban residential densities with the highest densities located in or near urban activity centers, and lower densities located in outlying rural areas or areas of the County which have physical limitations to development.

d. Utilize mechanisms such as land acquisition, conservation easements, variable lot sizes, and conservation subdivisions.

e. Preserve ecosystems of a given area and incorporate hazard-resilient land planning.

f. Time development approval in conjunction with the economic and efficient provision of supporting community facilities, urban services, and infrastructure, such as streets, utilities, police and fire protection service, emergency medical service, mass transit, public schools, recreation and open space, in coordination with policies in the Capital Improvements Element.

GENERAL STRATEGY 2

Promote land development that maximizes the use of public investments in facilities and services, ensures a proper level of public services for all new development, and preserves existing amenities. Land use decisions shall be made consistent with public facility improvements which shall be provided in accordance with the following priorities:

a. in areas where the lack of public facilities threatens the health and safety of the community;

b. in urban areas that are lacking adequate public facilities to meet the needs of existing development and to encourage infill development, and mixed-use redevelopment;

c. in new areas which are part of a planned expansion of public services to encourage growth; and

d. to extend individual services to meet the demands created by a specific development.

GENERAL STRATEGY 3

Promote the spatial organization of neighborhoods, districts, and corridors through urban design codes, incorporating graphics, that serve as predictable guides for community development. Implementation shall be through a combination of standard requirements and incentives, creating a planning framework that includes provisions to:

a. Create neighborhoods that are compact, connected to adjacent development, have limited mixed uses at centers, and have interconnected, mixed modal streets with pedestrian, bicycle, and transit friendly areas.

b. Integrate civic, institutional, and commercial activity in neighborhoods and districts, not isolated in remote, single-use complexes.

c. Avoid large areas of single-use, similar densities, and similar types of units. A diverse mix of land uses, housing types and costs and densities shall be promoted. Identify locations or districts where special or single use activities shall be allowed or restricted (e.g., large scale retail or industrial areas).

d. Link corridors that are regional connectors of neighborhoods and districts, ranging from parkways and transit lines to watersheds and greenways.

e. Provide for infill where appropriate.

TRANSPORTATION MOBILITY ELEMENT
Goals, Objectives and Policies

GOAL

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES FOR THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT USERS, MOTORIZED-VEHICLE USERS, USERS OF RAIL AND AVIATION FACILITIES, AND IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF ALACHUA COUNTY.

GOAL 1

TO ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT AUTOMOBILE, BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM, CAPABLE OF MOVING PEOPLE AND GOODS THROUGHOUT THE COUNTY.

GOAL 2

TO ESTABLISH AND MAINTAIN A BALANCED TRANSPORTATION SYSTEM THAT PRESERVES AND ENHANCES NATURAL AND HISTORIC RESOURCES AND SCENIC QUALITY.

GOAL 3

TO ENCOURAGE THE PROVISION AND USE OF A SAFE, EFFICIENT, AND FINANCIALLY FEASIBLE MASS TRANSIT TRANSPORTATION SYSTEM WHICH IS RESPONSIVE TO

COMMUNITY NEEDS, CONSISTENT WITH LAND USE POLICIES, ENVIRONMENTALLY SOUND, AND WHICH PROMOTES ECONOMIC OPPORTUNITY AND ENERGY CONSERVATION.

GOAL 4

TO FACILITATE THE AVAILABILITY OF AIRPORT FACILITIES TO MEET FUTURE DEMAND IN A MANNER THAT MAXIMIZES SAFETY, CONVENIENCE, ECONOMIC BENEFIT, ENVIRONMENTAL COMPATIBILITY, AND CONSISTENCY WITH OTHER ELEMENTS.

Staff Recommendation

Staff Recommends: **Transmittal** of CPA 01-09 to the Florida Department of Community Affairs with the following bases.

Bases:

- The proposed amendment is consistent with the Goals, Objectives and Policies of the Future Land Use Element.

- The proposed amendment is consistent with the Goals, Objectives and Policies of the Transportation Mobility Element.

Staff Report Attachments:

Exhibit 1 - Future Land Use Element 1.0, Future Land Use Element 2.0, Transportation Mobility Element, Capital Improvements Element, Intergovernmental Coordination Element Goals, Objectives & Policy Amendments for Adoption (strike-through/underline)
Exhibit 2 – Potential TOD / TND locations Map & Table (Background Data and Analysis)
Exhibit 3 – Urban Cluster Transportation Mobility Districts for Adoption
Exhibit 4 – Existing Development Patterns in Urban Cluster (Background Data and Analysis)
Exhibit 5 – Detailed Existing Development Patterns in Urban Cluster (Background Data and Analysis)
Exhibit 6 – Strategic Intermodal System (SIS) Mitigation Plan (Background Data and Analysis)
Exhibit 7 – Roadway & Transit Infrastructure (Background Data and Analysis)
Exhibit 8 – Express Transit Corridors Map for Adoption
Exhibit 9 – Rapid Transit Corridors Map for Adoption
Exhibit 10 – Bicycle and Pedestrian Existing and Future Network Map for Adoption
Exhibit 11 – Interstate 75 Crossing Analysis (Background Data and Analysis)
Exhibit 12 – ITE 8th Edition Trip Generation Handout (Background Data and Analysis)
Exhibit 13 – 2009 Roadway Level of Service Report (Background Data and Analysis)
Exhibit 14 – GRU water and sewer capacity correspondence (Background Data and Analysis)
Exhibit 15 – Transportation Impact Fee Ordinance (Background Data and Analysis)
Exhibit 16 – Additional background related to development of amendment

Mobility

ALACHUA COUNTY'S PLAN TO EFFECTIVELY LINK LAND USE AND TRANSPORTATION

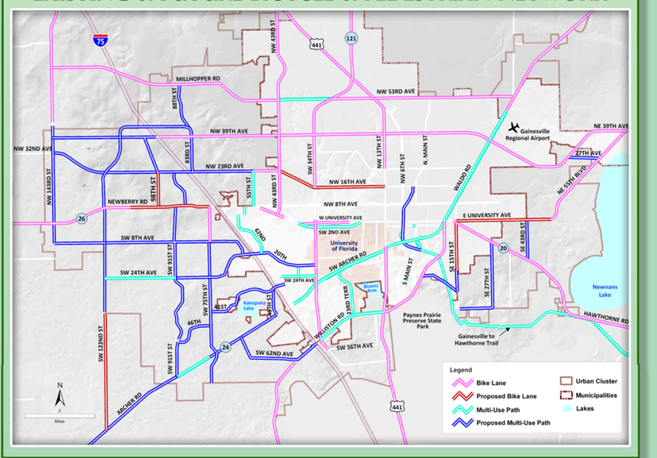
Overview
Alachua County is preparing amendments to its Comprehensive Plan which propose to reduce vehicle miles travelled and greenhouse gas emissions per capita by providing for enhanced transportation mobility options in conjunction with land use changes that bring services closer to residents and provide for development densities and intensities that are transit supportive.

Key features of this plan include:
1) An alternative concurrency management system that will enable new development to satisfy its transportation concurrency obligations through the payment of a multimodal transportation fee.

2) Provisions and incentives for Transit OrientedDevelopments and Traditional Neighborhood Developments that will facilitate a reduction in vehicle miles travelled per capita.

3) A financially feasible multimodal infrastructure plan to accommodate future growth and transportation demands within the Urban Cluster Boundary in an fiscally efficient and ecologicallyresponsible way.

EXISTING & FUTURE BICYCLE & PEDESTRIAN NETWORK



For more information....
Alachua County Growth Management Department
10 SW 2nd Ave
Gainesville, FL 32601
352-374-5249

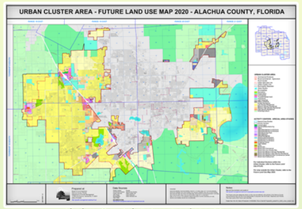
Contact Jonathan Paul at jbpaul@alachuacounty.us or Jeff Hays at jhays@alachuacounty.us

All documents are drafts and have not been approved or adopted by the Alachua County Board of County Commissioners.

All proposed Comprehensive Plan amendments, maps and background information can be reviewed at the Growth Management Office or online at: http://growth-management.alachuacounty.us/TPIF/cm_docs.php

LAND USE:
THE COMMUNITY OUR CHILDREN WILL INHERIT

Urban Cluster
Alachua County identified an Urban Cluster Boundary in 1991. Since that time urban densities are only provided for inside the urban cluster boundary and inside municiple boundaries.



Alachua County's Future Land Use Map

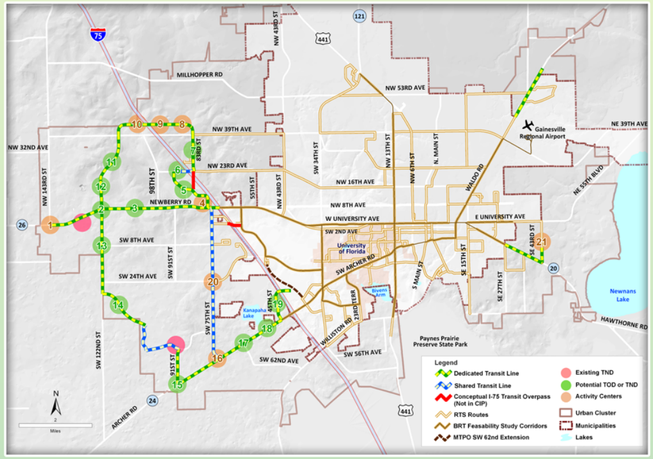

A Mixed-use Village Center

Traditional Neighborhood Development (TND)
The Mobility Plan encourages TNDs which allow residents to walk and bike to a village center containing a mixture of commercial, residential, office and civic uses.


Apartments & offices above first floor retail


Open space within a mixed-use TOD

POTENTIAL TRANSIT ORIENTED DEVELOPMENT



Transit Oriented Development (TOD)
TODs are a key feature of The Mobility Plan. These developments contain a mix of uses and provide a higher density focal point for transit. They also will be the location of park and ride lots to serve residents in outlying areas. Imagine driving a short distance, parking, getting a cup of coffee, checking your email as you take transit into town, taking transit back to your vehicle, picking up groceries inthe village center, and heading home for dinner.

SUSTAINABILITY:
THE HOW AND WHY OF MOBILITY CHOICES

Mobility Choices
The Mobility Plan creates more mobility options for residents, especially for young people, the elderly and people who do not own cars or prefer not to drive. The Mobility Plan provides for express transit and park and ride opportunities from outlying areas into the major regional employment and commercial hubs within the City of Gainesville.

Mixed Use
The Mobility Plan provides for commercial, office, civic and institutional uses within walking and biking distance to residents by providing incentives for mixed-use development.

Energy Efficiency
The Mobility Plan is consistent with the County's Energy Conservation Strategies Commissions recommendations regarding land use and transportation. The plan's focus on alternative modes of transportation and compact development patterns is key to reducing energy use, personal transportation costs and dependence on foreign-sourced fossil fuels.

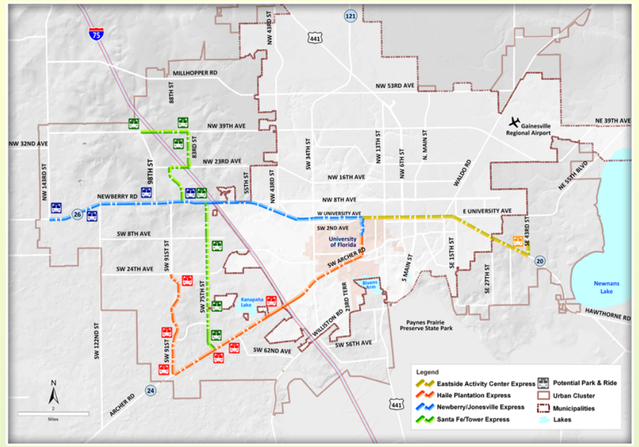
Greenhouse Gases
Peak hour transit service has the lowest greenhouse gas emissions of any motorized transportation mode. Bicycle and pedestrian modes are virtually greenhouse gas free

Reduced Fiscal Impacts
The Mobility Plan provides a fiscally responsible bridge to the future by positioning the County to be able to reduce future infrastructure construction and maintenance costs. The Plan focuses on the existing Urban Cluster and transitions the County from chasing congestion with new roadways to funding increased transit service over time.

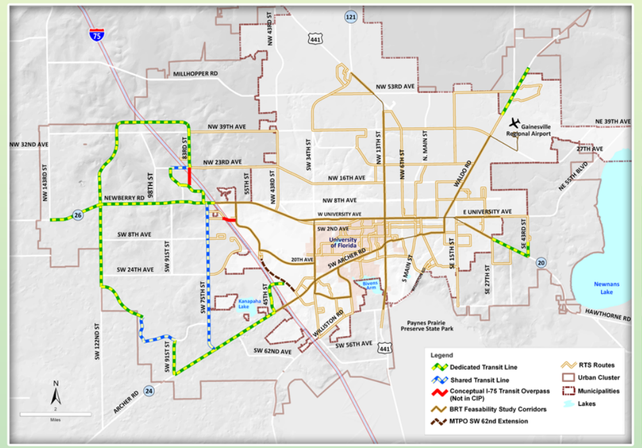
TRANSPORTATION:
GETTING FROM HERE TO THERE

EXPRESS TRANSIT CORRIDORS

Express Transit Service
The Mobility Plan proposes Express Transit Service from the edges of the Urban Cluster to UF/Shands and Downtown Gainesville beginning in 2015. Proposed express transit routes serving commuting trips from East Gainesville, Southwest Gainesville, Jonesville & Santa Fe College



RAPID TRANSIT CORRIDORS



Rapid Transit Service
The Mobility Plan proposes a rapid transit service commonly referred to as "Bus Rapid Transit". The primary feature of this system is buses running in dedicated lanes in a very "raillike"configuration. The system will be developed in conjunction with TODs and as density increases within the Urban Cluster.

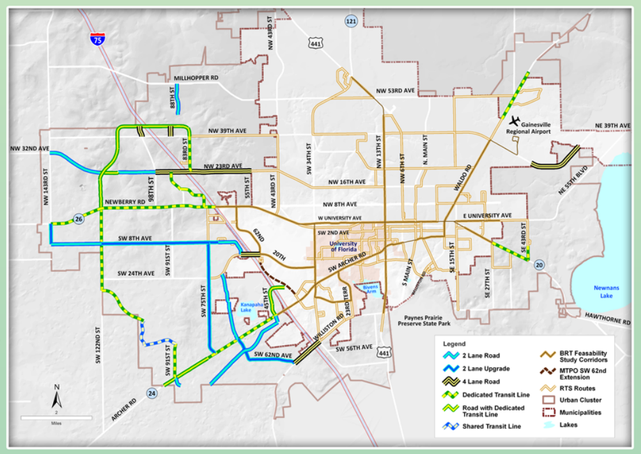

Rapid transit vehicle in dedicated median lane

Interconnected Roadway Network
The Mobility Plan proposes to continue the development of the gridded roadway network as well as addressing the bottlenecks crossing Interstate-75.


Off-road mutli-use path through connected open spaces

Bicycle and Pedestrian Connectivity
The Mobility Plan proposes a connected bicycle and pedestrian network with new on-road bicycle lanes and off-road multi-use paths. These facilities will connect existing and future residential development to TODs, TNDs and Activity Centers.

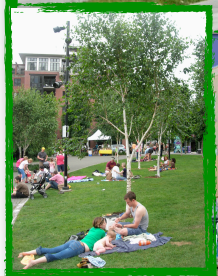
TRANSPORTATION MOBILITY AREAS



Mobility

Alachua County's Plan to Effectively Link Land Use and Transportation

http://growth-management.alachuacounty.us/



Overview

Alachua County is preparing amendments to its Comprehensive Plan which propose to reduce vehicle miles travelled and greenhouse gas emissions per capita by providing for enhanced transportation mobility options in conjunction with land use changes that bring services closer to residents and provide for development densities and intensities that are transit supportive.

Key features of this plan include:

-An alternative concurrency management system that will enable new development to satisfy its transportation concurrency obligations through the payment of a multimodal transportation fee.

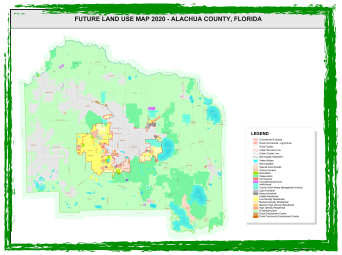
-Provisions and incentives for Transit Oriented Developments and Traditional Neighborhood Developments that will facilitate a reduction in vehicle miles travelled per capita.

-A financially feasible multimodal infrastructure plan to accommodate future growth and transportation demands within the Urban Cluster Boundary in an fiscally efficient and ecologically responsible way.

Land Use: The community our children will inherit

Urban Cluster

Alachua County identified an Urban Cluster Boundary in 1991. Since that time urban densities are only provided for inside the boundary and inside municipalities.



Alachua County's Future Land Use Map

A Mixed-use Village Center

Traditional Neighborhood Development (TND)

The Mobility Plan encourages TNDs which allow residents to walk and bike to a village center containing a mixture of commercial, residential, office and civic uses.

Apartments and offices above first floor retail

Transit Oriented Development (TOD)

TODs are a key feature of The Mobility Plan. These developments contain a mix of uses and provide a higher density focal point for transit. They also will be the location of park and ride lots to serve residents in outlying areas. Imagine driving a short distance, parking, getting a cup of coffee, checking your email as you take transit into town, taking transit back to your vehicle, picking up groceries in the village center, and heading home for dinner.

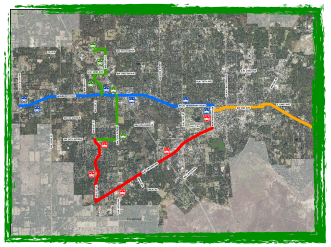
Open space within a mixed-use TOD

Transit is a focal point of a TOD

Transportation: Getting from here to there

Express Transit Service

The Mobility Plan proposes Express Transit Service from the edges of the Urban Cluster to UF/Shands and Downtown Gainesville beginning in 2015.



Proposed express transit routes serving commuting trips from East Gainesville, Southwest Gainesville, Jonesville & Santa Fe College

Rapid Transit Service

The Mobility Plan proposes a rapid transit service commonly referred to as "Bus Rapid Transit". The primary feature of this system is buses running in dedicated lanes in a very "rail-like" configuration. The system will be developed in conjunction with TODs and as density increases within the Urban Cluster.

Rapid transit vehicle in dedicated median lane

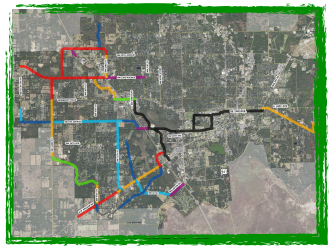
Off-road mutli-use path through connected open spaces

Bicycle and Pedestrian Connectivity

The Mobility Plan proposes a connected bicycle and pedestrian network with new on-road bicycle lanes and off-road multi-use paths. These facilities will connect existing and future residential development to TODs, TNDs and Activity Centers.

Interconnected Roadway Network

The Mobility Plan proposes to continue the development of the gridded roadway network as well as addressing the bottlenecks crossing I-75.



Proposed roadways and dedicated transit lanes

Sustainability: The how and why

Mobility Choices The Mobility Plan creates more mobility options for residents, especially for young people, the elderly and people who do not own cars or prefer not to drive. The Mobility Plan provides for express transit and park and ride opportunities from outlying areas into the major regional employment and commercial hubs within the City of Gainesville.

Mixed Use The Mobility Plan provides for commercial, office, civic and institutional uses within walking and biking distance to residents by providing incentives for mixed-use development.

Energy Efficiency The Mobility Plan is consistent with the County's Energy Conservation Strategies Commissions recommendations regarding land use and transportation. The plan's focus on alternative modes of transportation and compact development patterns is key to reducing energy use, personal transportation costs and dependence on foreign-sourced fossil fuels.

Greenhouse Gases Peak hour transit service has the lowest greenhouse gas emissions of any motorized transportation mode. Bicycle and pedestrian modes are virtually greenhouse gas free

Reduced Fiscal Impacts The Mobility Plan provides a fiscally responsible bridge to the future by positioning the County to be able to reduce future infrastructure construction and maintenance costs. The Plan focuses on the existing Urban Cluster and transitions the County from chasing congestion with new roadways to funding increased transit service over time.

For more information

Alachua County Growth Management Department
10 SW 2nd Ave
Gainesville, FL 32601
352-374-5249

Contact Jonathan Paul at jbpaul@alachuacounty.us
or Jeff Hays at jhays@alachuacounty.us

All proposed Comprehensive Plan amendments, maps and background information can be reviewed at the Growth Management Office or online at:

http://growth-management.alachuacounty.us/TPIF/cm_docs.php

All documents are drafts and have not been approved or adopted by the Alachua County Board of County Commissioners.

Approved for Transmittal by BOCC for August 25th, 2009

FUTURE LAND USE ELEMENT
Goals, Objectives and Policies

Goal, Principles, Strategies

GOAL

TO ENCOURAGE THE ORDERLY, HARMONIOUS, AND JUDICIOUS USE OF LAND, CONSISTENT WITH THE FOLLOWING GUIDING PRINCIPLES.

PRINCIPLE 1

PROMOTE SUSTAINABLE LAND DEVELOPMENT THAT PROVIDES FOR A BALANCE OF ECONOMIC OPPORTUNITY, SOCIAL EQUITY INCLUDING ENVIRONMENTAL JUSTICE, AND PROTECTION OF THE NATURAL ENVIRONMENT.

PRINCIPLE 2

DISCOURAGE SPRAWL BY FOCUSING URBAN DEVELOPMENT IN A CLEARLY DEFINED AREA WHERE INFRASTRUCTURE AND SERVICES CAN BE EFFICIENTLY PROVIDED. ~~BASE NEW DEVELOPMENT UPON THE PROVISION OF NECESSARY SERVICES AND INFRASTRUCTURE. FOCUS URBAN DEVELOPMENT IN A CLEARLY DEFINED AREA AND STRENGTHEN~~WITH A CLEAR ~~THE~~ SEPARATION OF RURAL AND URBAN USES.

PRINCIPLE 3

RECOGNIZE RESIDENTIAL NEIGHBORHOODS AS A COLLECTIVE ASSET FOR ALL RESIDENTS OF THE COUNTY.

PRINCIPLE 4

CREATE AND PROMOTE COHESIVE COMMUNITIES THAT PROVIDE FOR A FULL RANGE AND MIX OF LAND USES AND HOUSING TYPES.

PRINCIPLE 5

REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS THROUGH PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND INTENSITIES NEEDED TO SUPPORT TRANSIT.

General Strategies to implement these Principles include:

GENERAL STRATEGY 1

Minimize the conversion of land from rural to urban uses by maximizing the efficient use of available urban infrastructure, while preserving environmentally sensitive areas, according to the following:

a. Designate and maintain on the Future Land Use Map an urban cluster that sets a boundary for urban growth.

b. Provide incentives for traditional neighborhood development (TND) and transit oriented development (TOD) ~~higher average densities for residential development and mixed uses~~ in the urban cluster, including density bonuses and transfer of development rights.

c. Provide a range of urban residential densities with the highest densities located in ~~or near~~ urban activity centers, transit oriented developments and traditional neighborhood developments and lower densities located in outlying rural areas or areas of the County which have physical limitations to development.

d. Utilize mechanisms such as land acquisition, conservation easements, variable lot sizes, and conservation subdivisions.

e. Preserve ecosystems of a given area and incorporate hazard-resilient land planning.

f. Time development approval in conjunction with the economic and efficient provision of supporting community facilities, urban services, and infrastructure, such as streets, utilities, police and fire protection service, emergency medical service, mass transit, public schools, recreation and open space, in coordination with policies in the Capital Improvements Element.

GENERAL STRATEGY 2

Promote land development that maximizes the use of public investments in facilities and services, ensures a proper level of public services for all new development, and preserves existing amenities. Land use decisions shall be made consistent with public facility improvements which shall be provided in accordance with the following priorities:

a. in areas where the lack of public facilities threatens the health and safety of the community;

b. in urban areas that are lacking adequate public facilities to meet the needs of existing development and to encourage infill development, and mixed-use redevelopment;

c. in new areas which are part of a planned expansion of public services to encourage growth; and

d. to extend individual services to meet the demands created by a specific development.

GENERAL STRATEGY 3

Promote the spatial organization of neighborhoods, districts, and corridors through urban design codes, incorporating graphics that serve as predictable guides for community development. Implementation shall

be through a combination of standard requirements and incentives, creating a planning framework that includes provisions to:

a. Create neighborhoods that are compact, connected to adjacent development, have ~~limited~~ mixed uses at centers, and have interconnected, mixed modal streets with pedestrian, bicycle, and transit friendly areas.

b. Integrate civic, institutional, and commercial activity in neighborhoods and districts, not isolated in remote, single-use developments.~~complexes~~

c. Avoid large areas of single-use, similar densities, and similar types of units. A diverse mix of land uses, housing types and costs and densities shall be promoted. ~~Identify locations or districts where special or single use activities shall be allowed or restricted (e.g., large scale retail or industrial areas).~~

d. Link corridors that are regional connectors of neighborhoods and districts, ranging from parkways and transit lines to watersheds and greenways.

e. Provide for infill where appropriate.

1.0 URBAN RESIDENTIAL POLICIES

1.1. GENERAL

OBJECTIVE 1.1

Encourage development of residential land in a manner which promotes social and economic diversity, encourages walking, ~~-~~biking and transit use, provides for phased and orderly growth consistent with available public facilities, and provides for access to existing or planned public services such as schools, parks, ~~-~~cultural facilities, retail services and employment.

Policy 1.1.1 Adequate locations shall be available in the urban cluster for all types of housing including the placement of manufactured homes, and manufactured home parks and subdivisions.

Policy 1.1.2 Urban Residential development situated adjacent to Interstate 75 shall be adequately buffered to attenuate traffic noise.

Policy 1.1.3 Urban Residential development shall be consistent with the Conservation policies of Alachua County.

Policy 1.1.4 Higher urban densities than designated on the Future Land Use Map may be allowed for housing as established by policies in the Housing Element of the Comprehensive Plan.

Policy 1.1.5 Developments within Urban Residential designations per Policy 1.3.2.1 that are:

1. 150 or more units and are contiguous to a Rapid Transit or Express Transit Corridor shall be either a Traditional Neighborhood Development, Transit Oriented Development or located within an Activity Center.

2. 300 or more units shall be either a Traditional Neighborhood Development or located within an Activity Center.

Policy 1.1.6 Master planning of all contiguous land under common ownership or control is strongly encouraged.

1.2 LOCATION, MIX OF USES, AND IMPLEMENTATION CONSISTENT WITH MARKET DEMAND

OBJECTIVE 1.2

Provide for adequate future urban residential development that includes a full range of housing types and densities to serve different segments of the housing market, designed to be integrated and connected with surrounding neighborhoods and the community, with opportunities for recreation and other mixed uses within walking or bicycling distance.

Policy 1.2.1 Residential areas shall allow mixed uses in traditional neighborhood developments and transit oriented developments free from the influence and encroachment of incompatible land uses, such as heavy industrial, and inappropriately scaled or designed developments, such as large-scale retail. In mixed use traditional neighborhood developments and transit oriented developments, appropriately scaled and designed non-residential land uses are compatible with single family or multi-family residential development. Mixed use traditional neighborhood developments and transit oriented developments shall be allowed in residential zoning districts. ~~and through the planned development process.~~

Policy 1.2.1.1 Residential areas shall be designed to provide for an interconnected system of internal circulation, including the provision of streets dedicated to the public connecting the residential area to the major street system. New development shall not preclude public access to the development. Residential areas shall also be designed to provide for substantial interconnectivity between adjacent developments and within developments, except where such connectivity is precluded by constraints resulting from physical layout of existing development or environmental features. The land development regulations shall detail the requirements for public access and substantial interconnectivity within and between developments based on standards such as a connectivity index, maximum separations between connections to adjacent developments, and rules relative to hours, operations, and public safety considerations for any restriction of access through use of gates.

Policy 1.2.1.2 Landscapes, buffers, natural areas or transitional development practices shall be utilized in site planning to lessen impacts and integrate development along the edges of different land use categories, screen undesirable views, preserve tree canopy and vegetation in accordance with the Conservation and Open Space Element, and facilitate the safe movement of traffic and pedestrians in vehicle use areas. Such practices may take the form of any combination of the following:

a. undisturbed natural areas of non-invasive trees and plants.
b. landscaped open spaces with canopy trees and under-story trees and plants.
c. physical elements that do not impede the interconnectivity of pedestrian, bicycle, and automobile facilities, such as landscaped screens, walls, or fences.
d. development practices to use massing, scale of structures, design, and transitions of intensity of uses to provide for building types, building sizes, and activities that are similar to or compatible with the character of the surrounding neighborhood and community.

Policy 1.2.2 In order to preclude detrimental noise impact on residential areas and to protect the public's investment in the Gainesville Regional Airport, residential development should be allowed only under certain conditions within the Noise Contour (Ldn) lines adopted on a map in the Transportation Mobility Element. In accordance with policies in the Transportation Mobility Element, compatibility will be ensured based upon the Gainesville Regional Airport FAR, Part 150 Study.

Policy 1.2.3 Residential care facilities shall be allowed in residential areas and shall be designed and located to maintain compatibility with the existing residential character of neighborhoods, and shall be sufficiently dispersed to afford clients the opportunity for community integration and to avoid the concentration of residential care facilities.

Policy 1.2.4 All new residential development in the urban cluster shall:

a. be economically and efficiently served by supporting community facilities, and services such as streets, utilities, public educational facilities, and public protection.

b. connect to centralized potable water supply and sanitary sewer systems in accordance with Policy 2.1 of the Potable Water and Sanitary Sewer Element.

1.3. DENSITY

OBJECTIVE 1.3

Gross residential densities shall be established to serve as a guideline for evaluating development in Alachua County.

Policy 1.3.1 Gross residential densities shall be used for the following reasons:

a. In order to plan for public facilities and services such as schools, sewers, fire protection, parks, roads, and storm water management , the total number of persons living in an area must be known; while, the density of specific development sites is less significant.

b. For any given area with the same gross residential density, the total number of dwelling units - which relates to population - would remain the same regardless of the type of development or the distribution of land uses in that area. Thus, gross residential density allows greater flexibility of housing types in each area.

c. The concept of gross density encourages developers to allocate land for public facilities, such as schools, fire stations, roads, storm water management and parks, without being penalized for reduction in total dwelling units.

d. Gross residential density provides the developer with incentives to reduce overall site and housing costs, as well as to provide for more innovative design than is possible under conventional (net density) development.

e. Gross density encourages the protection of undevelopable conservation areas through the transfer of dwelling units on the property. However, there may be instances where the resulting net density will be inappropriate for a given site. These proposals shall be reviewed on an individual case basis.

Policy 1.3.2 The following classification of gross residential densities shall serve as a standard for evaluating development in Alachua County, unless specific provisions are otherwise provided in the Plan. (DU/Acre = Dwelling Units per Acre), such as for Transit Oriented Developments and Traditional Neighborhood Developments.

Policy 1.3.2.1 Urban Residential Densities - Areas designated on the Future Land Use Map for gross residential densities of one unit per acre or greater shall be considered as urban in character. There shall be four gross residential density ranges as follows:

Low Density: One to Four dwelling units per acre

Medium Density: Greater than Four to less than or equal to Eight dwelling units per acre

Medium-High Density: Greater than Eight to less than or equal to 14 dwelling units per acre

High Density: Greater than 14 to less than or equal to 24 dwelling units per acre

Policy 1.3.2.2 Estate Residential - The Estate Residential designation, with a maximum density of one dwelling unit per two acres, shall only be located in the urban cluster on properties adjacent or near Preservation areas, as identified on the Future Land Use Map, as a transitional land use to higher intensity or density urban development.

Policy 1.3.3 A range in urban residential densities should be provided with the highest densities located in or near urban activity centers and transit oriented developments, and lower densities located in outlying areas or areas of the County which have physical limitations to development.

Policy 1.3.4 The gross residential densities of new subdivisions and multi-family developments shall not be less than the urban residential density range for the assigned future land use category except where necessary to protect natural resource conservation -areas as identified in Objective 3.1 of the Conservation and Open Space Element. With regard to land designated Low Density Residential (1-4 DU/acre) on the Future Land Use Map, an exception may be made for subdivisions with gross densities of one dwelling unit per two acres with lots as small as one dwelling unit per acre, if it is determined that severe environmental site constraints, infrastructure constraints, or parcels of limited scale preclude achieving a gross density of one unit per acre. However, nothing in this policy shall be interpreted to preclude single-family residential construction on one or two new parcels, each not exceeding 5 acres, where such parcels are divided from a parcel of record (as of October 2, 1991) when such division is not subject to subdivision regulations.

Policy 1.3.5 Within areas designated Low Density Residential (1-4 DU/acre) on the Future Land Use Map, the Agriculture zoning district may be maintained pursuant to the following requirements:

a. the parcel contains a minimum of 40 acres;.

b. the property has a bonafide agricultural use which is evidenced by maintenance of an agricultural exemption for ad valorem tax purposes.

c. two new parcels of 5 acres or less, may be created from such Agricultural parcels. Any further division shall be subject to rezoning to an Urban Residential zoning classification, compliance with minimum density requirements, and compliance with applicable subdivision regulations.

Policy 1.3.6 To provide for a greater range of choices of housing types in single family residential areas, affordable housing, and the promotion of infill to new and existing neighborhoods while maintaining single family character, one accessory living unit shall be allowed on single family residential lots in the Estate, Low, and Medium Density residential areas without being included in gross residential density calculations. Performance criteria shall be detailed in the land development regulations and include elements such as site design, landscaping, access, and parking requirements.

Policy 1.3.6.1 Prior to the issuance of a building permit for the construction of an accessory living unit, the applicant shall provide proof of homestead exemption status establishing ownership and principal residence of the lot. Certification of homestead exemption status to ensure owner occupancy shall be provided to Alachua County on an annual basis. Permanent occupancy by the owner of either the primary or accessory living unit shall be required.

Policy 1.3.6.2 The total gross floor area of the accessory living unit shall not exceed more than 40% of the area of the primary living unit, nor be more than 800 square feet, nor less than 400 square feet or contain more than one bedroom.

Policy 1.3.6.3 For accessory living units created by internal conversion or by an attachment that is an addition to an existing primary residence, the entrance shall be located on the side or rear of the primary residence.

Policy 1.3.6.4 One driveway shared by primary residence and accessory living unit shall be permitted. No additional driveway shall be created to serve an accessory living unit.

Policy 1.3.6.5 If available, all accessory living units shall be required to connect to the municipal potable water and sewer system of the primary residence and shall not have separate services.

URBAN RESIDENTIAL DENSITIES

Policy 1.3.7 Low Density Residential land use category shall provide for a gross density of one to four dwelling units per acre ~~as specified for~~ except as provided for in Transit Oriented Development (TOD) and Traditional Neighborhood Development (TND) meeting the requirements of this Element.

Policy 1.3.7.1 Low Density residential land use category shall provide for single residential detached and attached dwellings. In addition, traditional neighborhood developments (TND), transit oriented developments (TOD) and planned developments may include mixed housing types and mixed uses.

Policy 1.3.7.2 The Low Density residential land use category shall provide for various housing types, such as conventional site-built single family homes, accessory living units, attached structures including townhouses, multi-family developments in planned developments, dwellings with zero lot line orientation, factory-built modular units, manufactured homes, or mobile homes.

Policy 1.3.7.3 ~~Revise zoning regulations and the~~ The County's Land Development Regulations ~~Cluster Ordinance to~~shall allow Low or Medium density residential land use to include flexible and mixed minimum lot sizes, relying on design standards and gross density. Such ~~revisions~~ provisions shall address the need for affordable housing, compatibility with transit alternatives, and open space preservation including greenway corridors.

Policy 1.3.8 Medium Density Residential land use category shall provide for a gross density of four to eight dwelling units per acre ~~as specified for~~ except as provided for in Transit Oriented Development (TOD) and Traditional Neighborhood Development (TND) meeting the requirements of this Element.

Policy 1.3.8.1 Medium Density residential development shall provide for small lot single family residential detached and attached dwellings, and multi-family residential dwellings. In addition, traditional neighborhood developments (TND), transit oriented developments (TOD) ~~and planned developments~~ may include mixed housing types and mixed uses.

Policy 1.3.8.2 Multi-family development outside a TND or TOD in the Medium Density Residential land use category shall:

a. have direct access to an arterial or collector, or alternate access if the access meets the following requirements and is approved by the Board of County Commissioners:

1. The character of the primary access street should not be single family residential in nature and use of the street for multi-family development shall not create an adverse impact on surrounding properties.

2. The access street shall generally meet the criteria for an arterial or collector street in an Urban Activity Center including the design elements found in the Alachua County Corridor Design Manual.

3. ~~The land development regulations have been updated with specific criteria to be met for approval of an alternate access road.~~

b. provide natural and landscaped open spaces, or transitional development and design practices, to adequately integrate the development along the edges of different land use categories.

c. provide common open space as part of pervious open space requirements established in the Conservation and Open Space Element.

d. provide adequate developed recreation at the scale of the development, according to criteria in the land development regulations.

Policy 1.3.8.3 The Medium Density residential land use category shall provide for various housing types, such as conventional, site-built single family dwellings, accessory living units, attached structures including townhouses, dwellings with zero lot line orientation, factory-built modular units, manufactured homes, mobile homes, or multi-family dwellings.

Policy 1.3.8.4 Medium density residential areas shall be located in the urban cluster.

Policy 1.3.9 Medium High Density Residential land use category shall provide for a gross density of eight to 14 dwelling units per acre ~~as specified for~~ except as provided for in Transit Oriented Development (TOD) and Traditional Neighborhood Development (TND) meeting the requirements of this Element.

Policy 1.3.9.1 The Medium-High Density residential land use category shall provide for small lot single family residential detached and attached dwellings, and multiple family residential dwellings. In addition, traditional neighborhood developments (TND) and transit oriented developments (TOD) ~~and planned developments~~ may include mixed housing types and mixed uses.

Policy 1.3.9.2 Multi-family development outside a TND or TOD in the Medium-High Density Residential, land use category shall:

a. have access to an arterial or collector.

b. provide natural and landscaped open spaces, or transitional development and design practices, to adequately integrate the development along the edges of different land use categories.

c. provide common open space as part of pervious open space requirements established in the Conservation and Open Space Element.

d. provide adequate developed recreation at the scale of the development, according to criteria in the land development regulations.

e. provide bus shelters, if warranted based on existing or planned bus service determined through consultation with the appropriate transit provider, and connect pedestrian facilities into the nearest pedestrian network and available or planned mass transit facility.

Policy 1.3.10 High Density Residential shall provide for a gross density of 14 to 24 dwelling units per acre.

Policy 1.3.10.1 High Density Residential development should occur within transit oriented developments in activity centers and immediately adjacent to Santa Fe Community College ~~ould occur in the vicinity of the University of Florida, along related corridors such as SW 20th Avenue, and in or near activity centers, preferably in mixed developments,~~ to reduce the length and number of automobile trips. High density residential areas shall be located in the urban cluster.

Policy 1.3.10.2 The High Density residential land use category shall provide for small lot single family residential detached and attached dwellings, and multiple family residential dwellings. In addition, ~~traditional neighborhood~~ transit oriented developments (TOD) ~~and planned developments~~ may include mixed housing types and mixed uses.

Policy 1.3.10.3 High Density Residential outside of a TOD development shall

a. have access to an arterial or collector.

b. provide natural and landscaped open spaces, or transitional development and design practices, to adequately integrate the development along the edges of different land use categories.

c. provide common open space as part of pervious open space requirements established in the Conservation and Open Space Element.

d. provide adequate developed recreation at the scale of the development, according to criteria in the land development regulations.

e. provide ~~bus~~ transit ~~shelters~~facilities, if warranted based on existing or planned ~~bus~~ transit service determined through consultation with the appropriate transit provider, and connect pedestrian facilities into the nearest pedestrian network and available or planned mass transit facility.

Policy 1.3.10.4 Densities higher than 24.00 DU/Acre may be considered in ~~high~~ activity centers and within developments that meet the standards for Transit Oriented Development as provided in Objective 1.7 and subsequent policies. ~~, on well served transit corridors, such as SW 20th Avenue, or in the vicinity of the University of Florida, provided that the development is compatible with surrounding land uses.~~ A comprehensive plan amendment will be required to establish additional policies to ensure compatibility with surrounding land uses and identify areas appropriate for these higher densities. ~~The policies shall provide for the integration of these developments into the surrounding community using high quality development design features.~~

1.4. NEIGHBORHOOD DESIGN AND SITE STANDARDS

OBJECTIVE 1.4

Encourage the use of innovative concepts for residential development to allow for appropriate mixes of housing types and mixed-use development within Traditional Neighborhood and Transit Oriented Development~~related non-residential uses~~, adequately served by necessary supporting facilities, in an efficient, environmentally sensitive, and attractive manner.

Policy 1.4.1 The use of proven, innovative concepts for residential development such as ~~planned unit developments~~ TND and TOD~~traditional neighborhood developments~~ are strongly encouraged.

Policy 1.4.1.1 Appropriate mixes of housing types within planned developments ~~, village centers, and~~ traditional neighborhood developments and transit oriented developments shall be allowed where such mixes may be integrated with the character of the surrounding residential area.

Policy 1.4.1.2 Existing or planned supporting facilities and utilities shall be adequate to serve proposed densities. ~~proposed within planned unit developments, subdivisions and traditional neighborhood developments~~.

Policy 1.4.1.3 Planned developments, subdivisions, ~~and~~ traditional neighborhood developments and transit oriented developments designed for phasing shall embody proper access, circulation, drainage, open space and utilities for each phase to ensure viability at all stages of development.

Policy 1.4.1.4 Urban development shall incorporate design techniques to promote integration with adjacent neighborhoods and enhance the quality of the living environment. Such design techniques shall include:

a. Quality design practices, transitional intensity (types of uses), stepped density, buffering, boundaries, landscaping, and natural open space.

b. Pervious open space shall be designed as a usable part of the development as required by Conservation and Open Space Policy 5.2.2. and Stormwater Management Element Policy 5.11. Pervious open space requirements fulfilled through the use of conservation resource areas per Conservation and Open Space Element Policy 5.2.3. shall incorporate usable open space, to the extent consistent with the character and protection of the resource.

c. Special attention shall be provided to the design of development and neighborhood edges, which shall be designed to be integrated into the surrounding community.

~~Policy 1.4.1.5Except for developments meeting the criteria for village centers, mixed use planned developments, traditional neighborhood developments and traditional neighborhood~~

~~developments that contain office and commercial uses above the level of a neighborhood convenience center (see Section 3.8) shall locate in urban activity centers (see Section 2.0).~~

~~Policy 1.4.2Planned developments or traditional neighborhood developments with village centers are strongly encouraged. Land development regulations shall provide for traditional neighborhood developments including village centers within residential zoning districts, subject to specific design and performance criteria to achieve at a minimum:~~

~~a. the protection of the natural environment and integration with the topography and natural features of the site.~~

~~b. the creation of usable, interconnected open space and recreational facilities on the development site.~~

~~c. clustered areas with higher net densities than may be allowed through conventional zoning, with development organized along a density and intensity gradient suitable to the site and surrounding uses.~~

~~d. a sense of community through:~~
~~1. well-defined centers and edges, with public or civic space or civic use as an organizing element around which other development is located.~~

~~2. an integrated range of housing types and lot sizes to serve a variety of age and income groups.~~

~~e. safe, comfortable, and convenient pedestrian and bicycle access, and transit facilities when warranted based on existing or planned bus service determined through consultation with the appropriate transit provider, to the development and the surrounding community. A grid system of interconnecting streets and blocks shall provide multiple routes from origins to destinations. The street grid system shall be designed as multi-use space such that automobile and non-automobile modes of transportation are equitably served.~~

Policy 1.4.2~~3~~

~~1.~~ Residential developments of mixed housing types may be allowed through the development review process provided the development is consistent with Comprehensive Plan policies, Land Development Regulations, and provides:

1~~a~~. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development,

2. A gridded street network that allows for multiple route choices, reduces the distance between uses to encourage walking and biking, accommodates transit service and connects with adjacent developments,

3. On-street parking and screening of off-street surface parking.
~~meets all TND policies and~~

b. meets all TND land development regulations.

2. Residential developments of mixed housing types that do not meet all TND land development regulations may be allowed through the planned development rezoning process provided the development is consistent with Comprehensive Plan. and:

a. meets all TND policies.

3. Mixed uses with a gross leasable area of up to 30,000 square feet may be allowed through the development review process in areas designated for urban residential development on the Future Land Use map, provided they are part of a new residential development of a minimum of 30 acres and designed as a village center, consistent with Comprehensive Plan policies a.meets all TND and TOD village center policies and b.meets all TND and TOD land development regulations.

c. Such mixed use development shall be limited to

1. a commercial area not exceeding a gross leasable commercial area of 30,000 sf.

2. The distance from the mixed use village center portion of the development to any other mixed use village center shall be a minimum of one-half (1/2) mile.

4. Mixed uses with a gross leasable area of up to 30,000 square feet may be allowed through the planned development rezoning process in areas designated for urban residential development on the Future Land Use map, provided they are part of a new residential development of a minimum of 30 acres and designed as a village center, consistent with Comprehensive Plan policies, and:

a. meets all TND and village center policies.

5. Mixed uses with gross leasable areas greater than 30,000 square feet, but not exceeding 50,000 square feet, and meeting the specific requirements of Policy 1.6.4.b. may be allowed through the planned development rezoning process, provided they are part of a new residential development of a minimum of 30 acres and designed as a village center, consistent with Comprehensive Plan policies, and:

a. meets all TND and village center policies.

1.5 REQUIRED FACILITIES

OBJECTIVE 1.5

All new residential development shall meet the requirements for adequate facilities as established or referenced in this section.

Policy 1.5.1 New residential development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this Plan for roads, potable water, sanitary sewer, solid waste, stormwater, recreation and open space facilities, and mass transit and the concurrency provisions of this Plan.

Policy 1.5.2 In addition to the facilities for which level of service standards are adopted as part of the concurrency management system of this Plan, other facilities that should be adequate to serve new urban residential development include:

a. local streets;

b. police, fire and emergency medical service protection;

c. pedestrian and bicycle network; and

d. primary and secondary schools.

Policy 1.5.3 New residential developments shall provide for the provision of high speed internet access as specified in the land development regulations.

1.6 TRADITIONAL NEIGHBORHOOD DEVELOPMENTS ~~VILLAGE CENTERS~~

OBJECTIVE 1.6

To provide for ~~limited~~ interconnected, mixed-use development ~~centers integrated into new residential neighborhoods~~ through specific site and design standards that create pedestrian and bicycle friendly communities, reduce per capita greenhouse gas emissions and vehicular trips on external roadways and provide development patterns that are transit supportive.~~to encourage the consolidation of trips and non-automobile modes of transportation, moderate peak hour automobile trips, enliven outdoor spaces, and calm or separate automobile oriented uses from pedestrian oriented uses~~.

Policy 1.6.1 Traditional Neighborhood Developments shall be: ~~Mixed uses may be~~

1. Allowed in areas designated on the Future Land Use map for Urban Residential ~~uses~~ Densities (Policy 1.3.2.1) and Activity Centers within the Urban Cluster, ~~provided they are part of a new residential development and designed as village centers that meet the standards in the Comprehensive Plan.~~

2. At least 15 acres in size,

3. Allowed through the development plan review process consistent with the Comprehensive Plan and Land Development Regulations. Planned Developments

consistent with these Comprehensive Plan policies shall be required until amended Land Development Regulations for Traditional Neighborhood Developments are adopted. ~~Such village centers may be as part of traditional neighborhood developments of a minimum of 30 acres provided the all village center and traditional neighborhood development standards in and with all traditional neighborhood development standards in the land development regulations.~~

~~b. Residential planned development rezoning, provided the development plan is consistent with all village center and traditional neighborhood development standards in the Comprehensive Plan.~~

Policy 1.6.2 Public Participation. A public involvement process shall be used for establishing Traditional Neighborhood Developments~~village centers~~. The process shall include a ~~facilitated~~ neighborhood workshop ~~charrette~~ or other similar forum to inform surrounding neighborhoods of the scope, scale, and character of services and impacts from the proposed village center, and to inform the developer of neighborhood concerns. The workshop ~~charrette~~ will help to identify common interests as well as concerns and differences.

~~b. Land Development Regulations shall specify the minimum requirements and procedures that must be followed to assure the integrity of the process and the costs and responsibilities to be borne by the developer and the County.~~

Policy 1.6.3 Traditional Neighborhood Developments shall provide:

a. A village center, as provided in Policy 1.6.4 and subsequent policies,

b. Compact, mixed-use development to allow for the internal capture of pedestrian, bicycle and vehicular trips,

c. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development and between adjacent developments,

d. A gridded street networks that emanates from the village center that allows for multiple route choices, reduces the distance between uses to encourage walking and biking, accommodates transit and connects with adjacent developments,

e. On-street parking and screening of off-street surface parking.

~~Policy 1.6.3 Location. Village centers shall locate within Urban Clusters such that:~~

~~a. the distance between village centers shall be a minimum of one-half mile.~~

~~b. the residential development within which the village center is located achieves at least 90% of the maximum density allowed by the designated residential land use.~~

~~c. Residential developments with village centers are strongly encouraged to locate along well-served planned transit system corridors. Such transit oriented developments shall be considered for the following incentives:~~

~~1. a Transportation Concurrency Exception for Projects that Promote Public Transit, in accordance with Policies 1.2.11. - 1.2.14. in the Transportation Mobility Element.~~

~~2. densities higher than designated densities through designation as a Transfer of Development Rights receiving area. A comprehensive plan amendment shall be required to establish policies and identify areas appropriate for these higher densities.~~

~~3. increased village center commercial areas of up to 50,000 square feet based on demonstrated need for the village center to serve the transit ridership.~~

Policy 1.6.4 Village ~~Compact~~ Centers. Traditional Neighborhood Developments shall be required to have ~~Village centers shall be~~ compact, definable ~~multi-purpose,~~ mixed use, pedestrian and bicycle friendly village centers ~~, which integrate commercial development with residential, civic, and open space~~ that offer multiple destinations and reasons for pedestrians and bicyclist to frequent the area.

~~Commercial and recreational facilities shall be phased with the residential component of the development.~~

Policy 1.6.4.1 The village center shall offer a mixture of uses and community gathering spaces to attract pedestrians and bicyclists and serve as the focal point of the development. The highest density, intensity and mixture of uses shall be located within the village center and emanate from the village center along a gradient suitable to the site and surrounding land uses.

Policy 1.6.4.2 Plazas, squares, and open spaces that function as community gathering places shall be located within the village center and interspersed throughout the development. Plazas, squares and open space within the village center should be appropriately sized to maintain urban character, pedestrian scale, and compatibility with the typical block lengths provided in the village center.

Policy 1.6.4.3 A central point located in a plaza, square, open space or denoted by an architecturally significant feature, shall be established as part of the development. The central point shall be the location from which policies related to the measurements of village centers and transit supportive areas are derived.

Policy 1.6.4.4 The maximum extent of the village center shall generally be a 1/8 mile radius in size utilizing a block or radial pattern, measured from the central point of the village center. The maximum extent of the transit supportive area, inclusive of the village center, shall generally be a 1/4 mile radius in size utilizing a block or radial pattern measured from the central point of the village center. The village center and transit supportive area boundaries may be limited in size due to environmental, topographical or physical

constraints and shall not extend beyond the developments property boundary. Some flexibility may be provided within the Land Development Regulations (LDR's) for the standards regulated by these designations to allow for irregular shaped parcels, environmental, topographical or physical constraints and appropriate transition zones, provided the result is consistent with the general requirement to provide a walkable and bikeable environment that supports transit.

Policy 1.6.4.5 The primary orientation for a village center is internal to the development. Any portion of the village center oriented to major external roadways shall provide for an enhanced pedestrian environment including additional planting area between the village center and external collector and arterial roadway, pedestrian facilities, protection from the elements for pedestrians, on-street parking and vehicular access.

Policy 1.6.4.6 Village centers shall generally be located at least ½ mile from adjacent village centers and activity centers to optimize transit station spacing and reduce the potential for strip non-residential development patterns. Exceptions shall be established in the Land Development Regulations (LDR's) for projects that can demonstrate through site design layout and building design that spacing less than ½ mile will not result in strip development patterns.

Policy 1.6.4.7 A transit station shall be provided within the village center for projects contiguous to a Rapid Transit or Express Transit Corridor; projects not located along a Transit Corridor shall provide right-of-way or an easement. The transit station shall be of sufficient size to accommodate the persons expected to live, work and shop within the development. Transit stations and access shall be safe, comfortable and convenient for its intended users. The transit station shall be integrated into the village center, in close proximity to retail uses. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State Roadways.

~~a. The Land Development Regulations shall provide standards for administrative approval of village centers provided that the total commercial area shall be limited to a gross leasable commercial area of 30,000 square feet. The land development regulations shall provide for specific phasing requirements.~~

~~b. A village center with a gross leasable area greater than 30,000 square feet may be considered as part of a planned development. The total commercial area shall be limited to 3% of the acreage within an identified radius of up to one-half (1/2) mile from the village center or a gross leasable area of 50,000 square feet whichever is less, provided that within the proposed area radius the following criteria are met:~~

~~1. Demonstrated need for the village center to serve the population within the identified radius, based on a market study, and existing land use patterns that preclude the location of other village centers to serve that area.~~

~~2. The village center plan effectively provides connectivity and integration with the surrounding neighborhoods identified in the market study.~~

Policy 1.6.5 Density & Mixed Uses-: A balanced mixture of uses shall be provided to create vibrant activity throughout the day and allow individuals to live, work and play in the same community without having to rely solely on a motor vehicle for mobility, thereby reducing per capita greenhouse gas emissions. ~~reduce overall trip lengths, to support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscapes.~~

Policy 1.6.5.1 The density for Traditional Neighborhood Developments shall be as follows:

1. Within the transit supportive area, a minimum of four (4) units per acre, or the minimum density of the underlying land use category, whichever is greater,

2. The density for areas outside the transit supportive area shall be consistent with the underlying land use category,

3. For TNDs that are not contiguous with a planned Rapid Transit or Express Transit Corridor, an additional four (4) units per acre within the transit supportive area are allowed,

4. For TNDs contiguous with a Rapid Transit or Express Transit Corridor, an additional eight (8) units per acre within the village center and six (6) units per acre within the transit supportive area outside of the Village Center are allowed.

Policy 1.6.5.2 To ensure a mixture of uses, the following non-residential (heated and cooled) square footage is required:

1. Provide at least 10,000 square feet of non-residential uses, plus

2. A minimum of 50 square feet of non-residential uses for every 1 residential unit.

3. A maximum of 200 square feet of non-residential uses for every 1 residential unit is allowed.

4. For projects that provide 100% of the allowable underlying land use density, an additional 10,000 square feet square feet of non-residential development is allowed with an additional 10,000 square feet of non-residential development allowed for each one (1) unit per acre above 100% of the underlying land use.

5. For projects contiguous with a Rapid Transit or Express Transit Corridor an additional 25,000 square feet of non-residential development is allowed.

6. To encourage infill and redevelopment, the square footage of existing non-residential uses may either be utilized to meet the requirements above or be in addition to the above requirements.

Policy 1.6.5.3 To ensure goods and services are provided in a compact area that encourages pedestrian and bicycle mobility, a minimum of fifty (50) percent of non-residential square footage shall be located in the village center. Maximum percentages shall be established in

the Land Development Regulations (LDR's) for the amount of allowable non-residential square footage outside the transit supportive area.

Policy 1.6.5.4 A mixture of residential, commercial, office, financial, institutional, lodging, medical, research and development, clean / green technology, religious and civic uses are allowed throughout the development.

Policy 1.6.5.5 A range of housing options provides opportunities for a variety of residents of various ages and income levels to reside within the same community. Single-family detached, single-family attached, multi-family, assisted and independent living facilities are all allowable residential uses. The number of rooms for student oriented housing and lodging uses may be counted as residential units for the purposes of calculating non-residential square footage allowances.

~~a. Appropriately scaled and designed non-residential land uses shall be allowed in village centers. Industrial and highway-oriented uses specified in the land development regulations shall not be allowed.~~

Policy 1.6.5.6 Mixed uses, both horizontal and vertical, shall be allowed and are encouraged within all buildings.

Policy 1.6.5.7 The square footage of civic uses such as places of worship, libraries, schools and live-work studios may be excluded from the calculation of the maximum non-residential requirement provided that these uses are functionally integrated into the development, are located within the transit supportive area, and allow for shared parking during hours of non use.

Policy 1.6.5.8 To provide for the internal capture of trips and a mixture of non-residential uses, thresholds shall be established in the Land Development Regulations (LDR's) to ensure that a minimum percentage of non-residential uses are required to be commercial and that a minimum percentage of non-residential uses are required to be uses other than commercial.

~~c. All village centers shall provide civic uses, such as green spaces or community centers.~~

Policy 1.6.5.9 Minimum thresholds shall be established in the Land Development Regulations (LDR's) for the percentage of non-residential square footage required to provide a vertical mixture of uses.

Policy 1.6.5.10 To provide for a mixture of non-residential uses at a pedestrian friendly scale, maximum thresholds percentages shall be established in the Land Development Regulations (LDR's) for the square footage of a single non-residential uses in relation to the overall allowable non-residential square footage.

Policy 1.6.5.11 Single occupant retail uses 50,000 square feet or greater in addition to all policies contained in this Element shall provide:

a. Separate liner buildings oriented towards a street on at least three (3) sides of the use with the rear of the building either fronting parking or lined by buildings, or

b. Contain a vertical mixture of uses with at least one (1) story above the ground floor, or

c. Multiple floors with a maximum of 50,000 square feet per floor, or

d. Provide parking on top of the building, or

e. Policy 1.6.8. (h)

Policy 1.6.5.12 Non-residential uses shall be phased with the residential component of the development. Thresholds shall be established in the Land Development Regulations (LDR's) to ensure that the difference between non-residential square footage and residential units does not exceed a minimum percentage of the total allowable for each.

Policy 1.6.5.13 A restaurant or dry cleaner with drive-thru lanes shall only be allowed as part of a multi-tenant building. A bank or pharmacy shall be allowed to have drive-thru lanes. Drive-thru lanes and drive aisles shall be located at the rear of buildings and either architecturally integrated with the building or screened from the street. Green building standards to help off-set greenhouse gas emissions shall be established in the Land Development Regulations (LDR's) for uses with drive-thru lanes.

Policy 1.6.5.14 Non-residential uses for fueling, quick service or cleaning of motor vehicles shall locate stalls, pumps, cleaning and servicing facilities to the rear of the building and either architecturally integrated with the building or screened from the street. Non-residential uses for fueling shall be designed to allow for the addition of electric charging station and alternative fuels. The non-residential uses for fueling, cleaning and servicing vehicles shall be located within multi-tenant buildings and located in close proximity to a park and ride facility, if provided within the development. Green building standards to help off-set greenhouse gas emissions shall be established in the Land Development Regulations (LDR's) for uses with fueling, quick service or cleaning of motor vehicles.

~~d. Mixed uses shall be integrated within an overall design framework to create a pedestrian friendly, human scale environment, through objective, measurable criteria including size, scale, proportion, and materials detailed in the land development regulations. Flexibility in design shall allow for choice and variety in architectural style.~~

Policy 1.6.6 Site and Building Design: Site and building design and scale shall be oriented towards creating a pedestrian, bicycle and transit friendly environment. Architectural and site design techniques shall be used to promote walkable and bikeable communities.

Policy 1.6.6.1 The site layout and orientation of buildings shall create a development that is designed around the pedestrian and bicyclist and creates an environment that promotes walking

and bicycling as a primary means of mobility. The following are the primary components of creating a pedestrian and bicycle friendly environment:

a. An interconnected network of pedestrian and bicycle facilities,
b. Shade and protection from the elements,
c. Limited distances between attractors and generators,
d. Mixture of uses, and
e. Visual interest through site and building design and orientation

Policy 1.6.6.2 Building design and placement shall be at a pedestrian scale with primary entrances located at the front of the building oriented towards a public space such as a street, park, plaza or square. Shade shall be provided for pedestrians through means such as covered walkways, terraces, balconies, awnings and street trees. Limited exceptions may be allowed for residential and lodging uses that have a portion of units fronting a parking area located interior to a block.

Policy 1.6.6.3 To enhance the pedestrian environment, buildings shall be oriented to visually define the street edge. Landscaping and street trees shall be utilized to define the street edge along open spaces.

Policy 1.6.6.4 Non-residential uses shall have minimal setbacks from a street right-of-way, so long as adequate space is provided for pedestrian facilities, amenities and street trees. Setbacks may be wider if a courtyard, plaza, public space or seating is provided between the building and the sidewalk. Outdoor seating is encouraged and allowed for non-residential uses. Setbacks and build-to lines shall be established for residential uses.

Policy 1.6.6.5 All single-family attached, multi-family and non-residential uses shall require architectural design review established in the Land Development Regulations (LDR's) including:

~~Policy 1.6.6.6.~~ a. Flexibility in design shall allow for choice and variety in architectural style. Building facades shall provide variation in materials, roof lines, window patterns and reliefs. Objective, measurable criteria including size, scale, proportion, and materials shall be established.

~~Policy 1.6.6.7.~~ b. Large expanses of solid wall fronting a street are prohibited. Minimum percentages of transparent glass on the façade of buildings shall be established. All buildings shall articulate the line between the ground floor and upper levels.

Policy 1.6.6.6 Stormwater facilities shall be master planned. The location of surface stormwater facilities within the village center is discouraged. Surface stormwater facilities located in the village center should be designed in a park like manner serving as an amenity to the development. The use of Low Impact Development (LID) techniques are allowed and encouraged.

Policy 1.6.6.7 Open Space provisions shall comply with all applicable Comprehensive Plan policies and land development regulations.

Policy 1.6.6.8 The preferred location of above ground utilities, except for life safety, is to the rear and side of buildings. Above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves shall be screened from the street and sidewalks through architectural features and/or landscaping. Underground utilities are encouraged to be compressed to minimize ROW width, allow adequate space for street trees and provide for the visual definition of the street.

Policy 1.6.6.9 All recycling and trash collection for non-residential, multi-family and single family attached uses shall be located to the rear of buildings or within parking facilities. Recycling and trash collection facilities shall be screened.

~~a. Non-residential development shall be concentrated in the village center rather than in strips. Public or civic space or civic use shall be an organizing element around which other development is located.~~

~~b. Development is organized along a density and intensity gradient suitable to the site and surrounding land uses, with the village center located at the geographic center of the overall development. The highest density and intensity of the overall development and of the village center shall be located in and adjacent to the village center. An exception to location of the village center at the geographic center of the development may be made for the following:~~

~~1. Site constraints prevent locating the village center at the geographic center and an effective gradient integrates the overall development and village center with adjacent neighborhoods and development patterns.~~

~~2. Village centers located adjacent to public roads, provided they are designed to minimize impacts, including vehicular and visual impacts, to public roads and surrounding uses and maintain primary orientation and integration with the overall development. Specific performance standards to achieve such orientation and integration shall be included in the land development regulations to implement the following design strategies:~~

~~(a) Vehicular access and connections to the village center shall be internal to the development.~~

~~(b) Nonresidential primary building facades and entrances shall be oriented internal to the development. Orientation toward the public road shall be secondary and subordinate to the primary orientation, maintain a neighborhood pedestrian scale and character, and provide pedestrian friendly connections to the public road.~~

~~(c) Increased community green space shall be provided along the public road as a transitional use between the road and nonresidential uses of the village center. Public road frontage shall maintain a pedestrian scale and character.~~

~~(d) Signage oriented toward the public road shall be minimized.~~

~~(e)Lighting impacts to the public road shall be minimized.~~

~~c. The design shall include a pedestrian circulation system to connect the non-residential uses with residential uses and areas. Primary pedestrian routes and bikeways shall coincide with the street system or other public space such as parks or squares.~~

~~d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to a pedestrian street character. Building design, placement, and entrance shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.~~

Policy 1.6.7 Transportation Network: The transportation network shall be designed as a continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood to reduce the distances of travel between uses and promote the internal capture of trips, reduce impact on external roadways, and promote transit use.

Policy 1.6.7.1 The interconnected street network design shall be organic, block or radial.

Policy 1.6.7.2 The street network shall be designed to utilize smaller block lengths:

a. Perimeter block lengths shall not exceed 1,300 linear feet within the village center, 1,600 linear feet within the transit supportive area outside of the village center, and 2,000 linear feet outside the transit supportive area.

b. Perimeter blocks lengths with parking provided in the interior of the block shall not exceed 2,000 linear feet in the village center, 2,300 linear feet within the transit supportive area outside of the village center, and 2,700 linear feet outside the transit supportive area.

c. Perimeter block lengths may be extended an additional 700 linear feet so long as parking is provided interior to the block, and a safe, convenient, landscaped pedestrian and bicycle path consistent with block lengths in (b) above is provided

d. In limited instances, for projects greater than 100 acres, perimeter block lengths may be extended up to 3,000 linear feet where a multi-level parking structure or single occupant retail use greater than 25,000 square feet are located, so long as parking is provided interior to the block, and a safe, convenient, landscaped pedestrian and bicycle path consistent with block lengths in (b) above is provided.

e. The length of environmental, physical, topographic and property boundary constraints are allowed to be used to meet perimeter block length requirements.

Policy 1.6.7.3 Interconnectivity for vehicles, pedestrians and bicyclists shall be provided between uses. Access may be limited for independent / assisted living facilities in order to provide for the safety and security of residents.

Policy 1.6.7.4 Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards shall promote walking and biking, ensure pedestrian and bicyclists safety, and allow for emergency and transit access. Urban green streets and Low Impact Development (LID) techniques are allowed and encouraged.

Policy 1.6.7.5 Cross-access for vehicles, pedestrians and bicyclists shall be provided to adjacent developed and undeveloped land. Exceptions may be made for environmental, topographical, or physical constraints.

Policy 1.6.7.6 The street network shall include a pedestrian and bicycle circulation system that interconnects all uses, including parks, plaza, squares and open spaces.

Policy 1.6.7.7 The streetscape within village centers shall require street furniture, planters, location maps, signage, trash receptacles and lighting along streets. The streetscape shall be compatible with regards to sidewalk materials, streetlights, cross-walks, signage, benches, and pedestrian amenities.

Policy 1.6.7.8 Pedestrian facilities shall be provided on both sides of all streets within the right-of-way. The width of pedestrian facilities shall increase as densities and intensities increase. The widest pedestrian facilities shall be provided adjacent to non-residential and mixed-use buildings. Streets providing access to single-family detached units shall have the option of providing a multi-use path parallel to the streets in-lieu of sidewalks consistent with provisions in the Transportation Mobility Element.

Policy 1.6.7.9 One-way streets are allowed throughout the development as a means to reduce crossing distances and conflicts, impervious surfaces, and right-of way widths, thus allowing for further definition of the street edge and a sense of enclosure for pedestrians.

Policy 1.6.7.10. Street trees with adequate planting areas shall be provided along all streets.

Policy 1.6.7.11 For projects contiguous with a Rapid Transit Corridor, dedicated transit lane(s) for use by transit vehicles or fixed guide-way rail lines for streetcars or light rail shall be provided within or adjacent to the development consistent with the Rapid Transit Corridor Map. Multi-lane roadways in-lieu of dedicated lanes may be provided within the transit supportive area for developments that can demonstrate future transit headways of 10 minutes can be maintained and feature either block lengths that average 300 feet or less or include fixed guide-way rail lines. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State roadways.

Policy 1.6.7.12 Projects contiguous with the portion of the Express Transit Corridor along Tower Road shall provide either site related turn out facilities (bus bays) or dedicated lane(s). Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State Roadways.

Policy 1.6.7.13 For projects contiguous with a Rapid Transit Corridor, a park and ride facility shall be provided within or adjacent to the development in close proximity to the transit station

consistent with the Rapid Transit Corridor Map. Park and ride facilities shall be designed for shared evening and weekend use by the development. Park and rides shall be designed in accordance with block, street tree and pedestrian facility requirements of this Element and are encouraged to be screened by liner buildings. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State roadways.

~~e. Automobile and non-automobile modes of transportation shall be equitably served by the street system. Development shall provide pedestrian and bicycle friendly access, and shall provide transit facilities when warranted, to the development and the surrounding community.~~

~~f. Vistas created by street terminations within the village center shall incorporate significant buildings or places to the maximum extent possible.~~

~~g. An "A/B" street grid system may be utilized where "A" streets shall meet all pedestrian oriented village center standards in a continuous uninterrupted pedestrian friendly network, while "B" streets can be assigned to non-pedestrian uses.~~

~~h. Crime Prevention Through Environmental Design guidelines shall be incorporated to the maximum extent possible.~~

~~Policy 1.6.7Signs: Signs shall be designed to minimize negative visual impacts through guidelines addressing characteristics such as:~~

~~uniformity, materials, placement,~~
~~limits on scale, lighting, height, width, movement, and sign area to façade area ratios.~~

Policy 1.6.8 Parking: To promote a walkable, urban scale environment, off-street parking shall be significantly limited and designed in such a manner as to not be visible from the street. Parking areas shall be designed to minimize intrusiveness through the following techniques:

a. Innovative solutions to reduce parking requirements, decoupling parking from residential uses, provision of shared parking to serve multiple uses and alternative paving materials are allowed. Parking maximums and innovative solutions to address parking shall be established in the Land Development Regulations. Reduced landscaped requirements may be allowed for off-street parking provided interior to blocks.

b. On-street parking is allowed throughout the development. On-street parking is required on the majority of streets within the transit supportive area. Angled on-street parking shall be accessed via a drive aisle separated from through traffic by a landscaped median on roadways with a projected AADT greater than 5,000 trips.

c. Off-street parking, except for ingress and egress, shall be located to the rear of buildings and shall be screened from streets and sidewalks, via liner buildings.

Densely landscaped, pedestrian friendly squares and plazas may be allowed between liner buildings. A dense landscaped buffer with a multi-use pedestrian and bicycle facility may be utilized along one side of the off-street parking. Off-street parking adjacent to open space or an environmental, topographical, physical or property boundary constraint may be lined by either buildings or a dense landscaped buffer with a multi-use pedestrian and bicycle facility.

d. Off-street parking shall clearly delineate routes for pedestrians and bicycles through parking areas to accommodate safe and convenient pedestrian and bicycle circulation between uses and create a park-once environment.

e. Vehicular use areas, other than off-street parking, shall be located along the side and rear of a building. Limited exceptions may be allowed for loading areas within drive aisles provided as part of on-street parking separated from through traffic by a median.

f. Single-family garages shall be located at the rear or side of the building. Exceptions shall be allowed to address environmental, topographical, physical or property boundary constraints.

g. A single transitionary off-street parking area may be allowed. The perimeter block length shall not exceed the perimeter block length requirements in Policy 1.6.7.2. Sidewalks and street trees shall be provided along the entire perimeter block length. Plans shall be submitted demonstrating the liner buildings to be provided at a future date along with justification why the additional parking is needed and why it cannot be provided elsewhere.

h. Single occupant retail uses greater than 25,000 square feet per floor may have parking in front of buildings so long as all surface parking and the side and rear of the building are screened from adjacent streets by liner buildings. The rear of the building for single occupant retail uses between 25,000 and 50,000 square feet per floor may front a street so long as a functional entrance is provided and the architecture of the building provides a pedestrian friendly environment and complies with all design requirements for buildings fronting a street.

~~Parking: Parking areas shall be designed to minimize intrusiveness and impacts on the village pedestrian character, through the following techniques:~~

~~On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.~~

~~Parking lots shall be located between buildings and adjacent pedestrian areas such as storefront streets and public squares.~~

~~Parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.~~

~~Parking lots shall be designed with safe pedestrian connections to business entrances and public space to create a park-once environment.~~

~~Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large~~

~~expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be provided in the land development regulations.~~

~~**Policy 1.6.9Automobile Access: Automobile facilities shall be designed to provide safe access to the development.**~~

~~**Internal traffic circulation systems shall be designed with:**~~

~~**traffic calming techniques to maintain safe multi-modal transportation.**~~

~~**an interconnected street grid system allowing alleys.**~~

~~**maximum use of common access drives, and**~~

~~**convenient access to transit facilities.**~~

~~**Points of ingress to and egress from the village center to arterial and collector roads carrying through traffic shall be minimized. A connector street system shall provide multiple linkages from the village center to local destinations, including neighborhoods, as an alternative to arterial and collector roads.**~~

~~**All uses shall have a limited number of driveways.**~~

~~**Street design shall produce small blocks.**~~

~~**All commercial development shall provide vehicular, bicycle, and pedestrian connections to adjacent commercial development and to adjacent residential development, except where such connections are precluded by physical layout of existing development or environmental features.**~~

~~**All residential development shall provide vehicular, bicycle, and pedestrian connections to adjacent residential development and to adjacent commercial development, except where such connections are precluded by physical layout of existing development or environmental features.**~~

~~**Policy 1.6.10Community Green Space. Landscapes and buffers shall be provided on at least twenty percent (20%) of the village center site, including public open space. Paved areas shall be shaded, according to a range of requirements specified in the land development regulations, based on factors such as scale of development and performance standards.**~~

~~**Policy 1.6.11Surface Stormwater Facilities. Surface stormwater facilities shall be sufficient to serve the functional purpose, and shall be designed as an integral part of the overall development,**~~

~~as a physical or visual amenity, as design elements and enhancements to the overall appearances, designed as public open space, or as an aesthetic feature to resemble natural areas, to the maximum extent possible.~~

1.7 TRANSIT ORIENTED DEVELOPMENT

OBJECTIVE 1.7

To provide for compact, mixed-use, pedestrian and bicycle friendly communities designed with the densities and intensities needed to support transit service, reduced per capita greenhouse gas emissions and enable an individual to live, work, play and shop in a community without the need to rely on a motor vehicle for mobility.

Policy 1.7.1 Transit Oriented Developments shall be:

1. Allowed in areas designated on the Future Land Use map for Urban Residential Densities (Policy 1.3.2.1) and Activity Centers within the Urban Cluster,

2. At least 15 acres in size,

3. Served by Express Transit Service and be contiguous to a Rapid Transit or Express Transit Corridor consistent with the Transportation Mobility Element.

4. Allowed through Development plan approval consistent with the Comprehensive Plan and Land Development Regulations. Planned Developments consistent with these Comprehensive Plan policies shall be required until amended Land Development Regulations for Transit Oriented Development are adopted.

Policy 1.7.2 Public Participation. Public Participation shall be consistent with standards in policy 1.6.2

Policy 1.7.3 Transit Oriented Developments shall provide:

a. A village center with a transit station contiguous with a Rapid Transit or Express Transit corridor,

b. The necessary densities to support transit service,

c. Compact, mixed-use development to allow for the internal capture of pedestrian, bicycle and vehicular trips,

d. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development,

e. A gridded street network that emanates from the village center that allows for multiple route choices, reduces the distance between uses to encourage walking and biking, and connects with adjacent developments,

f. Funding for express transit service consistent with the frequency and span of service specified within the Transportation Mobility Element.

g. On-street parking and screening of off-street surface parking.

Policy 1.7.4 Village Center. Transit Oriented Developments shall be required to have a compact, definable mixed use, pedestrian and bicycle friendly village center that is served by transit and offers multiple destinations and reasons for pedestrians and bicyclist to frequent the area. The Village Center shall be consistent with the policies 1.6.4.1 through1.6.4.7 of this element.

Policy 1.7.5 Density & Mixed Uses: A balanced mixture of uses shall be provided to create activity throughout the day and allow individuals to live, work and play in the same community without having to rely solely on a motor vehicle for mobility, thereby allowing a reduction in per capita greenhouse gas emissions.

Policy 1.7.5.1 To ensure the density needed to support transit service is provided within a walkable distance from transit, the following minimum residential densities shall be provided:

1. Ten (10) units per acre within the village center,

2. Seven (7) units per acre within the transit supportive area outside of the village center,

3. Four (4) units per acre outside the transit supportive area

4. Development less than 20 acres shall provide a minimum of at least 200 units,

Policy 1.7.5.2 The maximum allowable density within the transit supportive area is twenty-four (24) units per acre, except as provided for in Policy 1.3.10.4 of this element. The maximum allowable density outside the transit supportive area is the maximum allowable under the underlying land use.

Policy 1.7.5.3 To ensure a mixture of uses, the following non-residential square footage (heated and cooled) his required:

1. Provide at least 10,000 square feet of non-residential uses, plus

2. A minimum of 100 square feet of non-residential uses for every 1 residential unit.

3. A maximum of 400 square feet of non-residential uses for every 1 residential unit shall be allowed.

4. To encourage infill and redevelopment, the square footage of existing non-residential may either be utilized to meet the requirements above or be in addition to the above requirements.

Policy 1.7.5.4 For developments that are at least 100 acres in size, mini storage facilities principally designed to serve the project is allowed so long as specific design criteria are established to mask the facility, integrate the use with the surrounding development and comply with all required Transit Oriented Design criteria. The facility is not allowed within the village center and the square footage of the facility shall be excluded from the non-residential square footage in policy 1.7.5.3.

Policy 1.7.5.5 Allowable uses, mixed use provisions and percentages and phasing shall be consistent with policies 1.6.5.3 through 1.6.5.14 of this element.

Policy 1.7.6. Site and Building Design: Site and building design and scale shall be oriented towards creating a pedestrian, bicycle and transit friendly environment. Architectural and site design techniques shall be used to promote walkable, vibrant communities. Site and building design shall be consistent with policies 1.6.6 through 1.6.6.9 of this element.

Policy 1.7.7. Transportation Network: The transportation network shall be designed as a continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood to reduce the distances of travel between uses and promote the internal capture of trips, reduce impact on external roadways, and promote transit use. Transportation network design shall be consistent with policies 1.6.7 through 1.6.7.13 of this element.

Policy 1.7.8 Parking: To promote a walkable urban scale environment, off-street parking shall be significantly limited and designed in such a manner as to not be visible from the street. Parking design shall be consistent with policy 1.6.8 of this element and the following:

Policy 1.7.8.1 For projects with more than 2,000 cumulative peak hour trips, 50% of all required parking shall be provided via parking structures and on-street parking.

Policy 1.7.8.2 Non-residential uses shall be provided on the exterior of the 1st floor of any parking structure fronting a street, except for parking structures surrounded by liner buildings. Criteria shall be established for the exterior portions of parking structures not surrounded by liner buildings.

Policy 1.7.9 Express Transit Service shall be provided from the development to the University of Florida consistent with Express Transit Corridors Map. The frequency and span of service required shall be consistent with the requirements of the Transportation Mobility Element. The Express Transit Service shall be funded for a fifteen (15) year period. Standards shall be established in the Land Development Regulations (LDR's) to ensure the level of funding is provided on a proportional basis. The employees, employers and residents of the development that contribute towards the Express Transit Service shall be provided with a mechanism that ensures they ride fare free so long as the development

funds transit. The funding mechanism, details, and cost to provide Express Transit Service shall be memorialized in an enforceable developer agreement between the developer and the County in consultation with the Regional Transit System. Annexation into a municipality shall not absolve the developments requirement to fund express transit service.

Policy 1.7.10. Dedicated transit lane(s), transit turnouts (bus bays) and park and ride facilities shall be provided consistent with policies 1.6.7.11 through 1.6.7.13 of this element.

Approved for Transmittal by BOCC August 25th, 2009

TRANSPORTATION MOBILITY ELEMENT
Goals, Objectives and Policies

GOAL

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR ~~THE NEEDS OF~~ PEDESTRIANS, BICYCLISTS, TRANSIT USERS, MOTORIZED-VEHICLE USERS, USERS OF RAIL AND AVIATION FACILITIES, AND IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF ALACHUA COUNTY.

AUTOMOBILE, BICYCLE AND PEDESTRIAN CIRCULATION

~~GOAL 1~~PRINCIPLE 1

TO ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT AUTOMOBILE, TRANSIT, BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM, CAPABLE OF MOVING PEOPLE AND GOODS THROUGHOUT THE COUNTY.

PRINCIPLE 2

TO REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS THROUGH THE PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND INTENSITIES NEEDED TO SUPPORT TRANSIT.

PRINCIPLE 3

DISCOURAGE SPRAWL AND ENCOURAGE THE EFFICIENT USE OF THE URBAN CLUSTER BY DIRECTING NEW DEVELOPMENT AND INFRASTRUCTURE TO AREAS WHERE MOBILITY CAN BE PROVIDED VIA MULTIPLE MODES OF TRANSPORTATION.

PRINCIPLE 4

PROVIDE AN ALTERNATIVE TO CONVENTIONAL TRANSPORTATION CONCURRENCY WITHIN THE URBAN CLUSTER THAT RECOGNIZES THAT CONGESTION IS ACCEPTED IN GROWING URBAN AREA, SO LONG AS VIABLE ALTERNATIVE MODES OF TRANSPORTATION ARE PROVIDED THAT SERVE TRAVEL DEMAND ALONG CONGESTED CORRIDORS. CONGESTION ALONG SOME ROADWAYS IS THE TRADEOFF

BETWEEN ADDING ROADWAY CAPACITY ON CONGESTED CORRIDORS AND DEVELOPING AN INTERCONNECTED NETWORK OF ROADWAYS, BICYCLE AND PEDESTRIAN FACILITIES AND DEDICATED TRANSIT LANES SERVED BY EFFICIENT TRANSIT SERVICE.

OBJECTIVE 1.1 Urban Cluster Transportation Mobility Districts

Transportation Mobility Districts provide an alternative to conventional transportation concurrency by encouraging future land use and transportation patterns that emphasize mixed-use, interconnected developments that promote walking and biking, reduce vehicle miles of travel and per capita greenhouse gas emissions, and provide the densities and intensities needed to support transit.

Policy 1.1.1 The Urban Cluster Area as identified on the Future Land Use Map of the Comprehensive Plan shall serve as the boundary for the Transportation Mobility Districts. Transportation Mobility Districts shall be established for the Northwest, Southwest and Eastern portions of the Urban Cluster.

Policy 1.1.2 Transportation Mobility Districts are designed to support compact, mixed-use developments provided for in the Future Land Use Element by developing an interconnected multi-modal transportation system that reduces per capita greenhouse gas emissions by encouraging walking, bicycling and driving short distances between residential, retail, office, educational, civic and institutional uses and utilizing transit to commute to regional employment, educational and entertainment destinations.

Policy 1.1.3 The intent of Transportation Mobility Districts are:

1. To provide for mobility within urban areas through the development of an interconnected network of:

   a. Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS),

   b. Rapid Transit and Express Transit Corridors that connect Transit Oriented Developments, Traditional Neighborhood Developments and Activity Centers and facilitate efficient and cost effective transit service to regional employment, educational and entertainment destinations.

   c. Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.

2. To recognize that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles and maintaining roadway level of service on those corridors.

3. To utilize features of the exceptions and alternatives to transportation concurrency and multi-modal transportation districts per F.S. 163.3180.

4. Reduce vehicle miles of travel and per capita greenhouse gas emissions through compact, mixed-use, interconnected developments served by multiple modes of transportation consistent with requirements of F.S. 163.3177.

5. Reduce sprawl and encourage urban development by planning and constructing the necessary infrastructure to meet the demands for bicycle, pedestrian, transit and motor vehicle mobility.

6. Reduce congestion within the Urban Cluster by capturing trips from surrounding rural areas, municipalities and adjacent counties through provision of park and ride facilities located within transit supportive developments in the Urban Cluster served by transit service that connects to regional employment and educational destinations.

7. To provide for multi-modal cross-access and connectivity within and between uses to encourage walking and bicycling and reduce travel distances and impact to collector and arterial roadways.

Policy 1.1.4. Within the Urban Cluster, the County adopts multi-modal level of service (LOS) standards for the following:

	Level of Service (LOS)	Standard of Measure
Pedestrian	B	Based on Presence of a pedestrian facility
Bicycle	B	Based on Presence of a bike lanes / paved shoulders
Express Transit	B	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	D	Professionally Accepted Traffic Analysis
Motor Vehicle* - SIS**	C	Professionally Accepted Traffic Analysis

* Standard applies to Collector and Arterial Roads

** Strategic Intermodal System

1. In order to achieve the level of service standard for pedestrians and bicyclists, the facility shall run the entire length of the roadway segment. A pedestrian facility shall be either a multi-use path on one (1) side of the roadway or sidewalks on both sides of the roadway. A multi-use path along a roadway shall result in a LOS B for bicyclists. The LOS for bicycle and pedestrian travel is the goal for all

collector and arterial roadways within the Urban Cluster by 2030, not a standard that is intended to be achieved on an annual basis for each roadway.

2. Express Transit Service shall be provided for a minimum of two (2) hours during both the AM and PM peak periods. The LOS for Express Transit Service shall be achieved starting by 2015 on each of the four (4) routes shown on the Express Transit Corridors map. The peak hour frequency for each route shall be a minimum of 30 minutes by 2015, 20 minutes by 2017 and 15 minutes by 2020. Service hours may be extended to three (3) hours and additional service added to meet demand and maintain fifteen (15) minute headways based on the capacity and productivity of the Service. The addition of Express Transit Service to serve Transit Oriented Development(s) on the Parker Road Corridor as shown on the Rapid Transit Corridor Map will require an update to the Multi-Modal Transportation Capital Improvement Program.

3. Within each Transportation Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Areawide LOS. The Areawide LOS shall be determined by dividing the sum (∑) of total traffic by the sum (∑) of the total maximum service volume at the adopted LOS standard for all functionally classified County and Non SIS State Roadways.

4. The LOS for SIS facilities within the Urban Cluster shall be addressed through various means such as the construction of parallel roadways serving similar travel demand patterns, dedicated transit lane(s), access management and transit service as provided for in the Multi-Modal Transportation Capital Improvements Program.

Policy 1.1.5 Over the next twenty (20) years as the densities and intensities within the Urban Cluster necessary to support transit are realized, the County shall transition from providing capital infrastructure for a multi-modal transportation network to providing frequent transit service along dedicated transit corridors. The Twenty (20) year Multi-Modal Transportation Capital Improvements Program provides a schedule of the transition from development of the interconnected network to construction of dedicated transit lane(s).

Policy 1.1.6 The Multi-Modal Infrastructure Projects in the Capital Improvements Element are identified to meet the adopted level of service standards and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by 2030.

Policy 1.1.6.1 The annual update of the Capital Improvements Element (CIE) shall include a LOS analysis that demonstrates that the areawide motor vehicle LOS for each Transportation Mobility District is being achieved. The annual update shall also demonstrate that progress is being made toward achieving the identified bicycle, pedestrian and transit

LOS. To measure and evaluate the effectiveness of the Transportation Mobility Districts policies, the annual update of the CIE shall also include a vehicle miles of travel (VMT) and mode share analysis for each Transportation Mobility District and the Urban Cluster.

Policy 1.1.6.2 Roadway capacity projects shall focus on the development of an interconnected network that provides alternatives to the State Road system, including the provision of additional lanes over Interstate 75.

Policy 1.1.6.3 Roadways shall be limited to no more than a total of four (4) through motor vehicle lanes. All new bridges over Interstate 75 shall be four (4) lane roadways with provisions for transit, bicycle lanes, sidewalks and/or multi-use paths

Policy 1.1.6.4 The time frame for construction of the projects identified in the Capital Improvements Element is intended to be flexible to address impact from development as it occurs. Should development activity increase, then the identified projects will be constructed earlier in the time period; conversely, should development activity be below normal rates, then the construction start dates will be pushed back to a later period.

Policy 1.1.6.5 The County intends to engage in Public/Private Partnerships to develop an interconnected roadway network in undeveloped and underdeveloped portions of the Urban Cluster to accommodate both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways.

Policy 1.1.6.6 Should the Areawide LOS for motor vehicles within a Transportation Mobility District fall below adopted LOS standards, then the County shall as a part of its annual update to the Capital Improvements Element either identify additional motor vehicle capacity projects or increase peak-hour transit frequencies and provide off-peak transit service with at least 30 minute headways along Express Transit Corridors.

Policy 1.1.6.7 A network of corridors with dedicated transit lane(s) as shown on the Rapid Transit Corridors Map shall be developed to provide a sense of permanence and provide developers seeking to build Transit Oriented Development with the assurance that there is a commitment to transit. Dedicated Transit Lane(s) shall connect transit supportive development with regional employment, educational and entertainment centers. The design of dedicated transit lanes (s) shall be done in consultation with RTS and FDOT on State Roadways. Rapid Transit Corridors may deviate slightly from the alignment shown to serve a Transit Oriented Development, Traditional Neighborhood Development or Activity Center. A Comprehensive Plan amendment shall be required to modify dedicated transit lane(s) for transportation uses other than provision of transit service.

Policy 1.1.6.8 The County may elect, but shall not be required, to construct dedicated transit lanes on existing roadways identified on the Rapid Transit Corridors map until such time as the roadway is operating at or below the adopted LOS standard. Any changes to time frames shall require an amendment to the Capital Improvements Element.

Policy 1.1.6.9 Dedicated transit lane(s) shall be designed and constructed in conjunction with new roadway projects consistent with the Rapid Transit Corridors map.

Policy 1.1.6.10 The County shall coordinate the provision of park and ride facilities with transit supportive developments located along Rapid Transit Corridors consistent with the Capital Improvements Element and associated maps.

Policy 1.1.6.11 Bicycle and Pedestrian facilities shall be provided in accordance with Objective 1.6.

Policy 1.1.6.12 Comprehensive Plan amendments to the Future Land Use Element or Map that result in a greater transportation impact shall require the entity requesting the amendment to demonstrate that the adopted LOS standards for the affected Transportation Mobility District is achieved and that additional required infrastructure is fully funded . Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the Comprehensive Plan Amendment.

Policy 1.1.6.13 Requests to expand the Urban Cluster Boundary, whether by public or private entities, shall require the entity to demonstrate that the adopted LOS standards for the affected Transportation Mobility District is achieved and that additional required infrastructure is fully funded. The entity shall also be required to construct or fully fund bicycle and pedestrian facilities necessary to achieve the adopted LOS from the development to an existing facility or a logical terminus within the existing Urban Cluster Boundary. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the request to expand the Urban Cluster Boundary. This requirement is in addition to all other conditions of the Comprehensive Plan, including Policy 7.1.3 of the Future Land Use Element in order amend the Comprehensive Plan to the expand the Urban Cluster.

Policy 1.1.6.14 For Annexations within the Urban Cluster the County shall coordinate with applicable jurisdictions to incorporate the transportation infrastructure improvements into the jurisdictions Capital Improvements Element. The County shall not expend any funds for transportation projects within annexed areas or to mitigate the impact of developments within municipalities, unless an intergovernmental agreement is established with the municipality to have developments fund their proportionate share of the cost to address the developments impact.

Policy 1.1.6.15Amendments to projects in the Capital Improvements Element are permitted so long as it can be demonstrated that the LOS standards can be meet and that the amendment is in keeping with providing mobility by multiple modes of transportation within the Urban Cluster.

Policy 1.1. ~~5~~6.16.Alachua County accepts the standards and recommendations of the Tower Road Charrette for SW 75th/Tower Road Study Area as a basis for capital improvements

programming for transportation facilities in the area. ~~and to serve as a guide for TSM/TDM requirements (see Appendix C).~~ Prior to programming specific projects involving the expenditure of County funds, additional analysis shall be required.

Policy 1.1.7 A multi-modal transportation fee shall be adopted to ensure that a development funds mobility and fully mitigates its impact to the transportation system.

1. Development shall satisfy its transportation concurrency obligations through payment of a multi-modal transportation fee. This provision shall not exempt Developments of Regional Impact from statutory requirements for proportionate share mitigation.

2. No development shall receive a final development plan approval where the development impacts a roadway operating below the adopted LOS, except through the proportionate share ordinance or until such time as a multi-modal transportation fee is adopted that address the traffic impact of the development.

3. Modes of transportation to be addressed by the multi-modal transportation fee shall be consistent with the modes identified in Policy 1.1.4.

4. The multi-modal transportation fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips and increase in pedestrian, bicycle and transit mode share from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.

Policy 1.1.8 The following are internal street network requirements for all development within the Urban Cluster:

1. Developments are required to design and construct a continuous interconnected network designed to safely calm traffic and encourage walking and bicycling throughout the development.

2. Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for streets and alleys. Standards shall promote walking and biking, ensure safety for all users and allow for emergency access.

3. A connectivity index standard shall be developed to ensure adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and motor vehicles.

4. Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints. To plan for future adaptive redevelopment of adjacent developed land, cross-access shall be provided even if a cross-access connection on the developed land does not currently exist. Cross-access connections shall be paved to the property boundary. All private streets shall provide full access to the general public.

5. Internal streets shall connect to stub-outs provided by adjacent developments.

6. Developments shall provide a pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development. The multi-use paths shall connect open space areas, adjacent developments, and existing or planned bicycle pedestrian facilities along collector and arterial roadways.

7. A developer shall be allowed to propose a plan to provide a network of shared or separate facilities to provide mobility through low speed electric vehicles. The plan shall address safety for all modes of transportation with particular attention paid to bicycle and pedestrian interactions.

Policy 1.1.9 The Transportation Concurrency Exception for Projects that Promote Public Transportation (TCEPPT) shall be limited to those Projects that by April 2nd, 2009 have either been previously approved to utilize the Exception or that have filed a Comprehensive Plan Amendment as part of a Development of Regional Impact seeking to utilize the Exception subject to approval by the Board of County Commissioners. Should the Board of County Commissioners not approve the Comprehensive Plan Amendment filed as part of the Development of Regional Impact, the Project would not be eligible to utilize the TCEPPT in the future.

Policy 1.1.9.12.10 Exceptions from roadway concurrency requirements may be granted to Projects That Promote Public Transportation, in accordance with F.S. 163.3164 and F.S. 163.3180 for qualifying projects in the Archer Road/Tower Road Activity Center, the Springhills Activity Center and the Oaks Mall Activity Center designated on the Future Land Use Map Series. A portion of a development outside one of these Activity Centers that meets the criteria for this Transportation Concurrency Exception will be eligible for this exception if that portion is part of a unified plan that is integrated with a project within one of these Activity Centers and the development as a whole meets the criteria specified below.

Policy 1.1.9.2~~2.11~~ The County shall adopt land development regulations providing in greater detail the standards for Transportation Concurrency Exception for Projects that Promote Public Transportation, including connectivity index standards for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses.

Policy 1.1.9.3.~~2.12~~ In order for a project to be eligible for this TCE, the project shall meet all of the following criteria:

a. Is located on or within 1/4 mile of an existing public transit line, or a planned public transit line, with 15 minute peak hour frequencies, or alternatives that are funded and assured to be operational within the first phase of the development. This may include things as such as express bus service or other transit that meets these requirements.

b. The development plan includes public transit facilities and services designed to maximize use of the public transit line by persons expected to live and/or work within the proposed development;

c. Contain a range of uses and density and intensity of uses organized along a transitional gradient suitable to the site and surrounding land uses.

d. Provides a transit shelter or a station on the public transit line of sufficient size to accommodate the persons expected to live and or work/shop within the project boundaries. The transit shelter/station shall be safe, comfortable and convenient for its intended users. The station shall be of a size and design, to include such amenities. The station shall not be a single purpose facility, but shall instead include a mix of uses and amenities The transit station shall be located near the center of the project. Alachua County shall adopt in the Land Development Regulations, definitions, criteria, and specifications for transit shelters and stations.

e. The project must be designed in such a way as to provide easy access for transit to service the project. The project should be designed to allow 80% of the residents/workers walking access to the transit station. As an alternative the project may provide for 80% of the users to have walking access to a feeder-distributor service that provides for fast and easy access to the mainline transit shelter/station via shuttles, vans, or some other automated form of people mover (other than a single-occupant vehicle). For the purposes of this section walking access is defined as being within 1/4 mile. Safe, comfortable and pedestrian- and bicycle-friendly facilities shall be provided within the development to the transit shelters, stations and stops, including appropriate bicycle parking and

lockers at the transit shelter/station. Access for pedestrians shall be by sidewalks, trails, and paths, and should provide for safety, shade, comfort and generally a pedestrian friendly atmosphere. The connectivity standards shall address connectivity for pedestrians, bicycles and vehicles.

f. The project provides a commercial center that includes the main transit station.

Policy 1.1.9.4. The project meets the requirements for Traditional Neighborhood Developments as specified in the Future Land Use Element, and the commercial center must be consistent with the policies for either Neighborhood Center or Activity Centers, whichever is applicable. In addition, the project should be designed according to the following criteria:

1. Residential lots are serviced by a system of streets, alleys and sidewalks, with setback/build-to lines established to ensure that buildings front on sidewalks and are oriented to the street. Generally, garages are located on the rear portion of the property and accessed from the rear by an alley or lane.

2. Sidewalks, street trees, landscaping, street furniture, entryway features, signage, and lighting are required and used to strengthen the identity of the neighborhood centers.

3. A continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood.

4. Street design standards address pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards should promote walkability, ensure pedestrian safety and allow for emergency access.

5. Building frontages spatially delineating the thoroughfares and masking the majority of the parking.

6. Parking and loading functions are located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood, through on-street parking, and parking placed behind ~~or on the side of~~ buildings.

Policy 1.1.9.5~~2.13~~ The County shall incorporate into its LDRs procedures and standards for projects that promote public transportation~~, and exceptions to concurrency requirements~~

~~for such projects~~. In the interim period between the effective date of these policies (May 2, 2005) and amendment of LDRs, projects shall meet the requirements in Policies 1.1.9.1 ~~2.11 through 1.2.13.~~ The County may consider TCEs for Planned Development zoning proposals that meet the requirements of these policies and incorporate conditions that the County determines to be sufficient to ensure compliance with these requirements.

OBJECTIVE 1.2~~1~~
Transportation Management Outside of Urban Cluster Mobility Areas

To protect and support agricultural activities, preserve the character of rural communities and encourage development in areas where infrastructure can be provided in a financially feasible manner, developments outside the Urban Cluster as identified in the Comprehensive Plan shall be required to mitigate directly impacted roadways and impacts to roadways within the urban cluster. ~~Level of service standards, in accordance with the latest version of the Level of Service Handbook developed by the Florida Department of Transportation Systems Planning Office, shall be adopted in order to maximize the efficient use and safety of roadway facilities in order to coordinate capital improvement planning with land use decisions to meet the requirement that adequate roadway facilities be available concurrent with the impacts of development.~~

Policy 1.2.1~~1.1~~ Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for ~~functionally classified~~functionally classified ~~, State maintained~~ roadways in order to maximize the efficient use and safety of roadway facilities ~~, except for constrained as identified in Policy 1.1.5.a.~~.

Mode of Travel	Level of Service (LOS)
Motor Vehicle – SIS*	B
Motor Vehicle – Multi-lane**	C
Motor Vehicle – Two lane Arterial	C***
Motor Vehicle – Two lane Collector	C

* Strategic Intermodal System, Florida Department of Transportation
** Four or more through lanes
***LOS D for:
SR 24 (Archer Road) from SW 91st to Levy County
SR 121 (Williston Rd) from SW 62nd to Levy County
SR 26 from NE 39th (SR 222) to Putnam County
CR 241 (NW 143rd) from NW 39th to City of Alachua
SW 122nd (Parker Rd) from SW 24th to SR 24 (Archer Rd)

Policy 1.2.2 Alachua County has established level of service standards for rural areas to coordinate capital improvement planning and land use to ensure that growth does not occur faster than the County's ability to provide for infrastructure in a financially feasible manner.

The level of service standards shall not compel or require the County to widen or construct new roadways outside of the Urban Cluster in order to provide capacity to support new development or to address the unmitigated impact of development from adjacent municipalities and counties. Alachua County may elect to widen a roadway adjacent to the Urban Cluster where development approved within the Urban Cluster significantly impacts the adverse roadway.

TYPE	Rural	Trans/Urban/Comm*	Urbanized
Intrastate			
Limited Access	B	C	C
Controlled Access	B	C	C
Other State Roads	Rural	Trans/Urban/Comm*	Urbanized
Other Multi-lane	B	C	D
Two-lane	C	D	D
SR 121 from the Levy County Line to SW 85th Street (MPO Boundary)	D		
SR 24 from Levy County Line to SW 91st Street (MPO Boundary)	D**		
SR 26 from SR 222 to the Putnam County Line	D		

*Transitioning Urbanized Areas, Urban Areas, and Communities

** SR 24 from the Levy County Line to SW 91st Street (MTPO Boundary) shall be maintained at the existing LOS D until such time as adequate Transportation System Management strategies are implemented that raise the segment to LOS C at which time the LOS standard shall be modified and maintained at LOS C.

~~Policy 1.1.2 Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for paved, functionally classified, County maintained arterial and collector roadways~~

~~TYPE~~	~~URBAN~~	~~RURAL~~
~~minor arterials~~	~~D~~	~~D~~
~~collectors~~	~~D~~	~~C~~

Policy 1.2.3 ~~, A~~Adequate roadway capacity necessary to support ~~new~~ development ~~and redevelopment~~ shall be required to be available "concurrent" with the impact of that development. ~~except for developments within Transportation Concurrency Exception Areas, Multi-Modal Transit Districts, and Transportation Concurrency Management Areas established in accordance with Objectives 1.2, 1.3, and 1.4, respectively, and Transportation Concurrency Exception Projects Promoting Public Transportation in accordance with Policies 1.2.11 through 1.2.13.~~ The procedures for implementation of concurrency management as detailed in the Capital Improvements Element shall include a requirement for a Certificate of Level of Service Compliance as a condition of approval of a final development order, specifying intensity and density of development. "Concurrent" shall mean that all adopted LOS Standards shall be maintained or be achieved within a reasonable time frame as set out in 1.2.4.7~~1.8.17~~ below, consistent with 9J-5.0055(2). Failure to receive a Certificate of Level of Service Compliance will preclude the establishment of vested rights for a project and will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.2.4.7 ~~1.1.8.17~~ have been met. This policy shall be implemented through the Development Review process in accordance with the Concurrency Management Ordinance. ~~.~~

Policy 1.2.4~~1.8.1~~ Adopted LOS standards shall be used as the criteria to measure the available capacity of facilities that are part of the traffic circulation system. A development order will not be approved unless the adequate capacity is concurrent with the impacts of development based on the following standards:

Policy 1.2.4.1~~1.8.1.1~~ The necessary facilities and services are in place at the time the development permit is issued; or

Policy 1.2.4.2~~1.8.1.2~~ The development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or

Policy 1.2.4.3~~1.8.1.3~~ The necessary facilities are under construction at the time the permit is issued; or

Policy 1.2.4.4~~1.8.1.4~~ The necessary facilities and services are guaranteed in an enforceable development agreement that includes provisions of subsections 1, 2, and 3 above, and that guarantees that the necessary facilities and services will be in place when the impacts of development occur; or

Policy 1.2.4.5~~1.8.1.5~~ At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or

Policy 1.2.4.6~~1.8.1.6~~ The necessary facilities and services are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities within one year of the issuance of the applicable development permit. Such enforceable development agreements may include, but are not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, F.S.; or

Policy 1.2.4.7~~1.8.1.7~~ In areas in which the local government has committed to provide the necessary public facilities and services in accordance with its 5-year schedule of capital improvements, where actual construction is scheduled to commence in or before the third year of the adopted five year Capital Improvement Program. The Capital Improvement Program will recognize projects included in the first three years of the Florida Department of Transportation Five-Year Work Plan where actual construction is scheduled to commence in or before the third year of the five year plan. If projects in the FDOT plan are moved to later years, or otherwise amended, Alachua County shall assess the impact of such changes on level of service to determine if modification to pending development orders should be made. Projects operating under existing development orders with a valid certificate of level of service compliance approved pursuant to this policy shall be considered vested for purposes of this policy. A Plan Amendment shall be required in order to eliminate, defer or delay construction of any road listed in the 5-Year Capital Improvements Schedule which is needed to maintain the adopted level of service standard.

Policy 1.2.5 ~~1.8.1~~ Amendments to the Future Land Use Element and/or Map will be coordinated with the Transportation Mobility Element and the Capital Improvement Element through the evaluation of the impact of additional traffic projected to result from proposed land use plan amendments. This evaluation shall include assessment of the impact on the level of service of affected roads based on the roadway functional classification and number of lanes. ~~indicated on the Five Year Future Traffic Circulation Map Series (FTCMS).~~

Policy 1.2.6 ~~1.8.2~~ No amendment to the Future Land Use Element shall be approved where this evaluation indicates that the level of service on affected roads ~~in the Five Year FTCMS~~ would be reduced below the adopted level of service standards. Under these circumstances, any amendment to the Future Land Use Map shall be accompanied by corresponding amendments to ~~the FTCMS which~~ identify roadway modifications needed

to maintain adopted level of service standards, as well as the scheduling of such modifications in Alachua County's Five Year Capital Improvement Program

~~Policy 1.1.3 Alachua County shall adopt guidelines for roads functionally classified as local, as indicated below:~~

~~Policy 1.1.4 Alachua County may consider a Transportation Concurrency Exception Area in accordance with Section 163.3180, *Florida Statutes*, with the City of Gainesville to implement the recommendations of the SW 20th Avenue Charrette. The area is bounded by the City of Gainesville's City Limit to the North, SW 34th Street to the East, SW 24th Avenue to the South, and I-75 to the West. The purpose of a TCEA for the area would be to promote the objectives of the SW 20th Avenue Charrette to create a pedestrian and bicycle-oriented student village. As a preliminary transportation plan for that area, the County accepts the map and guidelines of the proposed transportation modifications of the SW 20th Avenue Charrette (see Appendix B). The County will coordinate with the City of Gainesville on a joint Special Area Plan which addresses and integrates both land use and transportation. Upon completion of the Special Area Study, a Comprehensive Plan amendment adopting the Special Area Study and TCEA shall be considered. The TCEA developed with the City of Gainesville for this area shall also include standards for developer mitigation of impacts within the area and those standards will be linked to the specific transportation plan for the area. Prior to programming specific projects involving the expenditure of County funds, additional analysis shall be required.~~

~~Policy 1.1.5 Alachua County accepts the standards and recommendations of the Tower Road Charrette for SW 75th/Tower Road Study Area as a basis for capital improvements programming for transportation facilities in the area and to serve as a guide for TSM/TDM requirements (see Appendix C). Prior to programming specific projects involving the expenditure of County funds, additional analysis shall be required.~~

~~Policy 1.1.5.a Specific level of service standards (based upon peak hour conditions) are hereby established for the following constrained roadway facility.~~

- ~~For SR 26 (Newberry Rd.) a principal arterial from Interstate (east ramp) to NW 8th Avenue, the adopted level of service standard is to maintain existing operating conditions. This standard shall be implemented by maintaining the existing level of service based on 50,500 AADT, subject to a 5% allowable degradation 2,525 additional AADT).~~

- ~~For SR 222 (NW 39th Ave.) a principal arterial from NW 51st to NW 43rd St., the adopted level of service standard is to maintain existing operating conditions. This standard shall be implemented by maintaining the existing level of service based on 30,200 AADT, subject to 5% allowable degradation (1,510 additional AADT).~~

~~The following analysis, improvements, and Transportation System Management and Transportation Demand Management strategies shall be implemented as part of the strategy to maintain or improve the adopted level of service standard:~~

~~a. Further analysis of the level of service shall be performed, including the use of FDOT-developed computer models to more accurately determine LOS.~~

~~b. A study of the signal system throughout this corridor in order to optimize the g/c ratios to improve the capacity.~~

~~c. Ride sharing promotion and assistance (contingent upon funding) from the FDOT in terms of assistance for the Regional Transit System and for park and ride lots.~~

~~d. Improvements to alternative routes will be undertaken.~~

~~e. Discussion with major employers and other trip generators (whose employees may use this segment) concerning staggered work shifts and hours of operation to reduce peak hour trips.~~

~~f. Impacts from proposed development(s) (whether directly accessing this facility or not) shall be assessed in order to ensure that the new trips created by such development(s) do not degrade the level of service below the adopted standard. If analysis of specific development indicates that the impact will degrade the level of service below this standard, a plan to mitigate such impacts (including TSM and/or TDM strategies) shall be required as a condition of approval. If a generalized analysis indicates that this will occur, more specific traffic analysis (as detailed in subsection 'a') and/or a speed study will be considered.~~

~~g. Access management standards shall be incorporated in development plans during redevelopment or development expansion activity.~~

~~Policy 1.1.6 Roadway projects shall be evaluated and ranked for inclusion in the Capital Improvement Program in order of priority generally according to the following guidelines, taking into account restrictions on use of different funding sources as detailed in the Capital Improvements Element. (see Capital Improvement Element Policy 1.5.2)~~

~~Priority 1 - New public facilities and modifications to existing public facilities that eliminate public hazards, including, but not limited to modifications to rural roads identified pursuant to Policy 1.1.3.2.~~

Priority 2 – New public facilities and modifications to existing public facilities that are required by contractual obligation or legal mandates.

Priority 3 – The repair, remodeling, renovation or replacement of obsolete or worn out facilities that contribute to achieving or maintaining adopted LOS standards.

Priority 4 – New and expanded facilities that reduce or eliminate deficiencies relative to LOS standards for existing demands. Projects to address deficiencies to serve existing development or approved vested development in urban service areas designated in the Future Land Use Element shall have priority within this category.

Priority 5 – New or expanded facilities, including land acquisition, that are needed to maintain adopted LOS for new development and redevelopment during the next five years. Projects to serve new development within urban service areas designated in the Future Land Use Element shall have priority within this category.

LOCAL ROADWAYS

Establish a section for development outside the Urban Cluster

Policy 1.1.7 Proposed development shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities. In addition to Comprehensive Plan policies, such review shall include FDOT access management standards. Design criteria, standards, and requirements to implement this policy shall be included in the update of the land development regulations.

Policy 1.1.8 Adequate roadway capacity necessary to support new development and redevelopment shall be required to be available "concurrent" with the impact of that development except for developments within Transportation Concurrency Exception Areas, Multi-Modal Transit Districts, and Transportation Concurrency Management Areas established in accordance with Objectives 1.2, 1.3, and 1.4, respectively, and Transportation Concurrency Exception Projects Promoting Public Transportation in accordance with Policies 1.2.11 through 1.2.13. The procedures for implementation of concurrency management as detailed in the Capital Improvements Element shall include a requirement for a Certificate of Level of Service Compliance as a condition of approval of a final development order, specifying intensity and density of development. "Concurrent" shall mean that all adopted LOS Standards shall be maintained or be achieved within a

reasonable time frame as set out in 1.1.8.17 below, consistent with 9J-5.0055(2). Failure to receive a Certificate of Level of Service Compliance will preclude the establishment of vested rights for a project and will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.1.8.17 have been met. This policy shall be implemented through the Development Review process in accordance with the Concurrency Management Ordinance.

Policy 1.1.8.1 Adopted LOS standards shall be used as the criteria to measure the available capacity of facilities that are part of the traffic circulation system. A development order will not be approved unless the adequate capacity is concurrent with the impacts of development based on the following standards:

Policy 1.1.8.1.1 The necessary facilities and services are in place at the time the development permit is issued; or

Policy 1.1.8.1.2 The development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or

Policy 1.1.8.1.3 The necessary facilities are under construction at the time the permit is issued; or

Policy 1.1.8.1.4 The necessary facilities and services are guaranteed in an enforceable development agreement that includes provisions of subsections 1, 2, and 3 above, and that guarantees that the necessary facilities and services will be in place when the impacts of development occur; or

Policy 1.1.8.1.5 At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or

Policy 1.1.8.1.6 The necessary facilities and services are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities within one year of the issuance of the applicable development permit. Such enforceable development agreements may include, but are not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, F.S.; or

Policy 1.1.8.1.7 In areas in which the local government has committed to provide the necessary public facilities and services in accordance with its 5-year schedule of capital improvements, where actual construction is scheduled to commence in or before the third year of the adopted five year Capital Improvement Program. The Capital Improvement Program will recognize projects included in the first three

years of the Florida Department of Transportation Five-Year Work Plan where actual construction is scheduled to commence in or before the third year of the five year plan. If projects in the FDOT plan are moved to later years, or otherwise amended, Alachua County shall assess the impact of such changes on level of service to determine if modification to pending development orders should be made. Projects operating under existing development orders with a valid certificate of level of service compliance approved pursuant to this policy shall be considered vested for purposes of this policy. A Plan Amendment shall be required in order to eliminate, defer or delay construction of any road listed in the 5-Year Capital Improvements Schedule which is needed to maintain the adopted level of service standard.

Policy 1.1.9 Transportation Demand Management (TDM) strategies, that promote alternatives to the single occupant vehicle mode of transportation, discourage automobile use, or encourage more efficient use of the transportation system, and Transportation System Management (TSM) strategies, such as modifications to improve traffic flow and ease congestion while ensuring adequate multi-modal facilities, shall be implemented in order to maximize the efficiency of the transportation system and preserve the remaining capacity of existing roads.

a.Specific measures required of an applicant for development plan approval shall include:

1.A traffic impact analysis in accordance with the County's Concurrency Management Ordinance;

2. Identification of TDM and TSM strategies to mitigate the impacts of new development based on the traffic impact analysis for that development; mitigation measures shall be required as a condition of issuance of certificates of level service compliance for new development;

The following analysis, Transportation System Management, and Transportation Demand Management strategies shall be implemented as part of the strategy to maintain or improve the adopted level of service standard:

a. Further analysis of the level of service shall be performed, including intersection modifications,(to provide a more refined LOS determination).

b. Ride-sharing promotion and assistance (contingent upon funding) from the FDOT and major employers shall be coordinated with the Regional Transit System and for park and ride lots.

c. Impacts from proposed development(s) (whether directly accessing this facility or not) shall be assessed in order to ensure that the new trips created by such development(s) do not degrade the level of service below the adopted standard. If analysis of a specific development indicates that the impact will degrade the level of service below this standard, a plan to mitigate such impacts (including TSM and/or TDM strategies) shall be required as a condition of approval. If a generalized analysis indicates that this will occur, more specific traffic analysis (as detailed in subsection 'a') and/or a speed study will be considered.

d. The County shall:

1. Utilize TSM techniques to the maximum extent possible as part of its Capital Improvements Programming activities relative to transportation:

1. Support efforts to enhance mass transit service through entities such as the Regional Transit System and promote use of alternatives to the single occupancy vehicle mode of transportation;

2.Include provisions in the land development regulations that are supportive of TSM and TDM activities.

Policy 1.1.10 Alachua County shall promote the implementation of Traffic Management Programs (such as ride-sharing, staggered work hours, and other techniques to be implemented through conditions of development approval, development agreements, and other techniques) during the development review and/or zoning process, in order to accommodate travel demand while preserving the surplus capacity of existing roads where review of development proposals indicate that such conditions are necessary in order to maintain level of service standards.

Policy 1.1.11 Alachua County shall continue to coordinate the traffic count program with other local governments and the FDOT for recording traffic volumes on collector and arterial roadways where counts are currently not recorded.

OBJECTIVE 1.2 Transportation Concurrency Exception Areas

To promote innovative solutions to transportation concurrency through the use of Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Exceptions for Projects that Promote Public Transportation, including strategies and standards to implement specific transportation concurrency management plans.

TCEA - Transportation Concurrency Exception Area (Urban Redevelopment within Urban Services Area)

Policy 1.2.1 The County shall consider the establishment of areas and conditions for Transportation Concurrency Exception Area (TCEA) designations meeting the statutory criteria for TCEAs of F.S. 163.3180. Development occurring within a designated TCEA area, except for a Development of Regional Impact (DRI), is excepted from roadway concurrency requirements in order to promote urban redevelopment and infill development, and to promote the use of alternatives to the single-occupant vehicle. The designation of a TCEA area shall require a Comprehensive Plan amendment.

Policy 1.2.2 Alachua County with the City of Gainesville shall conduct a joint Special Area Study to more specifically identify and prioritize the transportation needs of a designated TCEA including transit, bicycle, pedestrian and roadway needs. Projects shall be prioritized based on:

1. safety,

2. multi-modal and environmental considerations,

3. physical, economic and policy constraints,

4. contribution to quality urban design,

5. level of service and/or deficiency, and

6. appropriate system continuity.

Policy 1.2.3 Alachua County shall adopt connectivity index standards in the Unified Land Development Code for designated TCEAs for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, transit and other vehicles.

Policy 1.2.4 The adoption of a TCEA for an area shall include a specific transportation plan to provide for mobility in that area. The transportation plan shall include measures to:

a.Orient pedestrian access to transit centers and existing and planned transit routes.

b.Provide pedestrian accessibility to building entrances and walkways from the street, rather than separating the building from the street by parking.

c.Clearly delineate routes for pedestrians and bicycles through any parking areas to accommodate safe and convenient pedestrian and bicycle circulation.

d.Provide sidewalk connections from the development to any existing or planned public sidewalk along the property frontage, or an existing or planned pedestrian connection to recreation or education facilities.

e.Provide cross access easements/connections or joint driveways, where feasible.

f.Provide for deeding of land or easements as required by the County for construction of public sidewalks or bus facilities (including turnouts and shelters). Such dedications shall not be required if it would render the property unusable for development.

g.Provide closure of existing excessive, duplicative or unsafe curb cuts, or narrowing of overly wide curb cuts at the development site.

h.Provide traffic calming, including measures and modifications such as roundabouts, narrow street lanes, changes in pavement material and color, etc.

i.Provide a level of service (LOS) standard for bicycles and pedestrians for the designated TCEA based on the Bicycle Master Plan expected in May 2001.

j.Provide a level of service (LOS) standard peak hour frequency for public transit for specific routes/areas for the designated TCEA.

Policy 1.2.5 Within a TCEA, development or redevelopment shall be required to mitigate transportation impacts, proportional to that impact based on trip generation (including all phases). Mitigation strategies utilized shall relate to the impacts of the development, the condition of the transportation system at the site, the overall functioning of the transportation system, and consistency with the transportation plan for the TCEA. The choice of strategies shall be subject to final approval by the County during the site plan approval process. The developer shall execute an agreement with the County for provision of the agreed upon mitigation strategies.

Mitigation strategies include, but are not limited to:

a. Intersection and/or signalization modifications to improve roadway operation and safety.

b. Construction of bus shelters or stations.

c. Construction of bus turn-out facilities.

d. Provisions for bus pass programs for employees/residents.

e. Payments to the Regional Transit System which increase frequencies or extend service.

f. Off-site construction or widening of sidewalks, within public rights of way, where they currently do not exist.

g. Deeding of land for construction of bicycle lanes.

h. Provision of ride-sharing or van-pooling programs.

i. Use of joint access, or cross access easements to reduce curb cuts.

j. Business operations that can be proven to have little or no peak hour impact.

k. Clustering and design of the development to maximum density/intensity to preserve open space, reduce the need for development on vacant land, enhance multi-modal opportunities, and provide transit oriented densities/intensities.

l. Construction of new road facilities which provide for an interconnected network and relieve congestion.

m. Addition of lanes to existing road facilities where appropriate and consistent with the TCEA transportation plan.

Policy 1.2.6 A component of the TCEA shall be to measure the effectiveness of the transportation plan. These measures could include criteria such as an increase in bus rider-ship, an increase in number of transit routes and/or transit frequencies, linear feet of sidewalks or bike paths constructed.

Policy 1.2.7 Alachua County shall coordinate with the City of Gainesville, FDOT, and any other affected municipalities in planning and implementing a TCEA. Alachua County shall coordinate to establish a joint TCEA with similar policies with any adjacent municipality where proposed TCEA boundaries meet.

Policy 1.2.8 Alachua County shall amend the relevant portions of the land development regulations in the adoption of a TCEA.

Policy 1.2.9 Alachua County shall continue to collect traffic impact information from developments within a TCEA in order to monitor the transportation system needs and opportunities. Depending on the location, size and scale of the areas designated, additional policies regulating land use, urban design, parking, landscaping, etc., shall be included to achieve the goals of the area designated. The land development regulations shall be amended to detail the specific information to be collected. The information must include an analysis of impacts to the FIHS.

Transportation Concurrency Exception for Projects that Promote Public Transportation

Policy 1.2.10 Exceptions from roadway concurrency requirements may be granted to Projects That Promote Public Transportation, in accordance with F.S. 163.3164 and F.S. 163.3180 for qualifying projects in the Archer Road/Tower Road Activity Center and the Springhills Activity Center designated on the Future Land Use Map Series. A portion of a development outside one of these Activity Centers that meets the criteria for this Transportation Concurrency Exception will be eligible for this exception if that portion is part of a unified plan that is integrated with a project within one of these Activity Centers and the development as a whole meets the criteria specified below.

Policy 1.2.11 The County shall adopt land development regulations providing in greater detail the standards for Transportation Concurrency Exception for Projects that Promote Public Transportation, including connectivity index standards for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses.

Policy 1.2.12 In order for a project to be eligible for this TCE, the project shall meet all of the following criteria:

a. Is located on or within 1/4 mile of an existing public transit line, or a planned public transit line, with 15 minute peak hour frequencies, or alternatives that are funded and assured to be operational within the first phase of the development. This may include things as such as express bus service or other transit that meets these requirements.

b. The development plan includes public transit facilities and services designed to maximize use of the public transit line by persons expected to live and/or work within the proposed development;

c. Contain a range of uses and density and intensity of uses organized along a transitional gradient suitable to the site and surrounding land uses.

d. Provides a transit shelter or a station on the public transit line of sufficient size to accommodate the persons expected to live and or work/shop within the project boundaries. The transit shelter/station shall be safe, comfortable and convenient for its intended users. The station shall be of a size and design, to include such amenities. The

station shall not be a single purpose facility, but shall instead include a mix of uses and amenities. The transit station shall be located near the center of the project. Alachua County shall adopt in the Land Development Regulations, definitions, criteria, and specifications for transit shelters and stations.

e. The project must be designed in such a way as to provide easy access for transit to service the project. The project should be designed to allow 80% of the residents/workers walking access to the transit station. As an alternative the project may provide for 80% of the users to have walking access to a feeder distributor service that provides for fast and easy access to the mainline transit shelter/station via shuttles, vans, or some other automated form of people mover (other than a single occupant vehicle). For the purposes of this section walking access is defined as being within 1/4 mile. Safe, comfortable and pedestrian- and bicycle-friendly facilities shall be provided within the development to the transit shelters, stations and stops, including appropriate bicycle parking and lockers at the transit shelter/station. Access for pedestrians shall be by sidewalks, trails, and paths, and should provide for safety, shade, comfort and generally a pedestrian friendly atmosphere. The connectivity standards shall address connectivity for pedestrians, bicycles and vehicles.

f. The project provides a commercial center that includes the main transit station.

g. The project meets the requirements for Traditional Neighborhood Developments as specified in the Future Land Use Element, and the commercial center must be consistent with the policies for either Neighborhood Center or Activity Centers, whichever is applicable. In addition, the project should be designed according to the following criteria:

3. Residential lots are serviced by a system of streets, alleys and sidewalks, with setback/build-to lines established to ensure that buildings front on sidewalks and are oriented to the street. Generally, garages are located on the rear portion of the property and accessed from the rear by an alley or lane.

4. Sidewalks, street trees, landscaping, street furniture, entryway features, signage, and lighting are required and used to strengthen the identity of the neighborhood centers.

3. A continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood.

4. Street design standards address pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards should promote walkability, ensure pedestrian safety and allow for emergency access.

5. Building frontages spatially delineating the thoroughfares and masking the majority of the parking.

6. Parking and loading functions are located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood, through on-street parking, and parking placed behind or on the side of buildings.

Policy 1.2.13 The County shall incorporate into its LDRs procedures and standards for projects that promote public transportation, and exceptions to concurrency requirements for such projects. In the interim period between the effective date of these policies (May 2, 2005) and amendment of LDRs, projects shall meet the requirements in Policies 1.2.11 through 1.2.13. The County may consider TCEs for Planned Development zoning proposals that meet the requirements of these policies and incorporate conditions that the County determines to be sufficient to ensure compliance with these requirements.

OBJECTIVE 1.3 Multi-Modal Transportation Districts

To promote innovative solutions to transportation concurrency through the use of Multi Modal Transportation Districts (MMTD) designed to give priority to pedestrians and connections to transit, including strategies and standards to implement specific transportation concurrency management plans.

Policy 1.3.1 Areas may be identified on the Future Land Use Map through the Comprehensive Plan Amendment process as overlay zones with the Multi Modal Transportation District (MMTD) designation in accordance with F.S. 163.3180, incorporating a complementary mix and range of land uses including educational, recreational, and cultural, of a density and intensity appropriate to support transit within walking distance. An area that may be considered for this designation through a comprehensive plan amendment is the 20th Avenue Charrette area shown in Appendix B.

Policy 1.3.2 Alachua County shall adopt connectivity index standards in the Unified Land Development Code for designated MMTDs for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and vehicles.

Policy 1.3.3 Within the MMTD existing and new development shall be designed, to the maximum extent practicable, to be connected by roadways, bikeways, and pedestrian systems that encourage travel between developments and neighborhoods without requiring use of the major thoroughfare system.

Policy 1.3.4 Alachua County shall adopt in the land development regulations typical cross-sections and traffic calming features for all roadway types within the MMTD.

Policy 1.3.5 New development, or redevelopment within the MMTD shall incorporate stubouts of the existing transportation systems to adjacent abutting land with development or redevelopment potential. Provisions for future connections should be made in all

directions whether the facilities are public or private, except where abutting land is undevelopable.

Policy 1.3.6 The County shall ensure that new development or redevelopment within the MMTD aligns its transportation systems with the stubouts provided by adjacent developments.

Policy 1.3.7 Within the MMTD, development or redevelopment shall be designed to:

a. Orient pedestrian access to transit centers and existing and planned transit routes.

b. Provide pedestrian accessibility to building entrances and walkways from the street, rather than separating the building from the street by parking.

c. Clearly delineate routes for pedestrians and bicycles through any parking areas to accommodate safe and convenient pedestrian and bicycle circulation.

d. Provide sidewalk connections from the development to any existing or planned public sidewalk along the property frontage, or an existing or planned pedestrian connection to recreation or education facilities.

Policy 1.3.8 Alachua County shall conduct area studies to determine the additional needed transportation modifications within the MMTD for all transportation modes. The listed of financially feasible projects for the MMTD contained in the CIE shall be included upon completion of the study. Projects needed for the MMTD shall be included in the Capital Improvements Program upon adoption of the MMTD.

Policy 1.3.9 Within the MMTD, TND development proposals designed to enhance pedestrian modes with connections to transit, and that meet all of the following criteria, shall be excepted from roadway concurrency requirements.

a.Transit-supportive with a complementary mixed-use pattern forming neighborhood centers.

b. A size that is defined by an easy walking distance from the edge to the center, typically 1/4 mile.

c. Contain a range of uses and density and intensity of uses organized along a transitional gradient suitable to the site and surrounding land uses.

d. Provides for a system of streets, alleys and sidewalks, with setback/build-to lines established to ensure that buildings front on sidewalks and are oriented to the street.

e. Sidewalks, street trees, landscaping, street furniture, entryway features, signage and lighting are required and used to strengthen the identity of the TND neighborhood.

~~f. When adjacent to a land use of a significantly lower intensity or density, a buffer that may be vegetated open space or a transitional use, may be required.~~

~~g. A minimum of 20% of the land area is devoted to landscaping and open space, inclusive of a system of public greens or squares located within 1/4 mile of residences, and gathering space throughout the neighborhoods.~~

~~h. A discernable neighborhood center creating a community focal point capable of serving multiple neighborhood needs.~~

~~i. Special sites are reserved for civic buildings. Civic buildings and public space, where appropriate, placed and oriented to terminate vistas, and provide a focal point in the TND D sites designed to provide for social, cultural, and/or religious activities.~~

~~j. A continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood.~~

~~k. Street design standards address pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards shall promote walkability, ensure pedestrian safety, and allow for emergency access.~~

~~l. Parking and loading functions located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood through on-street parking, and parking placed behind or on the side of buildings.~~

~~m. Provides a Neighborhood Center at an identifiable central location, including the main transit station, and designed consistent with Future Land Use Element Objective 1.6.~~

Objective 1.3~~4~~

To coordinate land use decisions and access locations and configurations in order to maintain and improve the efficiency and safety of the transportation system

Policy 1.3.1~~1.7~~ Proposed development shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities. In addition to Comprehensive Plan policies, such review shall include FDOT access management standards. Design criteria, standards, and requirements to implement this policy shall be included in the update of the land development regulations

Policy 1.34.21 Access to roadways shall be controlled in order to maximize the efficiency of the transportation network. The FDOT Access Management Classification System and Standards shall be incorporated and utilized for reviewing plans submitted to the DRC for review and approval. All development orders shall meet at a minimum the FDOT requirements.

Policy 1.34.32 Alachua County will incorporate within their Land Development Regulations provisions which address the following:

a. frontage road, joint access, or cross access easement requirements, where appropriate.

b. mandatory off-street loading and parking

c. intersection/interchange locational restrictions for land uses, including distance requirements for access cuts near intersections and interchanges

d. building setback requirements

e. design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)

f. intersection spacing standards

g. minimum maintenance responsibility requirements

h. sight distance standards

i. incentives to mitigate poor traffic access/hazardous situations

j. standards to eliminate traffic conflicts with bicyclists and pedestrians

k. highway safety for all users

l. commercial signage/utilities restrictions within rights-of-way

m. FDOT Access Management Classification System and Standards

n. cross-access and stub-outs to adjacent parcels

Policy 1.3.4 Development shall be required to address operational site related improvements and operational affects to adjacent major roadway intersections. Criteria shall be developed based on trip generation to determine the limits for major intersections to be addressed

and the extent of required operational improvements to ensure safe operations for motor vehicles, pedestrians, and bicyclists. Operational improvements are considered site related requirements. The addition of through motor vehicle lanes not directly related to facilitating access to the site are considered capacity projects and shall be credited accordingly.

Policy 1.3.5~~3.1~~ The land development regulations shall include standards, criteria, and procedures to ensure that an adequate system of roads functionally classified as local provides safe and maintainable access to new development that will use such roads. These regulations shall include design standards to ensure that the structural integrity and volume capacity of such roads are adequate based on projected trips to and from such development and shall take into account requirements for fire-fighting and other emergency vehicle access. Evaluation and approval of new development proposals shall include assessment of impact on and capacity of directly connected existing local roads.

Policy 1.3.6~~3.2~~ The land development regulations shall include guidelines, standards, and procedures for the identification of existing local graded roads providing access to existing development that are deficient based on findings that the condition of such roads is below or is projected to be below that required to meet minimum standards for public safety based on factors such as accidents, indications of inaccessibility to emergency vehicles, indications of inability to properly maintain, and projected traffic volumes in relation to the condition of the road. A management program for such roads identified as deficient shall be developed by the Alachua County Public Works Department for consideration as part of the annual Capital Improvements Program update. This shall include identification of the cost of required maintenance or improvements necessary to remedy identified deficiencies, identification of existing or proposed sources of funding such expenditures, and identification of areas proposed for deferral of further development pending remedy of existing local road deficiencies.

Policy 1.3.7 Development shall be required to dedicate the necessary right-of-way proportionate to the impacts of development along property boundaries of external roadways to accommodate standard lane widths, turn lanes, bike lanes, clear recovery zones, stormwater, utilities, sidewalks and multi-use paths. Sidewalks and multi-use paths may be provided within an easement along major roadways to preserve and take advantage of proposed buffers, existing vegetation, environmentally sensitive areas, and natural features

Policy 1.3.8 Developments that are twenty-five (25) or more residential units in size or that generate more than 250 daily trips shall provide a minimum of two (2) functional access points. Exceptions for secondary access are permitted where infeasible due to original tract dimensions, environmental or topography constraints or existing development patterns.

OBJECTIVE 1.4.10

To establish the Future Transportation Circulation Maps (FTCM) Traffic Circulation Corridor Map (FTCCM) as the guiding documents for development of an adequate network of major roadways in Alachua County for 5 and 20 years.

Policy 1.410.1 The Future Transportation ffic Circulation Maps, and any subsequent updates, shall be developed on an interim basis through projected Areawide levels of service within Transportation Mobility Districts and the levels of service for roadway segments outside the Urban Cluster using best available data.

Policy 1.4.1.1 The Future Transportation Functional Classification Maps for major roadways shall reflect existing functional classifications and future functional classifications consistent with the Future Transportation Circulation Maps.

Policy 1.4.1.210.1.1 The Five Year Future Transportationffic Circulation Corridor Maps shall be adopted to be used in conjunction with the Capital Improvement Element for capital improvement programming and long-range planning . The capital improvement program shall identify those projects required to provide the facilities indicated on the adopted Future Transportation ffic Circulation Corridor Maps.

Policy 1.10.1.2 The Twenty Year Future Traffic Circulation Corridor Map shall be used as a guide for long range planning and for reference in the annual update of the Transportation Mobility Element.

Policy 1.4.1.310.2 The Future Transportationffic Circulation Corridor Maps shall be used for the following:

1. Review of all proposed development orders for consistency with level of service standards for facilities as identified on the adopted Five Year Future Transportationffic Circulation Corridor Maps.

2. Review of all proposed capital projects proposed to widen existing, or develop new major roadways. All capital projects shall be consistent with the Five Year Future Transportationffic Circulation Corridor Maps.

3. Achieving consistency of this Comprehensive Plan, where appropriate, with the long range transportation plans of all local governments within Alachua County, with the transportation plans of the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO), and with the Florida Department of Transportation's transportation plans.

Policy 1.4.1.4410.3 The Future Transportationffic Circulation Corridor Maps (FTCCM) may be amended if one or more of the following criteria are met and remain consistent with the Capital Improvement Element and the Capital Improvement Program:

1. One or more additional major roadways are proposed to be added to the Map or improved where such addition or modification can be demonstrated to improve the level of service or the safety on one or more roadways already shown of the Map, and where such roadways are projected to operate at deficient levels of service in the long-range planning time frame of this Comprehensive Plan. Additions could be proposed by public and / or private entities such as the County, Private Developers, FDOT and the MTPO Any such amendment shall also be consistent with other Elements of this Comprehensive Plan.

2. Coordination with the MTPO results in the identification of a required amendment to the FTCCM to achieve consistency with the MTPO's long range roadway network, and the proposed amendment is consistent with the other Elements of the Comprehensive Plan.

3. Update or amendment of this, or any other element results in a need to amend the FTCMCM.

4. Update of the Future Roadway Transportation Functional Classification Map results in a need to amend the FTCMCM.

OBJECTIVE 1.52

Avoid, minimize, and mitigate adverse impacts upon natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use the transportation system to enhance natural and historic resources and scenic quality where possible.

Policy 1.5.1 2.1.1 Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts Conservation and Preservation areas consistent with Objective 3.6 of the Conservation and Open Space Element.

Policy 1.5.22.1.2 Appropriate conservation, arboroculturalarboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, enhance habitat connectivity, provide for the safe passage of wildlife, and improve scenic quality, consistent with Objectives 5.3 and 5.4 of the Conservation and Open Space Element.

OBJECTIVE 1.6

Provide a system of safe, pleasant, convenient, and continuous bicycle and pedestrian network~~access~~ throughout the community.

Policy 1.6.1~~2.1.3~~ Transportation facilities shall be designed to result in a pleasing environment enhanced by trees and landscaping that will present an attractive community appearance, calm traffic, enhance safety, reduce heat island effects, and provide shade for pedestrians, bicyclists and transit uses. Where possible, the existing natural landscape shall be retained or appropriately replicated in roadway design so as to maintain the sense of place and environmental heritage of Alachua County. ~~[From MTPO Design Guidelines 4.1]~~

Policy 1.6.2 The County shall strive to achieve Platinum Level Bicycle Friendly Community Status from the League of American Bicyclists.

Policy 1.6.3 Alachua County will promote the development of a multi-modal transportation system consistent with the Capital Improvements Element. ~~Alachua Countywide Bicycle Master Plan. Bicycle facility enhancement projects shall be considered for funding based on criteria in the Bicycle Master Plan.~~

Policy 1.6.4~~1~~ New development proposals shall be reviewed as part of the Development Review process for the provision of adequate and safe bicycle and pedestrian facilities consistent with policies in the Future Land Use Element~~, and for consistency with the recommendations of the Alachua Countywide Bicycle Master Plan~~. Standards and requirements for bicycle and pedestrian facilities (such as sidewalks, pedestrian paths, bicycle lanes, and bicycle parking) shall be detailed in the land development regulations and include elements such as amount, design, and location.

Policy 1.6.5~~2~~. Streets and roads shall be designed such that automobile and non-automobile modes of transportation are equitably served to the greatest extent possible. Design will include public and emergency vehicle access. Such designs shall include strategies to calm automobile traffic, provide a pleasant pedestrian environment, and create safe, balanced, livable streets, such as:

a. narrow travel lane width,

b. minimum turning radius,

c. bike lanes,

d. pedestrian-friendly frontage uses and design,

e. street trees, street furniture, and landscaping,

f. wide sidewalks,

g. crosswalks, and/or

h. gridded street system of short blocks.

Policy 1.6.6 The preferred location for sidewalks and multi-use paths is the edge of the right-of-way, behind existing or proposed vegetation.

Policy 1.6.7 The standard width for multi-use paths is eight (8) feet. In recognition of the difficulty in retrofitting existing roadways, the width of the multi-use path may be decreased to five (5) feet in specific locations to address utilities, stormwater facilities, and right-of-way constraints.

Policy 1.6.8 Bike lanes or paved shoulders shall be provided whenever turn lanes are constructed on a rural cross-section arterial or collector roadways. Bike lanes or paved shoulders shall be provided in conjunction with the resurfacing or reconstruction of all rural cross-section arterial and collector roadways unless prohibited due to stormwater, environmental or right-of-way constraints.

Policy 1.6.9~~2.1.4~~ The County shall incorporate bikeways, trails, and scenic corridors into the greenways system as provided in Objective 6.3 of the Conservation and Open Space Element.

Policy 1.6.10~~4~~ Bicycle and pedestrian access for recreation and transportation throughout the community shall be incorporated into a linked open space network, or greenways system, consistent with Objective 6.3 of the Conservation and Open Space Element

Policy 1.6.11~~5~~ The County shall design and locate recreation sites to encourage and expand bicycle and pedestrian access consistent with the Recreation Element.

Policy 1.6.12 Developments are encouraged to utilize the sidewalk mitigation fund in lieu of constructing a sidewalk along property boundaries with an external roadway.

OBJECTIVE 1.7

To promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

Policy 1.7.1 In developing Alachua County's transportation plan, the following plans shall be considered:

1. The Florida Department of Transportation's adopted Five-Year Work Program;

2. the annual Transportation Improvement Program and Long Range Transportation Plan ~~iveable Community Reinvestment Plan (LCRP)~~ of the Metropolitan Transportation Planning Organization;

3. the transportation plans of the municipalities within Alachua County; and

4. the transportation plans of adjacent counties.

Policy 1.7.2 Alachua County will coordinate transportation modifications with state, local, and regional plans. Regional plans shall be coordinated through the MTPO for the urbanized area. For other areas of the County, transportation improvements shall be coordinated through mutual review of proposed modification programs on an annual basis with affected municipalities and the state. Alachua County shall consider the Long Range Transportation Plan ~~Livable Community Reinvestment Plan (LCRP)~~ in the development of its Transportation Improvement Program (TIP) for County maintained facilities in the municipalities.

Policy 1.7.3 Road projects may be constructed by private development interests to provide access to properties for the purposes of development in accordance with the Future Land Use Element. These roads must be constructed to appropriate County standards for the anticipated long-range need of the road projects as determined by the Alachua County Public Works Department. Projects that provide access between two existing or proposed collector or arterial roadways may be required to amend the Future Traffic Circulation Maps through the Comprehensive Plan Amendment process.

Policy 1.7.4 In order to assess intergovernmental traffic impacts, Alachua County shall continue to coordinate with the following entities concerning the indicated facilities:

1. the FDOT for state-maintained roads in the unincorporated area,

2. municipalities in Alachua County for County-maintained roads within the municipality and municipal roads which may impact those County-maintained roads, and;

3. adjacent counties for inter-county roads, where appropriate.

The coordination shall include provisions for:

1. Periodic monitoring reports to be prepared by Alachua County for use by the FDOT in determining road modifications needs in their five-year work program.

2. Reporting of development activity from the entity approving development orders that would result in additional traffic on County roads to monitor the capacity of County-maintained facilities and for use in capital improvement programming.

3. Procedures for verification with the County of road capacity for developments whose approval by the entity would generate traffic exceeding more than five percent (5%) of the maximum capacity of the road based on the adopted minimum level of service standards.

~~7.~~Bike facilities and sidewalks.

Policy 1.7.5 Alachua County shall continue to coordinate with the Florida Department of Transportation on development orders issued by the County with access to SIS ~~FIHS~~ and state-maintained roadways by requiring implementation of FDOT access control regulations and by involving the FDOT in the County's development review process.

Policy 1.7.6 Alachua County will continue to participate in and support the efforts of the Metropolitan Transportation Planning Organization (MTPO) through provision of the County's proposed transportation modification program to the MTPO for review, exchange of information such as traffic counts, accident data necessary for planning by the MTPO, and participation in the MTPO technical advisory committee and on the MTPO.

Policy 1.7.7 Citizen participation shall be a part of the traffic circulation planning process. This shall include, but not be limited to, citizen participation in the annual Capital Improvement Element review process, conducted in accordance with Policy 1.6.1 of the Capital Improvement Element.

~~**OBJECTIVE 1.8**~~

~~To coordinate the traffic circulation network with the future land use map.~~

~~Policy 1.8.1 Amendments to the Future Land Use Element and/or Map will be coordinated with the Transportation Mobility Element and the Capital Improvement Element through the evaluation of the impact of additional traffic projected to result from proposed land use plan amendments. This evaluation shall include assessment of the impact on the level of service of affected roads based on the roadway functional classification and number of lanes indicated on the Five Year Future Traffic Circulation Map Series (FTCMS). No amendment to the Future Land Use Element shall be approved where this evaluation indicates that the level of service on affected roads in the Five Year FTCMS would be reduced below the adopted level of service standards. Under these circumstances, any amendment to the Future Land Use shall be accompanied by corresponding amendments to the FTCMS which identify roadway modifications needed to maintain adopted level of service standards, as well as the scheduling of such modifications in Alachua County's Five Year Capital Improvement Program.~~

OBJECTIVE 1.89

To resolve existing and potential future safety problems within the transportation network.

Policy 1.89.1 Alachua County shall, in conjunction with the FDOT and the municipalities within the County, continue to identify and maintain data on locations of current high concentrations of accidents. This information shall be used as part of the identification of projects for Transportation System Management programs.

Policy 1.89.2 Alachua County shall develop a long range program in conjunction with the Capital Improvement Element to improve County-maintained roadways/intersections identified as having safety problems. Alachua County shall notify the FDOT of the need for modifications for safety problems identified on state-maintained roadways.

OBJECTIVE 1.95

To provide for the acquisition and protection of existing and future rights-of-way from development, including building encroachment.

Policy 1.95.1 The Future Transportation ~~Traffic Circulation~~ Corridor Map incorporated herein will be used to identify right-of-way needs along given transportation ~~ffic~~ corridors.

Policy 1.95.2 Alachua County shall protect existing and future rights-of-way through its development review process. Rights-of-way necessary for County-maintained projects shall be acquired as soon as funds become available for such specific projects. The County will coordinate with the FDOT to determine right-of-way needs when proposed developments or modifications are adjacent to state-maintained roadways. The County will coordinate with the Regional Transit Service to determine right-of-way needs when proposed developments or modifications are adjacent to future transit corridors. Alachua County shall encourage the FDOT to acquire rights-of-way necessary for state-maintained projects as soon as funds become available for such specific projects.

Policy 1.95.3 Standards for roadway construction and development will be established as part of the land development regulations providing for the protection of existing and future rights-of-way and easements. This policy shall be applied through the County's Development Review process.

~~**TRANSIT**~~

~~GOAL 3~~

~~TO ENCOURAGE THE PROVISION AND USE OF A SAFE, EFFICIENT, AND FINANCIALLY FEASIBLE MASS TRANSIT TRANSPORTATION SYSTEM WHICH IS RESPONSIVE TO~~

~~COMMUNITY NEEDS, CONSISTENT WITH LAND USE POLICIES, ENVIRONMENTALLY SOUND,~~
~~AND WHICH PROMOTES ECONOMIC OPPORTUNITY AND ENERGY CONSERVATION~~.

OBJECTIVE 2.1~~3.1~~ TRANSIT

To assist the providers of mass transit in Alachua County in their planning efforts through coordination, informational support and participation in planning efforts.

Policy 2~~3.~~1.~~.~~1 Alachua County will provide pertinent data to the City of Gainesville to enhance planning for the Regional Transit System (RTS) service area in the unincorporated portion of the County.

Policy 2~~3.~~1.~~.~~2 Alachua County shall continue to promote the enhancement of transit through the ~~MTPO~~ Long Range Transportation Plan ~~Liveable Community Reinvestment Plan implementation process.~~

Policy 2.1.3. Alachua County shall coordinate with the Regional Transit System (RTS) on all future transit service, express transit service, rapid transit service, and the location and design of park and ride facilities, transit stations and dedicated transit lanes

Policy 2.1.~~4~~5.1 Alachua County shall continue to coordinate transit issues with its municipalities, the Regional Transit System and other transportation providers, transportation disadvantaged programs, Florida Department of Transportation and Metropolitan Transportation Planning Organization.

OBJECTIVE 2~~3~~.2

To coordinate and assist the agencies planning and providing service delivery for the transportation disadvantaged.

Policy 2~~3~~.2.1 Alachua County will assist the Metropolitan Transportation Planning Organization, and the Florida Department of Transportation in planning services for the transportation disadvantaged.

Policy 2~~3~~.2.2 Alachua County will continue to provide support for the operation of paratransit services in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand-responsive basis within available financial resources.

~~**OBJECTIVE 3.3**~~

~~To provide for the protection of future mass transit rights-of-way and corridors.~~

~~Policy 3.3.1 Alachua County will coordinate with the City of Gainesville to establish future mass transit rights-of-way and/or corridors (such as exclusive mass transit lanes). Alachua County shall protect such future rights-of-way through its development review process. Rights-of-way necessary on County maintained projects shall be acquired as soon as funds become available for such specific projects. The County will coordinate with the FDOT to determine right-of-way needs when proposed ROW are located on state-maintained roadways.~~

~~**OBJECTIVE 3.4**~~

~~To promote the use of mass transit through land use planning in coordination with the City of Gainesville/Regional Transit System (RTS).~~

~~Policy 3.4.1 Alachua County shall address the establishment of future transit routes and level of service with the City of Gainesville based upon the RTS Comprehensive Operational Plan.~~

~~Policy 3.4.2 The Future Mass Transit Maps showing the service area, trip generators and attractors for the Regional Transit System shall be updated based upon the RTS Comprehensive Operational Plan and incorporated into this element.~~

~~Policy 3.4.3 The determination of land uses designations on the Future Land Use Map will take into consideration areas to be intensified for the availability (or future availability) of mass transit. Those uses which would be high mass transit trip generators shall be encouraged to locate in areas with access to adequate mass transit system.~~

~~Policy 3.4.4 Future development at densities and intensities suitable for mass transit within or adjacent to the RTS service area shall be designed to facilitate the use of mass transit through site design features such as covered bus stops, pedestrian access to and from bus stops, and bus pullouts where they can be designed for easy access onto the main line.~~

OBJECTIVE 2~~3~~.3~~5~~

To promote an appropriate rail transportation system.

Policy 2~~3~~.3~~5~~.1 Alachua County shall promote MTPO activities to coordinate with Federal, State, regional, and local agencies to study the feasibility of a regional light rail system.

Policy 2~~3~~.3~~5~~.2 Alachua County shall encourage continued provision of existing freight and passenger railroad service in the County and promote the expansion of freight and passenger railroad service in the County and explore the possibility of intercity high speed rail.

~~**OBJECTIVE 2.43.6**~~

~~To improve the functioning of the traffic circulation network through use of measures to reduce individual vehicle trips.~~

~~Policy 23.46.1 Mass transit, and other measures such as van or car pooling and provision with the private sector of park and ride facilities, shall be developed as a part of Transportation Demand Management strategies to maintain or improve levels of service on roadway segments through non-capital intensive means.~~

~~Policy 2.5.13.6.2 Alachua County shall continue to coordinate transit issues with its municipalities, the Regional Transit System and other transportation providers, transportation disadvantaged programs, Florida Department of Transportation and Metropolitan Transportation Planning Organization.~~

~~**AVIATION**~~

~~GOAL 4~~

~~TO FACILITATE THE AVAILABILITY OF AIRPORT FACILITIES TO MEET FUTURE DEMAND IN A MANNER THAT MAXIMIZES SAFETY, CONVENIENCE, ECONOMIC BENEFIT, ENVIRONMENTAL COMPATIBILITY, AND CONSISTENCY WITH OTHER ELEMENTS.~~

OBJECTIVE 4.1 AVIATION

To coordinate improvements or expansions of aviation facilities with the Future Land Use Element and the Conservation and Open Space Element; and to prevent obstructions to airport operations.

Policy 4.1.1 Zoning and other land development regulations shall be updated based on recommendations in the Gainesville Regional Airport FAR Part 150 Study (1986) and subsequent updates, and updates of the Gainesville Regional Airport Master Plan, in order to protect designated airport lands, approach and runway protection zones, Ldn (loudness: day/night) contour lines, and existing and future development adjacent to aviation facilities. The regulations shall address specific methods for County coordination with the Airport to implement these recommendations. Maps 2-5 (depicting the general location of airport facilities and expansions including runway protection zones and obstructions, adjacent land uses, and airport facility ingress and egress for surface transportation), located in the supporting data and analysis for this Element, are adopted and incorporated herein as the Future Aviation and Related Facilities Map Series.

Policy 4.1.2 Alachua County shall protect and conserve natural resources from improvements or expansions of aviation facilities, except in accordance with state and local permitting and any approved mitigation plan, consistent with the Conservation and Open Space Element.

Policy 4.1.3 Expansion of existing airport facilities or construction of new airport facilities in the unincorporated County shall be directed away from existing residential areas or areas planned for residential use, except as may be permitted by the Alachua County Board of County Commissioners in accordance with the Land Development Regulations.

Policy 4.1.4 Alachua County will notify with the Gainesville Regional Airport Authority and the Flying Ten Airport concerning proposed changes in land use within designated runway protection zones, and any application for approval of communication towers or other structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County. All other (private) air facilities identified in the most recent report for the Continuing Florida Aviation System Planning Process shall be notified of any application for approval of communication towers or other structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County.

OBJECTIVE 4.2

To coordinate improvements or expansions of aviation facilities with the Transportation Mobility Element.

Policy 4.2.1 Surface transportation access to aviation facilities shall be coordinated with the traffic circulation system shown on the traffic circulation maps.

Policy 4.2.2 Alachua County shall coordinate its traffic planning efforts with the Gainesville-Alachua County Regional Airport Authority, the City of Gainesville, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, and the Florida Department of Transportation, in order to address the impacts of planned airport expansions on transportation needs.

OBJECTIVE 4.3

To coordinate the capital improvement plans associated with aviation facilities of the Federal Aviation Administration, the Florida Department of Transportation, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, the City of Gainesville, Alachua County, and the Multi-County Regional Airport Task Force.

Policy 4.3.1 Fiscal impacts for improvements or expansions of aviation facilities, as well as transportation plans impacted by such improvements or expansions, shall be reflected in the applicable budgets of the Federal Aviation Administration, the Florida Department of Transportation Five-Year Transportation Plan, the Gainesville-Alachua County

Metropolitan Transportation Planning Organization, and the Alachua County Capital Improvement Element.

Policy 4.3.2 The County shall encourage and support appropriate funding applications submitted by the Airport Authority to the appropriate agencies.

Policy 4.3.3 Improvements or the expansion of airport facilities shall be coordinated with the necessary expansion or modifications to the traffic system to support the facility.

Policy 4.3.4 The costs and funding sources for right-of-way acquisition and road improvement projects needed to meet the impact of airport facilities on the traffic circulation plan shall be reviewed and taken into account in the annual update of the Alachua County Capital Improvement Program.

~~DEFINITIONS~~

~~**Transit**: Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus or passenger vans operating on a demand responsive basis and associated park and ride facilities. This definition applies where the term public transit or mass transit is used in the Plan.~~

~~**Cycle Length (C):** C or cycle length is the total time for a signal to complete a sequence of signal indications. For actuated and possibly semiactuated signals, the cycle length may vary depending on side street traffic. Usually these signals have a maximum cycle length, assuming the maximum time is allocated for each phase. As used in the Generalized Tables, the cycle length represents the maximum cycle length.~~

~~**Effective Green Ratio (g/C):** The g/C ratio (effective green time to signal cycle length) as it pertains to arterial analysis, is the ratio of the time at signalized intersections allocated for only the through traffic movement, i.e., green plus yellow plus all red minus the start-up lost time minus the clearance lost time, (g) is also known as effective green time to the cycle length (C).~~

Adopted Maps
Transportation Mobility Element Map Series

1. Future Transportation ~~Highway~~ Functional Classifications (2015~~06~~)

2~~3~~. Future Transportation ~~Highway~~ Functional Classifications (2030)

~~2. Future Highway Functional Classifications (2006) Gainesville Urban Area~~

4~~3~~. ~~Existing Number of Traffic Lanes (2010)~~

3~~5~~. Future Transportation Circulation Map (Number of Traffic Lanes) (2015~~06~~)

4~~6~~. Future Transportation Circulation Map (Number of Traffic Lanes) (2030)

~~4. Future Number of Traffic Lanes (2006) Gainesville Urban Area~~

~~5. Future Highway Functional Classifications (2020)~~

~~6. Future Highway Functional Classifications (2020) Gainesville Urban Area~~

~~7. Future Number of Traffic Lanes (2020)~~

~~8. Future Number of Traffic Lanes (2020) Gainesville Urban Area~~

~~9.~~
~~10. Planned Bicycle and Pedestrian Projects~~

5~~11~~. Express Transit Corridors

6~~12~~. Rapid -Transit Corridors

7~~13~~. ~~Alachua County/City of Gainesville~~ RTS Routes

8.1~~4~~0. ~~Alachua County Significant~~ Existing & Future Bicycle and Pedestrian Network ~~Ways and Trails~~

~~11. Alachua County/City of Gainesville Significant Bicycle Ways and Trails (Urban Area)~~

~~14. Sidewalks~~

9~~15~~2. Existing and Projected Major Trip Generators and Attractors

~~13. Projected Peak Level of Service Map (2015)~~

~~14.Proposed SW 20th Avenue Area Transportation Modifications~~

10.~~5.~~ Future Transportation ~~ffic Circulation~~ Corridor Map

11. Urban Cluster Transportation Mobility Districts

Future Aviation and Related Facilities Map Series

1. Air Facilities Locator Map, Alachua County
2. Existing Land Uses Within LDN Contour Lines
3. Clear Zones—Gainesville Regional Airport
4. Gainesville Regional Airport Ingress/Egress
5. Future Land Uses and LDN Contour Lines
6. Flying Ten Airport

See maps online @ http://growth-management.alachua.fl.us/gis/gallery/compplan.php

Approved for Transmittal by BOCC August 25th, 2009

CPA 01-09 – AMENDMENTS TO CAPITAL IMPROVEMENTS ELEMENT

Policy 1.1.2 Alachua County shall coordinate the timing and location of capital improvement projects with improvement projects of the municipalities in Alachua County, the School Board of Alachua County, the Alachua County Library District, **the Regional Transit System (RTS) the Florida Department of Transportation (FDOT),** and surrounding counties. This shall be implemented as follows:

As part of the annual update of the Capital Improvements Program (CIP), and Capital Budget, capital improvement plans of local agencies relevant to the facilities provided in Alachua County's CIE and CIP shall be identified and analyzed. This analysis may be in the form of maps identifying existing facilities, planned improvements for the upcoming fiscal year, ~~and~~ five-year plans and **the 2030 Multi-Modal Transportation Capital Improvement Program.** In turn, Alachua County shall provide information concerning the timing, location, and design of proposed capital improvements by the County to these entities and shall maintain a data base on facilities affecting or affected by facilities provided by the County.

Policy 1.1.5 Alachua County shall annually adopt and implement a financially feasible Capital Improvements Program which identifies and coordinates the timing of capital projects needed to maintain the adopted levels of service identified in the Comprehensive Plan.

OBJECTIVE 1.2

Alachua County shall define types of public facilities and establish the standards or guidelines for level of service (LOS) by facility type to be used in developing and updating the five year capital improvement program **and the 2030 Multi-Modal Transportation Capital Improvement Program** to implement this element.

Policy 1.2.1 Public facilities are classified in the following manner:

A. Category "A" public facilities are arterial and collector roads, **bicycle facilities, pedestrian facilities, transit facilities,** storm water management systems, solid waste, and recreation facilities owned and operated by the County, and are addressed in other elements of this Comprehensive Plan;

B. Category "B" public facilities are arterial and collector roads, **bicycle facilities, pedestrian facilities, transit facilities,** storm water management systems, potable water, sanitary sewer, public schools, ~~**mass transit**~~, and recreation facilities located in the unincorporated area of the County, owned and operated by other entities including Federal and State government or other jurisdictions or private providers in Alachua County.

Policy 1.2.2 Alachua County shall maintain adopted LOS standards for Category "A" public facilities and include the capital improvements to Category "A" public facilities in the Capital Improvements Program (CIP) **or 2030 Multi-Modal Transportation Capital Improvement Program**. Procedures are included in the development regulations to ensure that adequate facilities to maintain level of service standards on those facilities in the unincorporated area of the County will be available concurrent with the impacts of new development subject to approval by the County as defined in Policy 1.3.2 (A-C). Pursuant to Section 163.3167(2), Florida Statutes, no final development order or permit which contains a specific plan for development, including the densities and intensities of development, shall be approved by Alachua County without a prior determination that this concurrency requirement will be met.

Policy 1.2.4 LOS standards for Category "A" and "B" public facilities shall be as follows:

A. ~~**Roadways LOS:**~~ **Transportation Facilities Level of Service:**

1. **Within Urban Cluster Transportation Mobility Districts, the County adopts the following level of service standards, as further detailed in Policy 1.1.4 of the Transportation Mobility Element and Policy 1.3.2 (C) (3) (a-c) of the Capital Improvements Element. The level of service for pedestrian, bicycle, and express transit are long range standards. The level of service for motor vehicles is based on an Areawide analysis for each district.**

~~**Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for functionally classified, State maintained roadways, except for constrained (as identified in the Transportation Mobility Element Policy**~~:

Mode of Travel	Level of Service (LOS)	Standard of Measure
Pedestrian	**B**	**Based on Presence of a pedestrian facility**
Bicycle	**B**	**Based on Presence of a bike lanes / paved shoulders**
Express Transit	**B**	**Based on Peak Hour Frequency of 15 minutes or less**
Motor Vehicle*	**D**	**Professionally Accepted Traffic Analysis**
Motor Vehicle* - SIS**	**C**	**Professionally Accepted Traffic Analysis**

*** Standard applies to Collector and Arterial Roads.**
**** Strategic Intermodal System**

~~TYPE~~	~~Rural~~	~~Trans/Urban/Comm*~~	~~Urbanized~~
~~Intrastate~~			

~~Limited Access~~	~~B~~	~~C~~	~~C~~
~~Controlled Access~~	~~B~~	~~C~~	~~C~~
~~Other State Roads~~	~~Rural~~	~~Trans/Urban/Comm*~~	~~Urbanized~~
~~Other Multi-lane~~	~~B~~	~~C~~	~~D~~
~~Two-lane~~	~~C~~	~~D~~	~~D~~
~~SR 121 from the Levy County Line to SW 85th Street (MPO Boundary)~~	~~D~~		
~~SR 24 from Levy County Line to SW 91st Street (MPO Boundary)~~	~~D**~~		
~~SR 26 from SR 222 to the Putnam County Line~~	~~D~~		

~~*Transitioning Urbanized Areas, Urban Areas, and Communities~~

~~** SR 24 from the Levy County Line to SW 91st Street (MTPO Boundary) shall be maintained at the existing LOS D until such time as adequate Transportation System Management strategies are implemented that raise the segment to LOS C at which time the LOS standard shall be modified and maintained at LOS C.~~

2. **For areas outside of Urban Cluster Mobility Districts, Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for functionally classified roadways in order to maximize the efficient use and safety of roadway facilities**

Mode of Travel	Level of Service (LOS)
Motor Vehicle – SIS*	B
Motor Vehicle – Multi-lane**	C
Motor Vehicle – Two lane Arterial	C***
Motor Vehicle – Two lane Collector	C

*** Strategic Intermodal System, Florida Department of Transportation**
**** Four or more through lanes**
*****LOS D for:**
SR 24 (Archer Road) from SW 91st to Levy County
SR 121 (Williston Rd) from SW 62nd to Levy County
SR 26 from NE 39th (SR 222) to Putnam County
CR 241 (NW 143rd) from NW 39th to City of Alachua
SW 122nd (Parker Rd) from SW 24th to SR 24 (Archer Rd)

~~**2.** **Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for paved, functionally classified, County-maintained arterial and collector roadways, (as identified in the Transportation Mobility Element Policy 1.1.2.:**~~

~~**TYPE URBAN RURAL**~~

~~minor arterial D D~~
~~collectors D C~~

~~G. Mass Transit LOS Standard (based on Transportation Mobility Element).~~

~~1. Alachua County will continue to provide support for the operation of the paratransit system in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand-responsive basis within available financial resources. (Transportation Mobility Element: Policy 32.2.2).~~

~~2. Alachua County will coordinate with the City of Gainesville to establish future mass transit rights-of-way and/or corridors (such as exclusive mass transit lanes). Rights-of-way necessary on County-maintained projects shall be acquired as soon as funds become available for such specific projects.~~

~~3. Alachua County will coordinate with the City of Gainesville, Regional Transit System, and the developer of any project qualifying for a Transportation Concurrency Exception for Projects Promoting Public Transportation as provided in Policy 1.2.10 through 1.2.13 of the Transportation Mobility Element, to ensure the most effective delivery of the required public transportation service. Funding for such public transportation shall be identified in this Element in Table 3, Public Transportation Improvements: FY2008/2009 – 2013/2014.~~

~~H. Bicycle Quality of Service Standards (not for concurrency review)~~

~~Bicycle Quality of Service for new roads and modifications to existing roads shall be established based on recommendations from the Alachua Countywide Bicycle Master Plan, June 2001, as follows:~~

~~Non-State Roads B~~
~~State Roads C~~

OBJECTIVE 1.3

Maintenance of adopted LOS standards to meet existing and future facility needs by coordinating land use decisions with a schedule of capital improvements.

Policy 1.3.2 Require Category "A" and "B" public facilities and services needed to support development to be available concurrent with the impacts of development and require issuance of a Certificate of Level of Service Compliance (CLSC) as a condition of all final development orders. "Concurrent" shall mean that all

adopted LOS standards shall be maintained or be achieved within a reasonable time frame as set out in 1.3.2 (A-D) below. Failure to receive a Certificate of Level of Service Compliance will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.3.2 (A-D) have been satisfied.

C. For ~~**roads and mass transit except for developments with concurrency exceptions as specified in Transportation Mobility Policy 1.1.8,**~~ **transportation facilities, except Transportation Concurrency Exceptions for Projects that Promote Public Transportation consistent with Policy 1.1.10 of the Transportation Mobility Element, the concurrency requirement may be satisfied by:**

1. Compliance with 1.3.2-A(1-4) and/or 1.3.2-B(1-3); or

2. Inclusion of a County or Florida Department of Transportation road project in the five year Capital Improvements Program where actual construction is scheduled to commence in or before the third year of the five year plan and is needed to maintain the adopted level of service standards. If such projects in the County or FDOT five year plan are moved to later years, or otherwise amended, Alachua County shall assess the impact of such changes. A Plan Amendment shall be required in order to eliminate, defer or delay construction of any road project listed in the 5-Year Capital Improvements Schedule which is needed to maintain the adopted level of service standard**; or**

3. Within Urban Cluster Transportation Mobility Districts:

a. Development shall satisfy transportation concurrency obligations through payment of a multi-modal transportation fee consistent with Policy 1.1.7 of the Transportation Mobility Element. This provision shall not exempt Developments of Regional Impact from statutory requirements for proportionate share mitigation.

b. In order to achieve the level of service standard for pedestrians and bicyclists, the facility shall run the entire length of the roadway segment. A pedestrian facility shall be either a multi-use path on one (1) side of the roadway or sidewalks on both sides of the roadway. A multi-use path along a roadway shall result in a LOS B for bicyclists. The LOS for bicycle and pedestrian travel is the goal for all collector and arterial roadways within the Urban Cluster by 2030, not a standard that is intended to be achieved on an annual basis for each roadway.

c. Express Transit Service shall be provided for a minimum of two (2) hours during both the AM and PM peak periods. The LOS for Express Transit Service shall be achieved starting by 2015 on each of the four (4) routes shown on the Express

Transit Corridors map. The peak hour frequency for each route shall be a minimum of 30 minutes by 2015, 20 minutes by 2017 and 15 minutes by 2020. Service hours may be extended to three (3) hours and additional service added to meet demand and maintain fifteen (15) minute headways based on the capacity and productivity of the Service. The addition of Express Transit Service to serve Transit Oriented Development(s) on the Parker Road Corridor as shown on the Rapid Transit Corridor Map will require an update to the Multi-Modal Transportation Capital Improvement Program.

d. **Within each Transportation Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Areawide LOS. The Areawide LOS shall be determined by dividing the sum (∑) of total traffic by the sum (∑) of the total maximum service volume at the adopted LOS standard for all functionally classified County and Non SIS State Roadways.**

e. **The LOS for SIS facilities within the Urban Cluster shall be addressed through various means such as the construction of parallel roadways serving similar travel demand patterns, dedicated transit lane(s), access management and transit service as provided for in the Multi-Modal Transportation Capital Improvements Program.**

Policy 1.3.3 The Concurrency Management System (CMS) shall include at a minimum the following components:

A. Procedures for issuance of a Certificate of Level of Service Compliance (CLSC) as a condition of Final Development Orders.

B. Use of the five-year Capital Improvements Program which shall (1) be financially feasible based on currently available revenue sources, and (2) include both necessary facilities to maintain adopted level of service standards to serve new development and the necessary facilities required to eliminate existing deficiencies which are a priority to be eliminated during the five year Capital Improvement Program planning period.

C. **Use of the 2030 Multi-Modal Transportation Capital Improvement Program.**

~~C~~ **D**. Determination that the capital project funds are programmed in the CIP (see 1.6.5).

OBJECTIVE 1.4

Management of the land development and capital improvements programming processes so that public facility needs do not exceed Alachua County's ability to fund and provide needed capital improvements identified in the other elements of this plan.

Policy 1.4.1 Alachua County shall address **the** Capital Improvements Program including existing deficiencies needs as part of the annual budgeting process**.** ~~**prior to Sept. 30, 2002.**~~ This shall include:

A. Evaluation of backlog of deficiencies, current**,** ~~**and**~~ short-range**, and long range** needs for infrastructure including needs to maintain adopted LOS standards for transportation, recreation and open space, solid waste, storm water management, and potable water and sanitary sewerage.

B. Update of the County's 5-Year Capital Improvements Program **and 2030 Multi-Modal Transportation Capital Improvement Program**

OBJECTIVE 1.6

Programming and funding of capital projects consistent with the Goals, Objectives, and Policies of the Comprehensive Plan and Future Land Use Map, to maintain adopted LOS standards, and/or meet other public facility needs not dictated by LOS standards.

~~**Policy 1.6.3 The twice yearly Comprehensive Plan amendment process shall be the mechanism used to eliminate, defer, or delay a road project needed to maintain adopted level of service standards and listed in the Capital Improvements Program as specified in Objective 1.10 of the Transportation Mobility Element.**~~

Policy 1.6.**3** ~~**4**~~ Annually adopt a Capital Budget consistent with the Capital Improvements Program.

Policy 1.6.**4** ~~**5**~~ Establish appropriate capital project funds to implement the CIP and Capital Budget. These funds shall be comprised of various funding sources from which appropriate capital funding shall be derived. Alachua County shall annually review existing funding sources and consider alternative funding sources for the Capital Project Funds.

Policy 1.6.**5** ~~**6**~~ Where possible, the County shall use specialized revenue sources corresponding to the type of facility provided (i.e., gas tax for road modifications).

Policy 1.6.**6** ~~**7**~~ Utilize ad valorem millage as the revenue of last resort to fund items shown for which insufficient specialized sources of revenue are available. However, ad valorem millage should be adjusted on an annual basis to obtain funding for projects where no other revenues are available to fund those projects.

Policy 1.6.**7** ~~**8**~~ Adequately address financing for major public facility needs not related to maintaining an adopted level of service standard. Those needs should be addressed annually during the update of the Capital Improvement Program.

Policy 1.6.**8** ~~**9**~~ Creative methods for achieving protection of preservation lands shall be used where appropriate. Funding for the Alachua County Forever program shall be as specified in Conservation and Open Space Objective 6.2.

Policy 1.6.**9** ~~**10**~~ A land conservation program for the purchase, preservation, and management of natural areas and open space shall be established according to Conservation and Open Space Element Section 6.

Policy 1.6.**10**~~**11**~~ Maximum utilization of user fees, intergovernmental transfers, and other funding sources shall be utilized to limit reliance on local ad valorem revenues for funding capital improvements.

Policy 1.6.**11**~~**12**~~ Ensure public sector's implementation of the Comprehensive Plan by the timely and efficient provision of public facilities.

Policy 1.6.**12**~~**13**~~Alachua County shall consider a Sustainability Index for use in assessing proposed capital projects.

OBJECTIVE 1.8

Explore the full range of possible revenue sources to address capital improvement needs.

Policy 1.8.1 The County shall investigate potential new funding sources including user fees, impact fees, **mobility fees, multi-modal transportation fees, transportation utility fees**, gas taxes, storm water utility fees, ad valorem tax revenues, special assessments, **backlog authorities,** Community Development Districts and other sources allowed by law.

Policy 1.8.2 Alachua County may use impact fees, **mobility fees, multi-modal transportation fees, transportation utility fees, backlog authorities,** dedications, and exactions, among other means consistent with legal standards, to ensure that owners and developers of future development projects will provide or pay for capital improvements, for public facilities, necessary to address the impacts of the development.

Table 1: FY 2010 - 2030 MULTIMODAL TRANSPORTATION CAPITAL IMPROVEMENTS PROGRAM
~~Concurrency Related Road Improvements: FY 2001/2002 - 2005/2006~~

Roadways and Dedicated Transit Lanes

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
Northwest							
Ft. Clark Blvd from Newberry Road to NW 23rd Ave	2 Dedicated Transit Lanes	0.50	NW	(5)	Developer funded		
SW 8th Ave/62nd Ave From Tower Road to SW 24th Ave	2 lane reconstruction and extension	1.20	NW	(2) & (4)	$ 3,000,000		
SW 8th Avenue from Tower Road to SW 122nd	Reconstruct, 2 lane upgrade	3.00	NW	(2)	Under Construction		
SW 8th Avenue from SW 122nd to SW 127th	New construction, 2 lanes	0.30	NW	(1) & (6)	$1,170,941		
SW 8th Avenue from SW 127th to SW 136th	New construction, 2 lanes	0.60	NW	(5)	Under Construction		
SW 8th Avenue from SW 136th to SW 143rd	New construction, 2 lanes	0.40	NW	(1) & (6)	$1,561,254		
SW 143rd Street from Newberry Road (SR 26) to SW 8th Ave	Upgrade, 2 lanes	0.60	NW	(1) & (2)	$329,379		
NW 23rd Avenue from NW 55th St to NW 59th Terrace	Widen to 4 lanes	0.30	NW	(1)	$1,496,709		
NW 23rd Avenue from NW 59th Terrace to NW 83rd	Widen to 4 lanes	1.40	NW	(1), (2) , (3)		$6,984,641	
NW 23rd Avenue from NW 83rd to Ft. Clark	Widen to 4 lanes, including bridge over I-75 + Transit Pre-emption Provisions	0.50	NW	(1) & (3)	$ 11,914,515		
NW 23rd Avenue from Ft. Clark to NW 98th St	Widen to 4 lanes	0.40	NW	(1)		$1,995,612	
NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension	New Construction, 2 lanes	1.30	NW	(1) & (7)			$5,074,076
NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St)	New Construction, 2 lanes	1.50	NW	(1) & (7)			$6,965,874

NW 83rd Street from NW 39th Ave to NW 23rd St	2 Dedicated Transit Lanes	1.00	NW	(1) or (8)	$ 7,754,759		
NW 83rd Street from NW 39th Ave to NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes	0.40	NW	(8) & (10)	Developer funded		
NW 83rd Street Ext from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	NW	(1) or (8)		$2,927,352	
NW 46th Avenue from NW 83rd St Ext to NW 91St Ext	New roadway + 2 Dedicated Transit Lanes	0.40	NW	(8) & (10)	Developer funded		
NW 46th Avenue from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75	0.90	NW	(9) & (10)	Developer funded		
NW 46th Avenue from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.60	NW	(1)		$2,786,350	
NW 91st St Extension from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	NW	(9) & (10)	Developer funded		
NW 98th Street Extension from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	NW	(9) & (10)	Developer funded		
Newberry Road (SR 26) from I-75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.40	NW	(1), (2), (3), (11)		$2,867,849	
Newberry Road (SR 26) from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.90	NW	(1), (2), (3), (11)		$ 4,445,363	
NW 115th St from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	NW	(1) & (7)		$2,128,702	
NW 122nd St / 115th St from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.30	NW	(1) & (7)			$ 8,977,212
SW 122nd St from Newberry Rd to SW 8th Ave	Dedicated Transit Lane	1.00	NW	(1) & (5)			$ 902,510

Total Projected Cost					$27,227,556	$24,135,868	$21,919,673

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA, number of lanes to final traffic ; (11) State Funds - County would pursue State Funds, No funds currently allocated. The NW 83rd Extension from Santa Fe DRI to Millhopper Road is pending a more detailed model analysis; any changes will be reflected in the next Capital Improvements Element Update.

Southwest

SW 62nd Ave/SW 63rd Blvd and Archer Road	Northbound Left Turn Lane & Intersection	0.1	SW	Developer funded			
SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave	Widen, 4 lanes with bridge over I-75	0.50	SW	(1) & (3)	$8,741,308		
SW 73rd Ave Extension from SW 80th Drive to SW 75th Street	New Construction, 2 lane road	0.30	SW	(5)	Developer funded		
SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St	New Construction, 2 lane road	0.30	SW	(1) & (6)	$ 1,170,941		
SW 30th Ave I-75 Bridge from SW 45th St to SW 24th Ave	New 4 lane bridge over I-75 + Dedicated Transit Lane(s) & Archer Braid Trail Crossing	0.30	SW	(1), (3) , (7)	$12,944,284		
SW 45th St from Archer Road to I-75	New Construction, 2 lanes + Dedicated Transit Lane(s)	0.75	SW	(7)	Developer funded		
Williston Road from I-75 to SW 63rd	Widen to 4 lanes	0.75	SW	(1) & (11)		$3,741,772	
Archer Road from SW 75th St to SW 45th St	Dedicated Transit Lane + signal upgrade	2.00	SW	(1), (2), (3), (11)		$ 2,173,208	

SW 62nd Ave from Archer Rd to Williston Rd	Reconstruct, 2 lane upgrade	1.95	SW	(1) & (2)		$2,337,155	
Archer Road from SW 75th Terr to SW 91st St	Widen, 4 lanes + Dedicated Transit Lane	1.25	SW	(1), (3), (11)		$9,481,720	
Tower Road from SW 8th Ave to Archer Road	Reconstruct, 2 lane divided	3.00	SW	(1), (2), (3)			TBD - 60% Design
SW 47th Road from SW 63rd to Archer Road	New Construction, 2 lanes + 2 lane upgrade of existing road	1.50	SW	(1) & (6)			$4,177,618
SW 57th Road from SW 75th to SW 63rd	New Construction, 2 lanes	1.40	SW	(1) & (6)			$5,464,390
SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2 lanes	1.90	SW	(1) & (6)			$7,415,958
SW 91st St from SW 46th to Archer Road	Dedicated Transit Lane	1.00	SW	(1)			$902,510
SW 122nd St from SW 8th Ave to SW 37th Ave	Dedicated Transit lane	1.75	SW	(1) & (5)			$1,579,393
Total Projected Cost					$22,856,582	$17,733,856	$19,539,868

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA; (11) State Funds - County would pursue State Funds, No funds currently allocated. Tower Road from SW 8th Avenue to Archer Road is currently pending 60% design plan review. Final project description and cost estimate will be reflected in the next Capital Improvements Element Update.

East

SE 43rd St from E. University Ave to Hawthorne Rd (SR 20)	Center Turn Lane, Signal at E. University Ave	1.1	E	(1) & (6)	$864,535		

Hawthorne Road from SE 27th to SE 43rd	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)	1.1	E	(1) & (11)		$ 1,564,683	
NE 39th Avenue (SR 222) from Gainesville Regional Airport to NE 27th	Widen to 4 lanes	1.6	E	(1), (3), (11)			$ 12,900,184
Waldo Road from Future County Fairgrounds to Gainesville Regioanl Airport	Dedicated Transit Lane	1.5	E	(1)			$1,353,765
Total Projected Cost					$864,535	$1,564,683	$ 14,253,949

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA; (11) State Funds - County would pursue State Funds, No funds currently allocated

Bicycle and Pedestrian Projects

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
Northwest							
SW 8th Ave from SW 122nd St SW 91st St	Multiuse off-road facility	2.0	NW	(1), (2), (6)	$395,000		
SW 8th Ave from SW 75th Street to East Terminus	Sidewalk facility	0.5	NW	(1), (2), (6)	$60,000		
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.5	NW	(1), (2), (6)	$62,000		
NW 98th Street from NW 23rd Ave to NW 39th Ave	Multiuse off-road facility	1.0	NW	(1), (2), (6)	$260,000		
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.5	NW	(1), (2), (6)		$180,000	

Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.5	NW	(1), (2), (8)		$180,000	
CR 235A from US 441 to NW 177th Ave	Multiuse off-road facility	1.0	NW	(1), (2), (6)		$ 88,000	
SW 1st Place from NW 79th Dr to SW 77th Terr	Multiuse off-road facility	0.1	NW	(1), (2), (6)		$12,000	
NW 63rd Terr from NW 18th Ave to NW 19th Pl	Multiuse off-road facility	0.1	NW	(1), (2), (6)		$12,000	
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	2.0	NW	(1), (2), (6)			$240,000
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3.0	NW	(1), (2), (6)			$324,000
Total Projected Cost					$777,000	$472,000	$564,000
Southwest							
SW 24th Ave from SW 122nd St to SW 75th St	Filling in gaps of existing multiuse facility	3.0	SW	(1), (2), (5)	$360,000		
Archer Road from City of Archer to I-75	Multiuse off-road facility	9.7	SW	FDOT	$3,000,000		
Archer Braid from Tower Road to Lake Kanapaha	Multiuse off-road facility	1.0	SW	(1), (2), (3), (6)	$300,000		
SW 122nd St from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2.0	SW	(5)	Developer funded		
SW 41st Pl from Tower Road to Greenleaf	Multiuse off-road facility	0.4	SW	(1), (2), (6)	$48,000		
Archer Braid from Archer Road at 91st St to Tower Road at Veteran's Park	Multiuse off-road facility	2.4	SW	(1), (2), (3), (6)		$650,000	
SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	0.5	SW	(1), (2), (6)		$ 55,000	

SW 20th/24th Ave from Tower Road to I-75	Multiuse off-road facility	1.5	SW	(1), (2), (6)		$180,000	
Archer Braid from Lake Kanahapa to I-75	Multiuse off-road facility	0.7	SW	(1), (2), (3), (6)		$ 600,000	
Tower Road from Archer Road to SW 8th Ave	Multiuse off-road facility	3.2	SW	(1), (2), (6)		$384,000	
SW 62nd Ave/63rd Blvd from Archer Road to Williston Road	Multiuse off-road facility	1.5	SW	(1), (2), (6)			$300,000
SW 122nd St from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1.0	SW	(1), (2), (6)			$120,000
SW 91st St from Archer Braid Trail to SW 8th Ave	Multiuse off-road facility	0.9	SW	(1), (2), (6)			$504,000
Total Projected Cost					$3,708,000	$1,869,000	$924,000
East							
SE 15th St from SE 14th Ave to Boulware Springs/Hawthorne Trail Entrance	Multiuse off-road facility	1.1	E	(1), (2), (6)	$132,000		
Sweetwater Preserve Connector from Waldo Road (SR 331) to Hawthorne Trail	Multiuse off-road facility	1.0	E	(1), (2), (6)	$120,000		
SE 43rd Street from E. University Ave to Hawthorne Road	Multiuse off-road facility	0.5	E	(1), (2), (6)		$60,000	
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.7	E	(1), (2), (6)		$324,000	
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	2.8	E	(1), (2), (6)			$336,000
Total Projected Cost					$252,000	$384,000	$336,000

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA;

Express Transit and Transit Capital

Project Name-Location	Project Description	Project Length Miles	Mobility District	Funding Source	FY 2015-2020	FY 2020-2025	FY 2025-2030
Northwest							
Newberry / Jonesville Express	Express Transit Service from Jonesville Activity Center to UF	10.00	NW	(2), (4) thru (9)	$1,375,000	$1,500,000	$1,750,000
Sante Fe / Tower Express	Express Transit Service from SpringHills Activity Center to Archer / Tower Activity Center	9.00	NW	(2), (5) thru (9)	$1,375,000	$1,500,000	$1,750,000
Jonesville Activity Center Park & Ride	Park & Ride	n/a	NW	(1), (4), (5), (7), (8)	$ 360,000		
NW 122nd Park & Ride	Park & Ride	n/a	NW	(7)		$210,000	
NW 98th Area Park & Ride	Park & Ride	n/a	NW	(7)		$210,000	
Ft. Clarke / I-75 Park & Ride	Park & Ride	n/a	NW	(1), (4), (5), (7), (8)	$450,000		
Spring Hills Activity Center Park & Ride	Park & Ride	n/a	NW	(7)	Projected Developer Constructed		
Santa Fe Park & Ride	Park & Ride	n/a	NW	(7)	Projected Developer Constructed		

Santa Fe College Park & Ride	Park & Ride	n/a	NW	(5)	College Funded		
Northwest Express Transit Vehicles	Buses	n/a	NW	(1), (3), (4), (5), (8)	$3,465,000	$2,000,000	$1,700,000
Total Projected Cost					$7,025,000	$5,420,000	$5,200,000

Funding Legend: (1) Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections

Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road.

Southwest

Project Name-Location	Project Description	Project Length Miles	Mobility District	Funding Source	FY 2015-2020	FY 2020-2025	FY 2025-2030
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	9.00	SW	(2), (5) thru (9)	$1,375,000	$1,500,000	$1,750,000
Haile Plantation Express	Express Transit Service from Haile Plantation to UF	10.00	SW	(1), (2), (4), (6) thru (9)	$1,375,000	$1,500,000	$1,750,000
Veterans Park, Park & Ride	Park & Ride	n/a	SW	(1)	$180,000		
Tower / Archer Activity Center Park & Ride	Park & Ride	n/a	SW	(1), (4), (5), (7), (8)	$360,000		
I-75 Park & Ride	Park & Ride	n/a	SW	(1), (4), (7), (8)	$450,000		
SW 62nd Area Park & Ride	Park & Ride	n/a	SW	(7)		$210,000	

SW 91st Park & Ride	Park & Ride	n/a	SW	(1), (4), (7), (8)	$450,000		
Haile Plantation Park & Ride	Park & Ride	n/a	SW	(1)	$180,000		
Southwest Express Transit Vehicles	Buses	n/a	SW	(1), (3), (4), (8)	$3,465,000	$2,000,000	$1,700,000
Total Projected Cost					$7,835,000	$5,210,000	$5,200,000

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections

Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road.

East

Project Name-Location	Project Description	Project Length Miles	Mobility District	Funding Source	FY 2015-2020	FY 2020-2025	FY 2025-2030
Eastside Express Service	Express Transit Service from Eastside Activity Center to UF	6.00	E	(1), (2), (4), (6) thru (9)	$ 1,375,000	$ 1,500,000	$ 1,750,000
Eastside Park Park & Ride	Park & Ride	n/a	SW	(1), (4), (7), (8)	$360,000		
East Express Transit Vehicles	Buses	n/a	E	(1), (3), (4), (8)	$1,925,000	$800,000	$850,000
Total Projected Cost					$3,660,000	$2,300,000	$2,600,000

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections

Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road.

Project	Length (miles)	Program	Phase	01/02	02/03	03/04	04/05	05/06	Funding Source
				FY Funding (x $1,000)					
SW 24th Ave. (from SW 43rd St. to SW 34th St.)	1.0	2 lane divided road	design and ROW	$1,250	0	0	0	0	GT, DC, CDA, CIG
			const.	0	$3,500	0	0	0	
SW 62nd Blvd. (from SW 43rd St. to SW 20th Ave.)	1.0	2 lane divided road	design and ROW	$350	$350	0	0	0	GT, DC, CDA, CIG
			const.	0	$2,000	$3,400	0	0	
SW 75th St. (end of 3 lane N. of SR 24 to SW 8th Ave.)	3.0	design of 2 lane divided road	design	$150	$300	0	0	0	GT
			ROW	$70	0	0	0	0	
GT = Gas Tax Developer Contribution = DC Campus Development Agreement = CDA County Incentive Grant (FDOT) = CIG									

Table 2: System Management Modifications and Safety Improvements: FY 2001/2002 - 2005/2006

Project	Length (miles)	Program	Phase	01/02	02/03	03/04	04/05	05/06	Funding Source
				FY Funding (x $1,000)					
TSM Countywide	B	B		$100	$100	$100	$100	$100	GT, DC
Safety Improvements	B	B		$100	$100	$100	$100	$100	GT
GT = Gas Tax Developer Contribution = DC Campus Development Agreement = CDA County Incentive Grant (FDOT) = CIG									

Table 3: Public Transportation: FY 2008/2009 – 2011/2013

Alachua County Comprehensive Plan, Capital Improvement Element

Table 3: Public Transportation:

FY 2008/2009 - 2011/2013

	Phase							
Project	**08/09**	**09/10**	**10/11**	**11/12**	**12/13**	**13/14**	**14/15**	**Funding Source**
Newberry Village PD Transit Operations*								
	1			$120,000				CDD
	2				$235,000			CDD
	3					$242,000		CDD
	4						$249,000	CDD
	5							CDD
Dedicated Bus Rapid Transit Lanes on Ft. Clark Blvd.				$1,608,000				CDD
					1,608,000	$1,608,000		CDD
Modifications to I-75 Ramps to accommodate Transit					300,000			CDD

* These amounts represent operational costs for transit operations between the Newberry Village Planned Development and the Oaks Mall. Actual amounts will be based on actual operational costs.

Table 4: School Board of Alachua County: ~~2007-08~~ 2008-09 Five Year District Facilities Plan for School Concurrency

Project Description	Location		2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012	2012 - 2013	Total	Funded
New Elementary "F" (West Urban)	Location not specified	Planned Cost:	$0	$25,000,000	$0	$0	$0	$25,000,000	Yes
		Student Stations:	0	773	0	0	0	773	
		Total Classrooms:	0	42	0	0	0	42	
		Gross Sq Ft:	0	116,072	0	0	0	116,072	
New Elementary "G" (High Springs)	Location not specified	Planned Cost:	$0	$0	$17,500,000	$0	$0	$17,500,000	Yes
		Student Stations:	0	0	378	0	0	378	
		Total Classrooms:	0	0	20	0	0	20	
		Gross Sq Ft:	0	0	83,998	0	0	83,998	
New Classroom Building	SANTA FE SENIOR HIGH	Planned Cost:	$0	$4,500,000	$0	$0	$0	$4,500,000	Yes
		Student Stations:	0	250	0	0	0	250	
		Total Classrooms:	0	10	0	0	0	10	
		Gross Sq Ft:	0	13,500	0	0	0	13,500	
		Planned Cost:	**$0**	**$29,500,000**	**$17,500,000**	**$0**	**$0**	**$47,000,000**	
		Student Stations:	**0**	**1,023**	**378**	**0**	**0**	**1,401**	
		Total Classrooms:	**0**	**52**	**20**	**0**	**0**	**72**	
		Gross Sq Ft:	**0**	**129,572**	**83,998**	**0**	**0**	**213,570**	

Source: School Board of Alachua County 5-Year District Facilities Work Plan, October 1, 2008

School Board of Alachua County: 2007-08 Five Year District Facilities Plan for School Concurrency

Facility		2007-08	2008-09	2009-10	2010-11	2011-12	Total
Alachua Elem	Amount	$6,977,000					$6,977,000
	Capacity Added		200				200
New Elem F – High Springs	Amount			$24,000,000			$24,000,000
	Capacity Added				378		378
New Elem G – West Urban	Amount				$33,000,000		$33,000,000
	Capacity Added					756	756
Total Elementary	Amount	**$6,977,000**		**$24,000,000**	**$33,000,000**		**$63,977,000**
	Capacity Added	0	200		378	756	**1,334**
Total Middle	Amount						**$0**
	Capacity Added						**0**
Santa Fe High	Amount		$10,774,000				$10,774,000
	Capacity Added		180[1]	250			430
Total High	Amount		**$10,774,000**				**$10,774,000**
	Capacity Added		**180**	**250**			**430**
Total All Facilities	Amount	**$6,977,000**	**$10,774,000**	**$24,000,000**	**$33,000,000**		**$74,751,000**
	Capacity Added	**0**	**380**	**250**	**378**	**756**	**1,764**

Revenue Sources: Capital Investment Tax (2 mil); Public Education Capital Outlay (PECO) New Construction; Classrooms for Kids; Certificate of Participation (COP) Proceeds; Capital Outlay & Debt Service (CO&DS) Trust Fund; Transfers for Food Service Fund (Refer to School Board of Alachua County Five Year District Facilities Plan 2007-08)

[1] Funding authorized in 2006-07

Table 5: Recreation Facilities 5-Year Schedule of Capital Improvements, FY 2010 – FY 2014

Activity Based Recreation

Project Name and Brief Description	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	Total Project Cost FY 10-14
	Fiscal Year Funding					
Jonesville Park *Soccer field building, 14 tennis courts & proshop, 4-ball field complex with concession/ restroom, picnic area with restroom and shelters, jogging trail, nature trail, sidewalks, sports lighting, parking, and infrastructure.*	$3,400,000 (STB) $210,000 (PIF) $200,000 (G) $520,000 (DON)					$4,330,000
SE 35th Street Park *Multi-purpose field, 2 basketball courts, 2 volleyball courts, picnic area, playground, jogging trail, nature trail, restroom, parking, and infrastructure.*	$690,000 (STB) $81,900 (GF) $400,000 (G) $250,000 (DON)					$1,421,800
Kanapaha Park *Community Center*	$650,000 (WSPP) $310,000 (PIF) $854,000 (GF & MSTU)					$1,814,000
Regional Trails *(Paved Walking and Biking Trails)*			$205,980 (GF & MSTU) $50,000 (PIF)	$145,980 (GF & MSTU) $50,000 (PIF)	$365,000 (GF & MSTU) $50,000 (PIF)	$897,940
Activity Based Recreation Total						**$8,463,740**

STB = Sales Tax Bond
PIF = Park Impact Fees
WSPP = Wild Spaces/Public Places Sales Tax
GF = General Fund
BIF = Boating Improvement Fund Grant
ACF = Alachua County Forever Bond
DON = Private Donation
G = Grant
MSTU = Municipal Services Taxing Unit

Table 5: Recreation Facilities 5-Year Schedule of Capital Improvements, FY 2010 – FY 2014

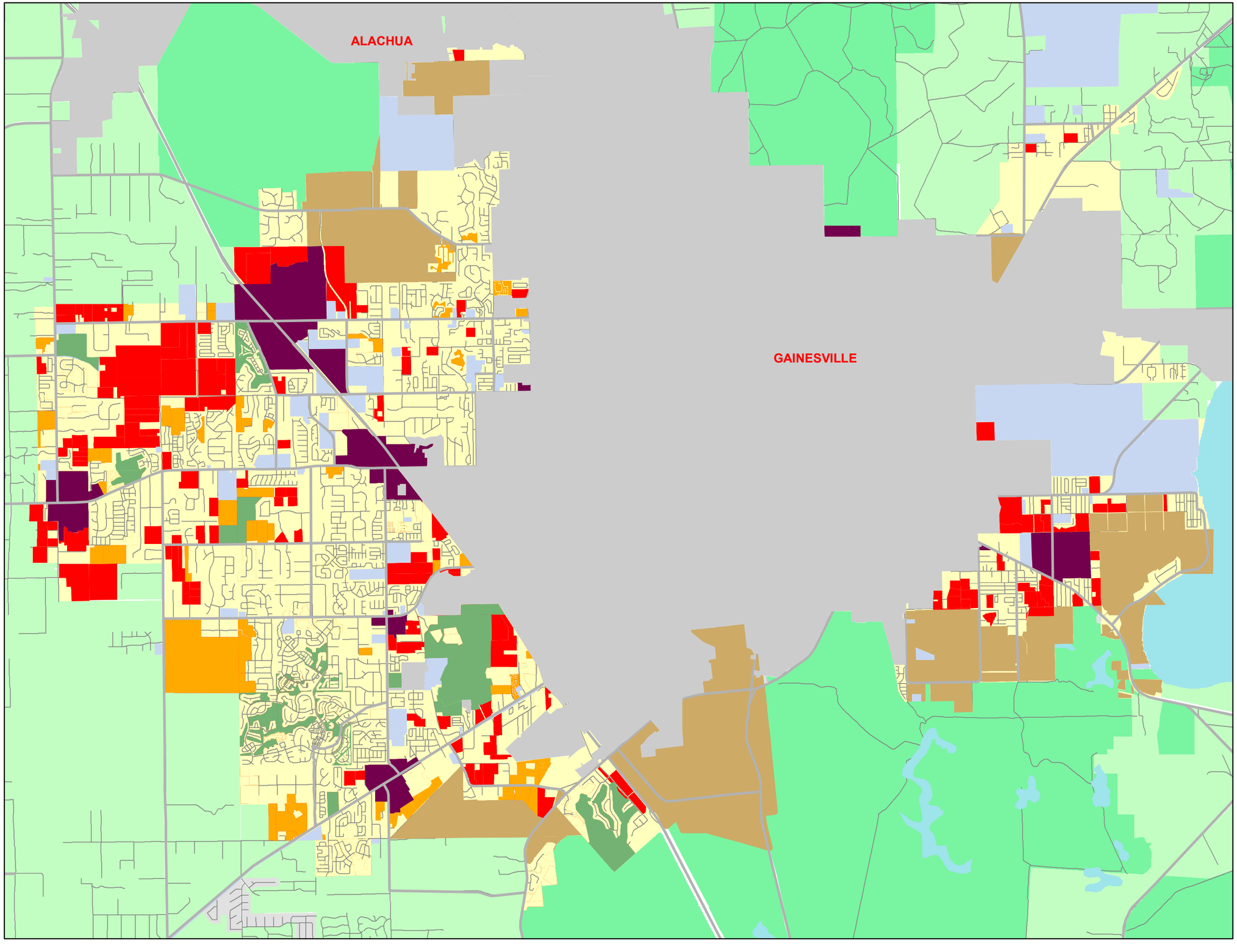
Resource-Based Recreation

Project Name and Brief Description	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	Total Project Cost FY 10-14
	Fiscal Year Funding					
Owens-Illinois Park *Restroom, improved parking, and playground*	$243,000(BIF) $64,850 (GF & MSTU)	$300,000				$607,850
San Felasco Park *Interpretive Shelter and boardwalk*	$219,000 (STB)					$219,000
M.K. Rawlings Park *Playground*		$150,000 (GF & MSTU) $30,000 (BIF)				$172,500 $180,000
Lake Alto Park *Restroom, floating dock, picnic area, playground, and sports courts*			$160,000 (GF & MSTU) $60,000 (BIF)	$220,000 (GF & MSTU)		$440,000
Lake Kanapaha Park *Nature trails, boardwalk, observation tower, picnic area, restroom, interpretive shelter.*			$200,000 (GF & MSTU)	$200,000 (GF & MSTU)	$200,000 (GF & MSTU)	$600,000
Mill Creek Preserve *Hammock Trail, overlook, paved ADA trail*	Staff Time (N/A) $2500 (GF)	$60,000 (G)				$62,500
Sweetwater Preserve *Interpretive materials, kiosk bench, bridge*	Staff Time (N/A) $1000 (GF)	$100,000 (G)				$101,000
Barr Hammock Preserve *Master plan, boardwalk over canal, site development; trails, boardwalk overlook, entrance feature, pave entrance road, open site to public*		Staff Time (N/A) $52,500 (G)	$133,000 (G/ACF) $250,000 (ACF)	Staff Time (N/A)		$435,500
Lake Alto Preserve *Dock enhancement, boardwalk, develop trail system, entrance feature and open preserve to public*	$50,000 (BIF grant)	$105,000 (G/B)	$5,000 (ACF/GF)			$115,000
Phifer Flatwoods *New trail, geocaches, marsh trail overlook, parking area, interpretive signage*	Staff Time (N/A) $250 (GF)	$40,000 (G)	$50,000 (G)			$90,250
Resource Based Recreation Total						**$2,851,100**

Funding Source Key:

STB = Sales Tax Bond
PIF = Park Impact Fees
WSPP = Wild Spaces/Public Places Sales Tax
GF = General Fund
BIF = Boating Improvement Fund Grant
ACF = Alachua County Forever Bond
DON = Private Donation
G = Grant
MSTU = Municipal Services Taxing Unit

Detailed Existing Development Patterns in the Alachua County Urban Cluster (CPA 01-09)



Legend

- Municipalities
- Major Roads
- Special Area Studies / Estate Residential
- Activity Centers
- Institutional in UC
- Other Developed Properties in Urban Cluster
- Undeveloped Parcels over 10 acres in Urban Residential
- Approved Development over 10 acres
- Lakes
- All Roads

Future Land Use Outside of Urban Cluster

- Land Uses outside other than Rural and Preservation

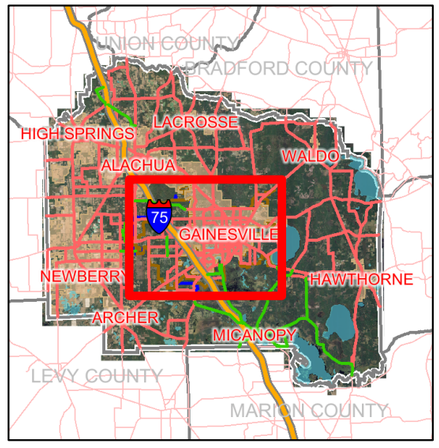
Preservation and Rural

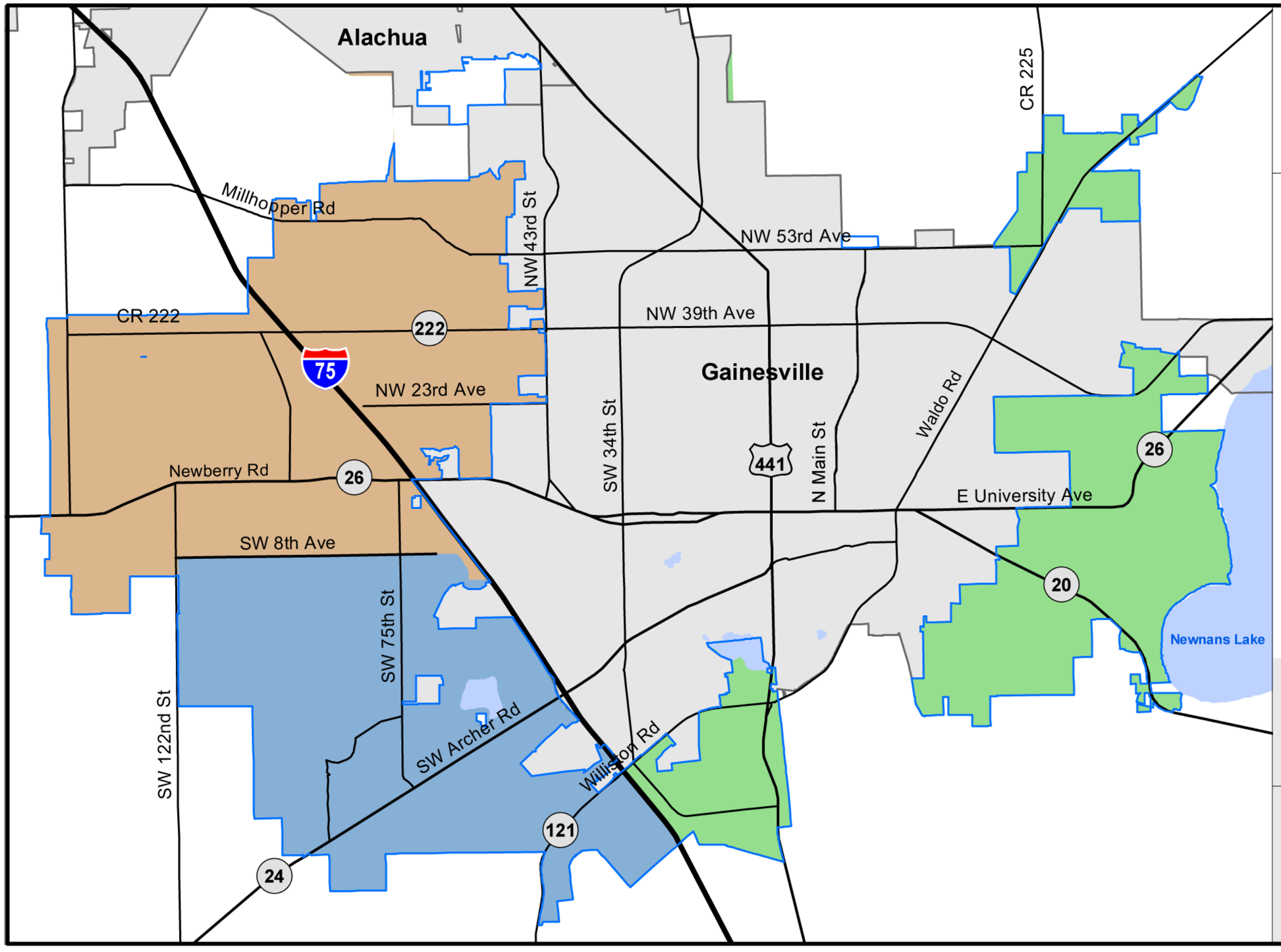
- Preservation
- Rural/Agriculture

N

S

0 0.5 1 2 Miles





Transportation Mobility Districts

Legend

- NW District
- SW District
- East District
- Municipalities
- Lakes

N

S

0 1 2 4

Miles

Notes:

This map has not been adopted or approved by the Board of County Commissioners. It is a working draft only.

Production Date: 05/13/09

Prepared by:

Board of County Commissioners
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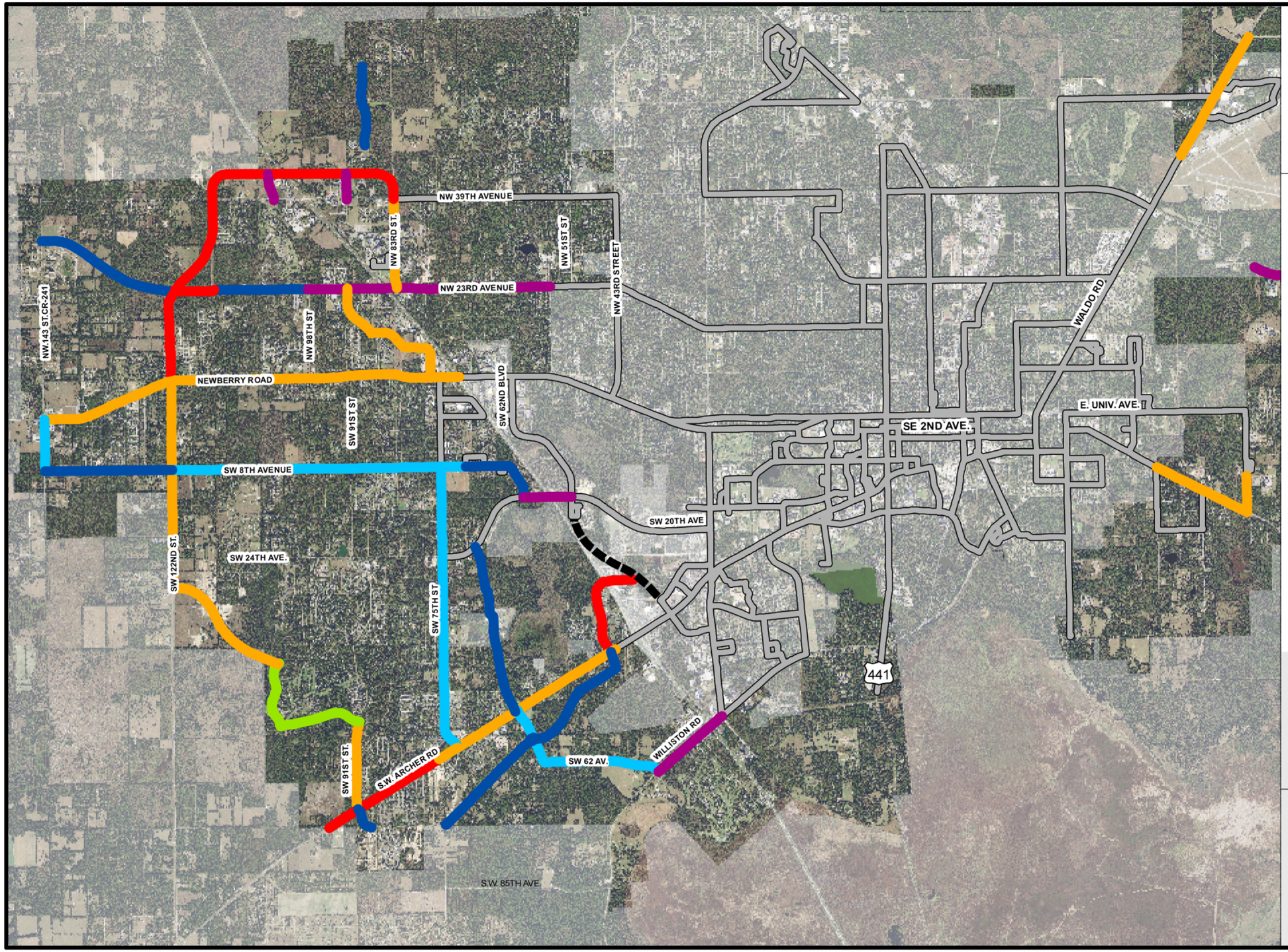

Urban Cluster
Transportation Mobility Areas
Capital Improvements Element

Legend

- 2 Lane Road
- 2 Lane Upgrade
- 4 Lane Road
- Dedicated Transit Line
- Road w/ Dedicated Transit Line
- Shared Transit Lane
- RTS Routes
- MTPO SW 62nd Extension
- Area Outside of Urban Cluster

0 0.5 1 2
Miles

N

Notes:

This map has not been adopted or approved
by the Board of County Commissioners.
It is a working draft only.
All roadways will have bike lanes and sidewalks.

Production Date: 06/09/09

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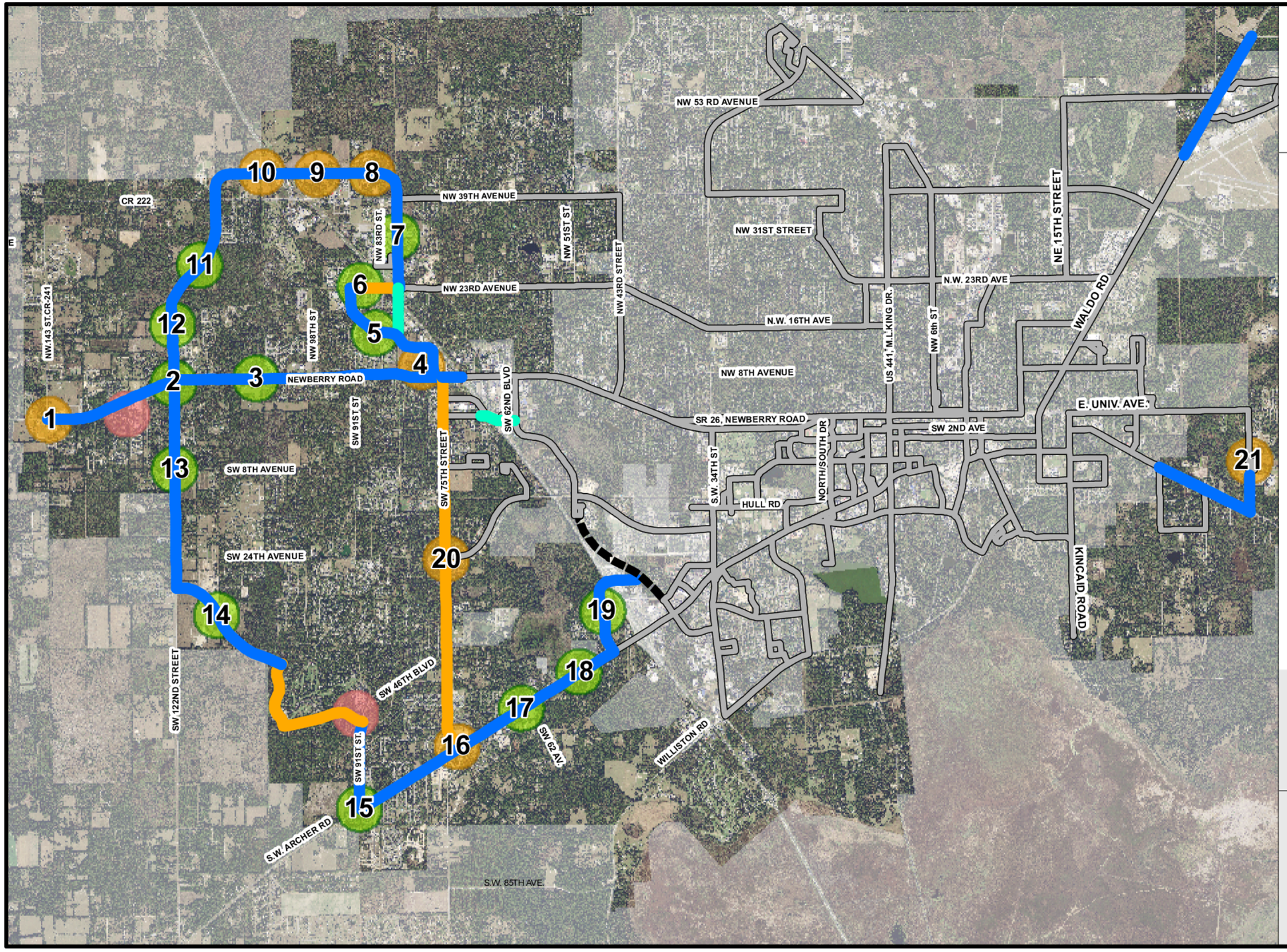
Potential Transit Oriented Development or Traditional Neighborhood Development Locations



Legend

- Dedicated Transit Lanes
- Conceptual I-75 Transit Overpass (Not in CIP)
- Shared Lanes
- RTS Routes
- MTPO SW 62nd Extension
- Existing TND
- Potential TOD or TND
- Activity Centers
- Area Outside of Urban Cluster

0 0.5 1 2 Miles

N

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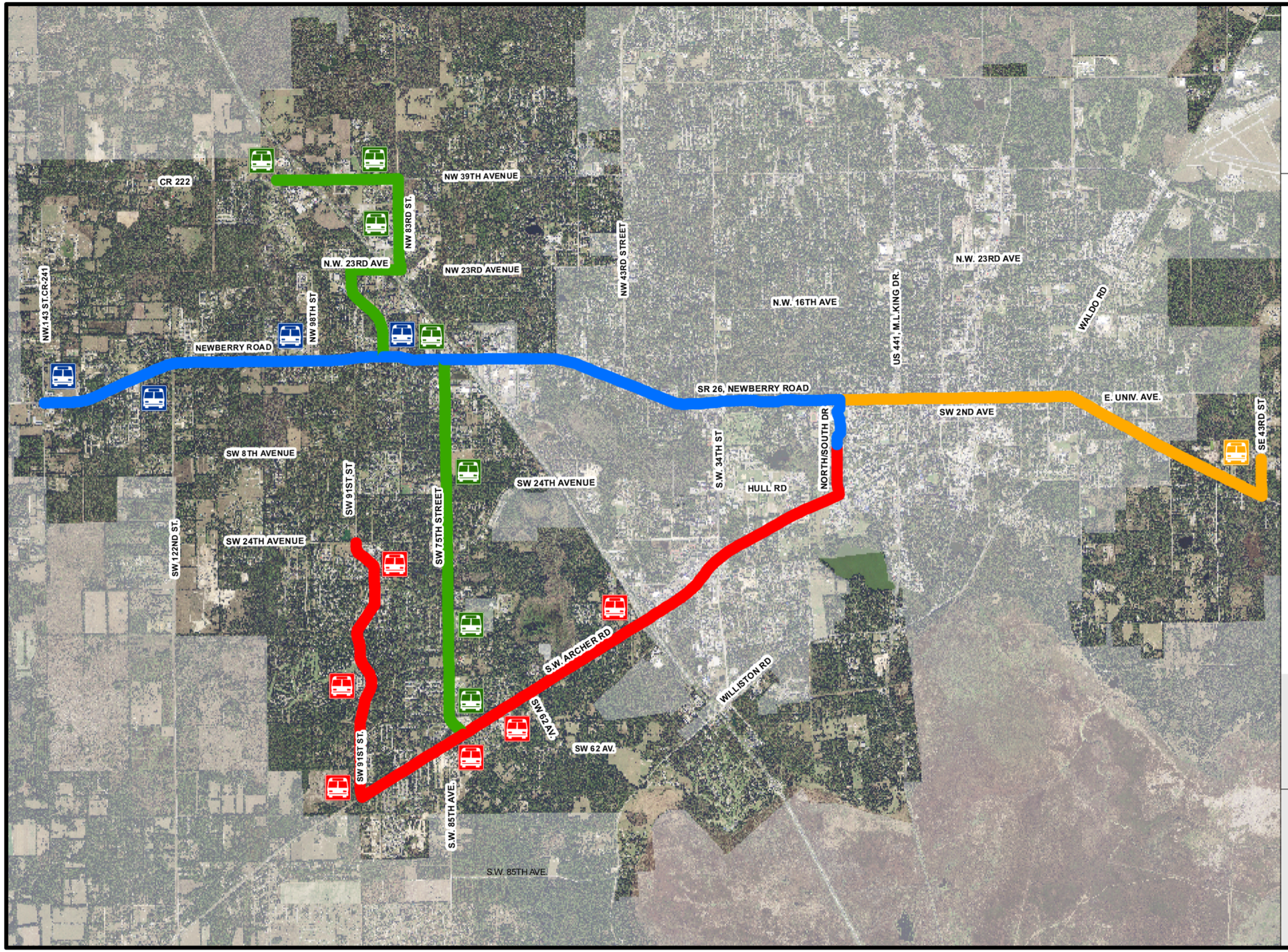
Map Number	Acreage of TND/TOD	Current Max Density	Current Allowable Number of Units per Comprehensive Plan	Projected Max Density	Projected Number of Units	Current Allowable Non-Residential**	Projected Allowable Non-Residential
1	30	**JONESVILLE ACTIVITY CENTER**					
2	30	4	120	10	300	30,000	40,000
3	30	4	120	10	300	30,000	40,000
4	30	**OAKS MALL ACTIVITY CENTER - NEWBERRY VILLAGE TCEPPT**					
5	25	4	100	10	250	--	35,000
6	20	4	80	10	200	--	30,000
7	30	**SANTA FE COLLEGE**					
8	30	**SPRINGHILLS ACTIVITY CENTER - SANTA FE DRI**					
9	30	**SPRINGHILLS ACTIVITY CENTER - WEST OF I-75**					
10	30	**SPRINGHILLS ACTIVITY CENTER - EAST OF I-75**					
11	30	4	120	10	300	30,000	46,000
12	30	4	120	10	300	30,000	40,000
13	30	4	120	10	300	30,000	40,000
14	30	4	120	10	300	30,000	46,000
14	90	4	360	7	630	30,000	22,600
15	20	4	80	10	200	--	30,000
16	30	**TOWER / ARCHER ACTIVITY CENTER**					
17	20	4	80	10	200	--	30,000

Map Number	Acreage of TND/TOD	Current Max Density	Current Allowable Number of Units per Comprehensive Plan	Projected Max Density	Projected Number of Units	Current Allowable Non-Residential**	Projected Allowable Non-Residential
18	30	4	120	10	300	30,000	40,000
19*	30	6	180	10	300	30,000	70,000
19*	90	6	540	7	630	30,000	22,600
20	30	**TOWER / SW 24TH ACTIVITY CENTER**					
21	30	**EASTSIDE ACTIVITY CENTER**					
TOTALS			**2,260**		**4,510**	**300,000**	**532,200**
Potential Increase in Residential (# of units)				**2,250**			
Potential Increase in Non-Residential (s.f.)				**232,200**			

Notes: Current Comprehensive Plan allows Traditional Neighborhood Developments (TND). TND currently have to be a minimum of 30 acres in size; Comprehensive Plan Amendment reduces minimum size to 15 acres. Comprehensive Plan allows 30,000 square feet of non-residnetial, up to 50,000 square feet with a Planned Development. Comprehensive Plan Amendment allows more flexability tied to number of units and proximity to transit. TND/TOD in existing Activity Centers will not have a significant density or intensity increases above the adopted Future Land Use Map and applicable Activity Center. Santa Fe College future development is per the Campus Master Plan, with seperate requirements regarding impact evaluation.

*** Part of area is max 4 du/ac, and part is max 8 du/ac. An average of 6 du/ac was used.**

**** Based on currently adopted TND policies, developments in these locations may have up to 30,000 sf non residential.**



Express Transit Corridors

Legend

- Newberry/ Jonesville Express
- Santa Fe/ Tower Express
- Eastside Express
- Haile Plantation Express
- Potential Park & Ride
- Area Outside of Urban Cluster

N

0 0.5 1 2

Miles

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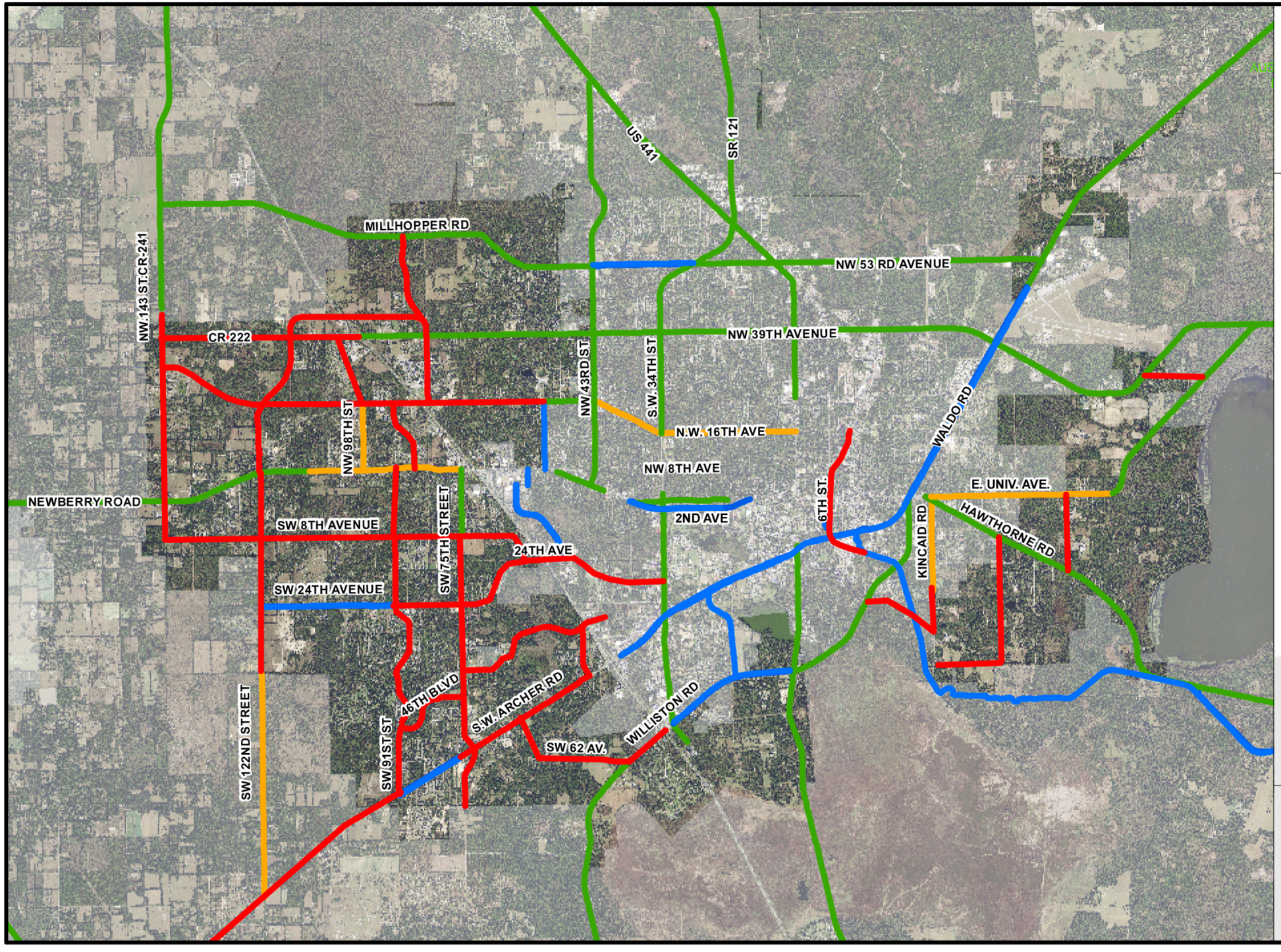

Existing & Future Bicycle & Pedestrian Network

Legend

- Existing multi-use path
- Existing bike lane/shoulder
- Future multi-use path
- Future bike lane/shoulder
- Area Outside of Urban Cluster

N

0 1 2 4

Miles

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MOBILITY

Comprehensive Plan Amendment (CPA 01-09)

Alachua County's Plan to Effectively Link Land Use & Transportation

Strategic Intermodal System (SIS) Mitigation Plan

SIS Mitigation Plan – CPA 01-09

Alachua County is proposing a Mobility Plan to effectively link land use and transportation within the Urban Cluster of Alachua County. The Mobility Plan proposes to reduce vehicle miles of travel and per capita green house gas emissions through provision of mobility within compact, mixed-use, interconnected developments that promote walking and bicycling, allowing for the internal capture of vehicular trips and the provision of densities and intensities needed to support transit. To address current statutory transportation concurrency requirements, the Mobility Plan will be designed be consistent with the Alternative Concurrency Approaches and Multi-Modal Transportation Districts in Florida Statute 163.3180. Depending on the final outcome of SB 360 and Alachua County's decision regarding pursuit of a TCEA, the SIS Mitigation Plan may be modified. Levels of Service Standards are proposed to be established for pedestrians, bicyclists, transit, and motor vehicles. The Mobility Plan proposes a twenty (20) year Capital Improvements Plan that transitions from funding capital infrastructure for a multi-modal transportation network to funding transit service along dedicated transit corridors.

There are several SIS facilities within Alachua County, with Newberry Road (SR 26) being the most significantly impacted by the Mobility Plan. The following are SIS facilities that could be impacted by the Mobility Plan:

(1) Newberry Road (SR 26) from I-75 to Gilchrist County Line
(2) I-75 from Marion County Line to Columbia County Line
(3) Williston Road (SR 331) from I-75 to US 441
(4) Hawthorne Road (SR 20) from Waldo Road (SR 24) to Putnam County Line
(5) NW 39th Avenue (SR 222) from I-75 to NW 43rd – Emerging SIS

Newberry Road (SR 26) from I-75 to CR 241 (NW 143rd) is the most significantly impacted roadway by the Mobility Plan proposal. Currently this roadway operates at an acceptable LOS. With the addition of reserved trips over the next 10 years, portions of this roadway are projected to be over capacity by 2018. With the current slowdown in residential development, some of the reserved trips may be removed pushing the time frame to 2020 or later. Newberry Road transitions from a posted speed of 50 mph to 30 mph near I-75. The County proposes to construct and upgrade SW 8th Avenue from I-75 to CR 241 (NW 143rd) to provide a parallel roadway to Newberry Road. The roadway is one (1) mile south of Newberry Road and serves the same

travel demand as Newberry Road. The posted speed limit for SW 8th Avenue will be 50 mph and reduced to 40 mph near I-75. The existing portions of SW 8th Avenue carry between 2,000 to 4,000 AADT. The projected capacity is 16,400 AADT. The roadway will be two (2) twelve foot lanes with bike lanes and a multi-use path. Intersection treatments along the roadway will include round-a-bouts and signalized intersections. SW 143rd, SW 136th, SW 122nd, SW 91st, SW 75th (Tower Road) and SW 20th are the major cross-roads. The parallel roadway will provide a significant amount of parallel capacity to accommodate existing reserved trips and future development. Upon Newberry Road (SR 26) from Interstate 75 to CR 241 (NW 143rd) reaching its maximum service volume, the County will fully fund and begin construction within three (3) years of SW 8th Avenue along parallel portions of Newberry Road that are over capacity. SW 8th Avenue per the Capital Improvements Element is projected to be under construction or completed by 2015.

Upon Newberry Road operating at 110% of its capacity, the County will commence design of a dedicated transit lane within the median of Newberry Road. Upon Newbery Road operating at 120% of its capacity, the County shall fully fund and commence construction within three (3) years of a dedicated transit lane within the median. Starting in 2015, express transit service shall be provided along Newberry Road from CR 241 (NW 143rd) to the University of Florida consistent with the headways adopted in the Comprehensive Plan Amendment Transit LOS Standards. The impacted segments for Newberry Road shall be consistent with those shown in the Capital Improvements Element. The required limits of the proposed improvement and this policy shall be revisited during updates to the Capital Improvements Element should portions of the area annex into a municipality.

From Interstate 75 to NW 109th terrace, the dedicated lanes will be provided within the existing median. From NW 109th to CR 241, the existing median, lane widths and bike lanes will need to be reconstructed and reconfigured to provide a single-track dedicated transit lane and a five (5) lane roadway section. This will result in the potential removal of the existing bike lanes to this portion of Newberry Road. The existing sidewalks along Newberry will be evaluated to determine if multi-use paths can be added on both sides of the roadway to accommodate bicycle and pedestrian. The addition of a dedicated transit lane and reconstruction of Newberry will

result in a consistent roadway cross-section from I-75 to CR 241 (NW 143rd). Portions of the dedicated transit lanes would include dual tracks for transit vehicles to pass in areas where there are no turn lanes and the median width provides for the ability to provide dual track transit lanes. The design of the dedicated lanes will be done in coordination with RTS and FDOT.

Interstate 75 (SR 93) between Newberry Road (SR 26) and NW 39th Avenue (SR 222) is within the Urban Cluster of unincorporated Alachua County; from Williston Road (SR 121) to Newberry Road (SR 26) is within the City of Gainesville. Alachua County has approved minimal developments in the last 10 years south of Williston Road (SR 121) that would impact Interstate 75. The proposed Mobility Plan will not result in any additional impact to I-75 south of Williston Road (SR 121) as this portion of the County is outside the Urban Cluster Boundary. The portion of I-75 from NW 39th Ave (SR 222) to the US 441 interchange is significantly impacted by development within the City of Alachua and the City of High Springs. Very little development has occurred within unincorporated Alachua County that would impact this portion of I-75. North of the US 441 interchange has seen minimal development within the last 10 years. The proposed Mobility Plan will not result in any additional impact to I-75 north of NW 39th Avenue (SR 222) as this portion of the County is outside the Urban Cluster Boundary.

The primary travel demand within the Urban Cluster of Alachua County is east-west over Interstate 75. The interchanges along I-75 could be impacted due to increased traffic volumes on intersecting arterial roadways. To address the potential for congestion at the interchanges and to mitigate the impact of future development, two (2) new overpasses over I-75 are proposed, as well as the widening of two (2) additional overpasses. New overpasses are proposed between Archer Road (SR 24) and SW 20th Avenue and between NW 39th Avenue (SR 222) and NW 53rd (Millhopper Road). The SW 20th Avenue and NW 23rd Avenue overpass are proposed for widening. These projects would provide an additional 12 lanes of capacity over I-75 within the Urban Cluster over the next 20 years to mitigate development impact and reduce congestion at existing interchanges. In addition, dedicated transit lanes are proposed for the two (2) new overpasses. The two (2) widened overpasses will be evaluated for the provision of transit preemption features to facilitate transit mobility.

Hawthorne Road (SR 20) is located in the East Gainesville area, which has experienced limited growth over the past 10 years. The MTPO, the City of Gainesville and Alachua County would like to see more growth directed towards East Gainesville. Hawthorne Road has been designed such that it could be widened to six (6) lanes, even though the City of Gainesville Comprehensive Plan and the proposed amendments to the Alachua County Comprehensive Plan will not allow for any new 6 lane roadways. The County does envision that dedicated transit lanes could be provided on either University Ave (SR 26) or Hawthorne Road (SR 20) within the existing right-of-way to address congestion, if it were to arise in the East Gainesville area. The Mobility Plan identifies the provision of express transit service from the Eastside Activity Center with Downtown and UF. Dedicated transit lanes could be provided by on University Ave (SR 26) by narrowing the roadway to two (2) vehicular lanes and two (2) dedicated transit lanes, or by removing the bike lane and on-street parking on Hawthorne Road (SR 20) to allow for dedicated transit lanes. The sidewalks along both sides of Hawthorne Road shall be widened to accommodate bicycle and pedestrian travel. Alachua County will work with FDOT and RTS to determine the most appropriate alternative for future dedicated transit lanes. There are no projected capacity issues within East Gainesville for the foreseeable future. If Hawthorne Road (SR 20) from SE 43rd to SE 27th were to reach its maximum service volume, the County would fully fund and begin construction within three (3) years of dedicated transit lanes on either Hawthorne Road (SR 20) or University Avenue (SR 26). The required limits of the proposed improvement and this policy shall be revisited during updates to the Capital Improvements Element should portions of the area annex into a municipality.

Williston Road (SR 331) from I-75 to US 441 is significantly within the City of Gainesville. Little development has happened with unincorporated Alachua County along this roadway due to the strict development standards in the Idylwild / Serenola area. The Idylwild / Serenola area has significant environmental sensitive areas, which limits development potential within this area. If Williston Road (SR 331) from Interstate 75 to US 441 reaches its maximum service volume, the County, in conjunction with the City of Gainesville, RTS and FDOT shall identify mitigation such as increased transit frequencies or intersection improvements. The Capital Improvements Element shall be updated accordingly. The required extent and limits of the corridor to be mitigated shall be revisited should portions of the area annex into a municipality

NW 39th Avenue (SR 222) has adequate capacity today and into the future. NW 39th Avenue is currently an Emergining SIS facility, thus its mitigation requirements differ somewhat from SIS facilities. The Mobility Plan recognizes that both Santa Fe DRI and Springhills DRI will have a significant impact to NW 39th Avenue. The County is taking the proactive approach to address the future impact from these projects as well as future expansion plans for Santa Fe College.

Approximately one (1) mile to the south, the Mobility Plan includes a proposal to four (4) lane NW 23rd Avenue from NW 98th to NW 55th. NW 23rd is already an underutilized four (4)-lane roadway from NW 55th to NW 43rd. NW 23rd Avenue serves a similar travel demand pattern as NW 39th Avenue. The Mobility Plan provides for both additional capacity on roadways parallel to NW 39th Avenue as well as provisions for rapid transit service on dedicated transit lanes that connect Springhills, Santa Fe, Santa Fe College and the University of Florida along with other regional destinations. The Mobility Plan includes a parallel four (4) lane roadway with dedicated transit lanes on the north side of NW 39th Avenue from west of I-75 to NW 83rd. This facility would largely serve traffic from the proposed DRI's and direct traffic away from NW 39th Avenue. In addition to parallel roadways, a system of dedicated transit lanes is also proposed along NW 83rd and Ft. Clark Blvd to connect to planned transit corridors within the City of Gainesville.

2009 CAPACITY OF ROADWAYS CROSSING INTERSTATE 75

ROADWAY	FROM	TO	LOS Standard	# of Lanes	AADT	Daily Capacity	Existing LOS	V/C Ratio	Available Capacity
Millhopper Road (CR 235)	NW 143rd (CR 241)	Interstate 75	C	2	3,700	11,000	C	0.34	7,300
Millhopper Road (CR 235)	Interstate 75	NW 43rd	C	2	11,000	14,600	D	0.75	3,600
NW 39th Avenue	NW 98th	Interstate 75	D	4	15,000	35,700	B	0.42	20,700
NW 39th Avenue	Interstate 75	NW 83rd	D	4	28,500	32,700	D	0.87	4,200
NW 23rd Avenue	Ft. Clark	NW 83rd	D	2	18,000	21,300	D	0.85	3,300
Newberry Road	NW 122nd	I-75	C	6	28,000	34,700	B	0.81	6,700
Newberry Road	I-75	NW 8th	D	6	51,000	44,700	E	1.14	(6,300)
SW 20th Ave	SW 61st	SW 62nd	D	2	18,500	21,300	D	0.87	2,800
Archer Road	Tower Road	I-75	D	4	28,000	35,700	B	0.78	7,700
Archer Road	I-75	SW 34th	D	6	48,500	49,200	D	0.99	700
Williston Road	SW 62nd	I-75	D	2	11,400	15,500	C	0.74	4,100
Williston Road	I-75	SW 62nd	D	4	26,250	34,700	B	0.76	8,450

Notes: Red Highlight denotes roadways that are either completey or significanlty within the City of Gainesville. Traffic Data is from the Alachua County 2009 Roadway LOS Report, except for NW 39th west of I-75 which shows the 4 lane section data

2030 CAPACITY OF ROADWAYS CROSSING INTERSTATE 75

ROADWAY	FROM	TO	LOS Standard	# of Lanes	2030 AADT	2030 Capacity	Existing LOS	V/C Ratio	Available Capacity
Millhopper Road (CR 235)	NW 143rd (CR 241)	Interstate 75	C	2	4,500	11,000	C	0.41	6,500
Millhopper Road (CR 235)	Interstate 75	NW 43rd	C	2	13,400	14,600	D	0.92	1,200
NW 46th Avenue	***NW 98th***	***NW 91st***	***D***	***4***	***--***	***40,000***	***--***	***--***	***40,000***
NW 39th Avenue	NW 115th	Interstate 75	D	4	22,300	35,700	D	0.62	13,400
NW 39th Avenue	Interstate 75	NW 83rd	D	4	43,000	32,700	F	1.31	(10,300)
NW 23rd Avenue	***Ft. Clark***	***NW 83rd***	***D***	***4***	***26,750***	***40,500***	***C***	***0.66***	***13,750***
Newberry Road	NW 122nd	I-75	C	4	38,850	34,700	D	1.12	(4,150)
Newberry Road	I-75	NW 8th	D	6	62,250	44,700	F	1.39	(17,550)
SW 20th Ave	***SW 61st***	***SW 62nd***	***D***	***4***	***27,500***	***40,500***	***C***	***0.68***	***13,000***
SW 30th Avenue	***Archer Road***	***SW 40th***	***D***	***4***	***--***	***40,000***	***--***	***--***	***40,000***
Archer Road	Tower Road	I-75	D	4	37,900	35,700	E	1.06	(2,200)
Archer Road	I-75	SW 34th	D	6	59,200	49,200	F	1.20	(10,000)
Williston Road	***SW 62nd***	***I-75***	***D***	***4***	***15,320***	***35,700***	***C***	***0.43***	***20,380***
Williston Road	I-75	SW 62nd	D	4	32,000	34,700	D	0.92	2,700

Notes: Bold & Italicized denote widened or new roadways in the Capital Improvements Element. Red Highlight denotes roadways that are either completey or significanlty within the City of Gainesville. Traffic Data is from the Alachua County 2009 Roadway LOS Report. Future Capacity for widened County Roadways based on g/C of .5 vs FDOT Generalized Table g/C of .44 for Class I Urban Arterial. 2030 AADT on County Roads based on historic growth rates. State Roads in Gaineville used 1% growth rate. State Roads in County used historic data from FDOT 2007 Traffic DVD using Traffic Forecast Handbook for Historic Growth Rates.

ALACHUA COUNTY
DEPARTMENT OF GROWTH MANAGEMENT

10 SW 2nd Avenue • Third Floor • Gainesville, Florida 32601-6294
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Principal Planner
Comprehensive Planning

Tom Webster
Housing Programs Manager

Juna Papajorgji
GIS Manager

Jonathan Paul, AICP
Concurrency & Impact Fee Manager

MEMORANDUM

July 23rd, 2009

To: Steve Lachnicht, AICP
Growth Management Director

From: Jonathan B. Paul, AICP, MA^2
Concurrency & Impact Fee Manager

Subject: Example of TND using policies in CPA 01-09

County Staff has been actively working with engineers, planners, developers and various stakeholder groups in the development of the policies for the Future Land Use Amendment. Many individuals and organizations, at no cost to the County, have provided their time and expertise to assist Staff in the development of the future land use polices in CPA 01-09. It is in the best interest of the Community and all those involved in land development activities that the policies developed will result in projects that can actually be constructed and that implement the goals, principals, objectives and policies of the Comprehensive Plan.

Jarvis & Folsom, a local engineering and planning firm that has been working with Staff and providing input and feedback on CPA 01-09, has prepared a conceptual example of how a development would look utilizing the policies proposed in the Future Land Use amendment. This type of feedback has enabled Staff to develop policies that will eventually result in multi-modal supportive Transit Oriented Developments and Traditional Neighborhood Developments.

Principals
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Marc A. Folsom

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JARVIS & FOLSOM, INC.
Engineering & Planning

Memorandum

To: Jonathan Paul

From: Walter Jarvis, P.E.

Date: 7/13/2009

Re: General TND Conceptual Plan

Per your request, attached is a "General TND Conceptual Plan" based on proposed Policy 1.6 "Traditional Neighborhood Developments" of the Alachua County Future Land Use Element (FLUE) (CPA 01-09). In addition to the proposed policies of the FLUE, the following design parameters and assumptions were utilized in the generation of the attached conceptual plan:

Design Parameters:

1. **Location:** The northeast corner of Newberry Road and C.R. 241 was chosen for the application of the proposed policies due to the following reasons:

   A. Located within an existing Activity Center
   B. Frontage along Newberry Road, which is a road of concern regarding capacity.
   C. The area is already developed, therefore there is no bias in regards to undeveloped tracts of land that could benefit or be harmed by the presentation of the conceptual site plan.

2. **Acreage:** The total area for the conceptual project site is approximately 16.75 acres. The shape of the property is a rectangle with 1,000 L.F. of frontage along Newberry road and 730 L.F. of frontage along C.R. 241.

Note: The property limits shown on the conceptual site plan do not consist of any one particular Alachua County Parcel. The aforementioned shape and size were chosen to provide a minimum 15 acres, as required by Policy 1.6.1.1, and to allow for a straightforward approach regarding a gridded roadway network.

Assumptions:

1. **Future Land Use:** Medium Density Residential (4-8 Dwelling Units/Acre)

2. **Zoning:** R-1b (4-8 Dwelling Units/Acre)

Density and Non-Residential Limits:

The following section details the minimum and maximum density and non-residential uses that could, theoretically, be allowed on such a property based on the proposed language of the Alachua County FLUE Policy: 1.6 "Traditional Neighborhood Developments".

Note: The entire conceptual project site is located within the 1/8 mile (660 ft.) Village Center limits (Policy 1.6.4.4)

Minimum Density Required:

Policy 1.6.5.1:

1. Within the transit supportive area, a minimum of four (4) units per acre, or the minimum density of the underlying land use category, whichever is greater:

(4 units/acre) * 16.75 acres = 67 units

Minimum Non-Residential Square Footage Required:

Policy 1.6.5.2:

1. Provide at least 10,000 square feet of non-residential uses, plus
2. A minimum of 50 square feet of non-residential uses for every 1 residential unit:

10,000 S.F. + (50 S.F/unit * 67 units) = 13,350 S.F.

Maximum Allowable Density (Not Contiguous to a Rapid Transit Corridor):

Policy 1.6.5.1:

1. Within the transit supportive area, a minimum of four (4) units per acre, or the minimum density of the underlying land use category, whichever is greater,
2. For TNDs that are not contiguous with a planned Rapid Transit or Express Transit Corridor, an additional two (2) units per acre within the transit supportive area are allowed:

(8 units/acre + 2 units/acre) * 16.75 acres = 167 units

Maximum Allowable Non-Residential Square Footage (Not Contiguous to a Rapid Transit Corridor):

Policy 1.6.5.2:

1. Provide at least 10,000 square feet of non-residential uses, plus
3. A maximum of 150 square feet of non-residential uses for every 1 residential unit is allowed
4. For projects that provide 100% of the allowable density, an additional 5,000 square feet of non-residential development is allowed:

10,000 S.F. + (150 S.F/unit * 167 units) + 5,000 S.F. = 40,050 S.F.

Maximum Allowable Density (Contiguous to a Rapid Transit Corridor):

Policy 1.6.5.1:

1. Within the transit supportive area, a minimum of four (4) units per acre, or the minimum density of the underlying land use category, whichever is greater,
4. For TNDs contiguous with a Rapid Transit or Express Transit Corridor, an additional six (6) units per acre within the village center and four (4) units per acre within the transit supportive area outside of the village center are allowed:

(8 units/acre + 6 units/acre) * 16.75 acres = 234 units

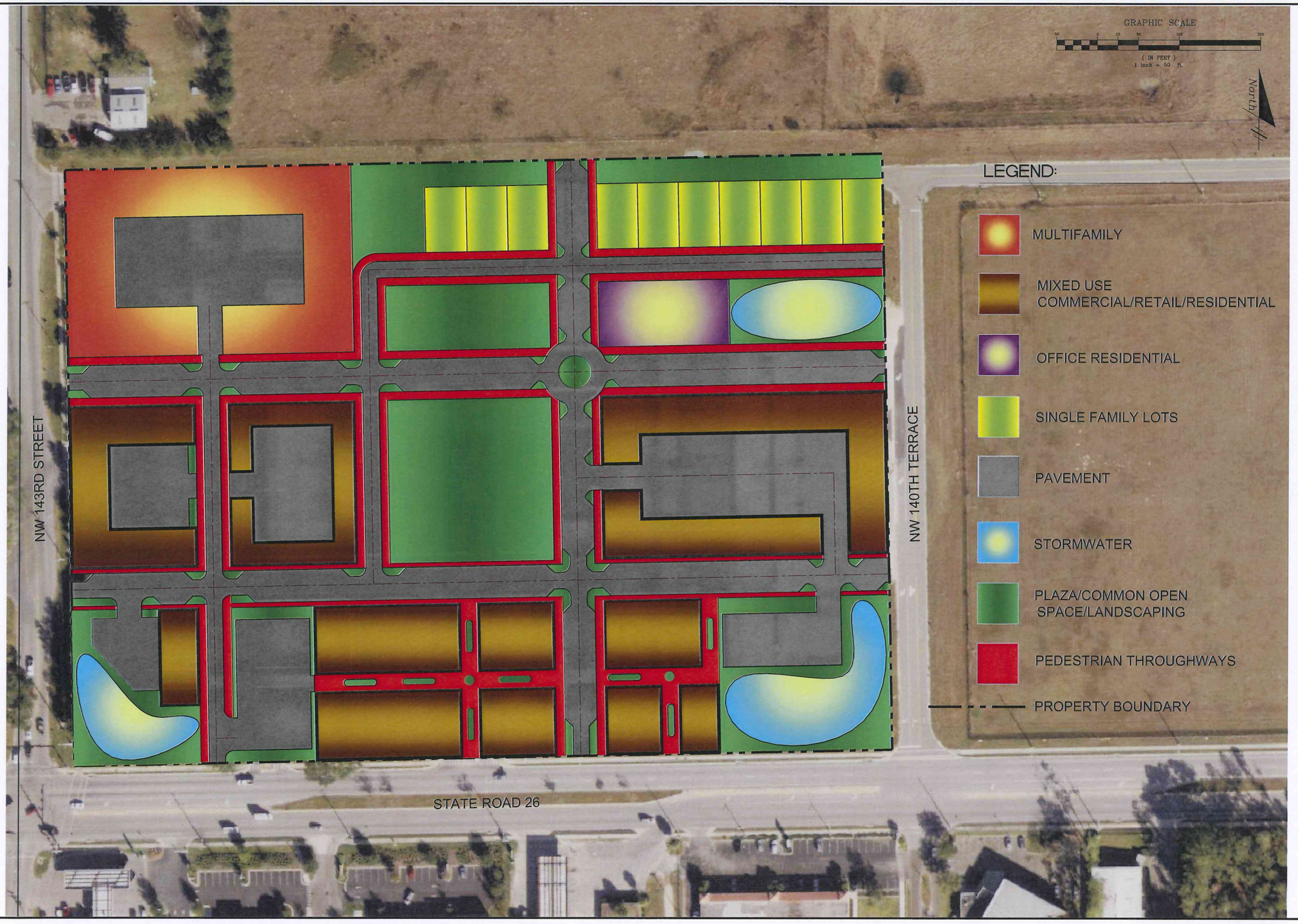
Maximum Allowable Non-Residential Square Footage (Contiguous to a Rapid Transit Corridor):

Policy 1.6.5.2:

1. Provide at least 10,000 square feet of non-residential uses, plus
3. A maximum of 150 square feet of non-residential uses for every 1 residential unit is allowed
4. For projects that provide 100% of the allowable density, an additional 5,000 square feet of non-residential development is allowed
5. For projects contiguous with a Rapid Transit or Express Transit Corridor, an additional 20,000 square feet of non-residential development is allowed:

10,000 S.F. + (150 S.F/unit * 234 units) + 5,000 S.F. + 20,000 S.F. = 70,100 S.F.

Note: This memo and attached conceptual site plan is not intended to represent any actual or proposed developments within Alachua County. The purpose of this memo and attached conceptual site plan is to assist in understanding and visualizing the implementation of the proposed Alachua County FLUE: Policy 1.6 "Traditional Neighborhood Developments".



REVISIONS:

NO.	DATE	DESCRIPTION	BY

DESIGNED BY	WTJ
DRAWN BY	MAF
CHECKED BY	WTJ
APPROVED BY	WTJ

SHEET TITLE:
GENERAL TND
CONCEPTUAL PLAN

CONCEPTUAL PLAN FOR:
ALACHUA COUNTY
CPA 01-09

DO NOT SCALE THIS DRAWING

JARVIS & FOLSOM, INC.
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Certificate of Authorization
No. 28456

Walter Jarvis, P.E.
Florida P.E. No.: 69101

PROJECT NO.:

SCALE: AS SHOWN

DATE: JULY 2009

DRAWING: TND-1