

Urban Village Subcommittee and Focus Group Meeting

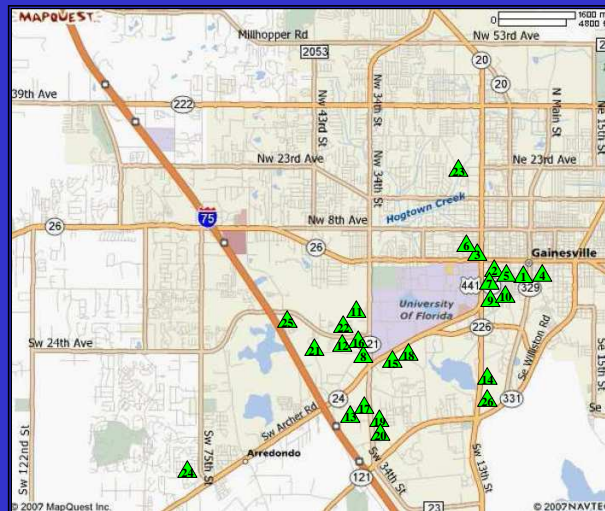
August 6, 2007

Recap of May 2 Subcommittee Action

1. Refer back to staff the issues of density in the Urban Village for a recommended land use scenario, keeping in mind the following general criteria:
 - a. Range of minimum densities which “raise the bar” higher
 - b. Minimum densities around 24 to 40 units per acre as a guide
 - c. Highest density concentrated around the SW 34th Street/SW 24th Avenue corridors, with densities stepping down to the west and north toward environmentally sensitive areas.
 - d. Mix of non-residential uses
2. Provide examples of various densities from the local area

Local Density Examples

Locator Map for Density Examples



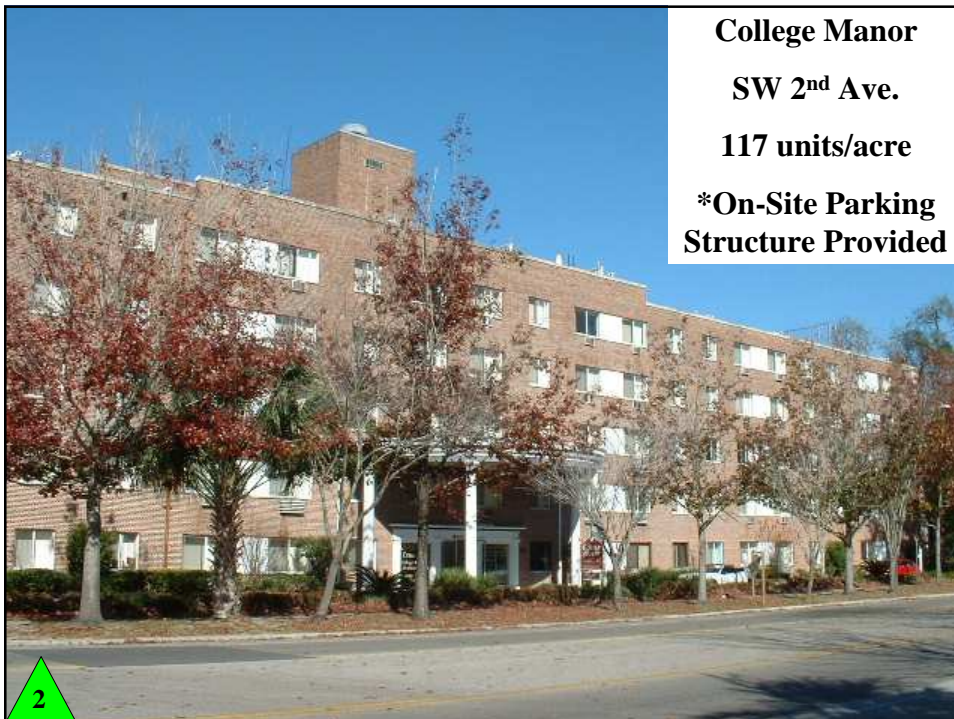


Gainesville Greens: SW 2nd Ave./SW 1st St.

150 units/acre; 15,800 s.f. non residential

***On-site parking not provided – parking in adjacent City garage**

1



College Manor

SW 2nd Ave.

117 units/acre

***On-Site Parking
Structure Provided**

2

University Corners: University Ave/13th St.

112 units/acre

40,000 s.f. non-residential

On-site parking structure provided



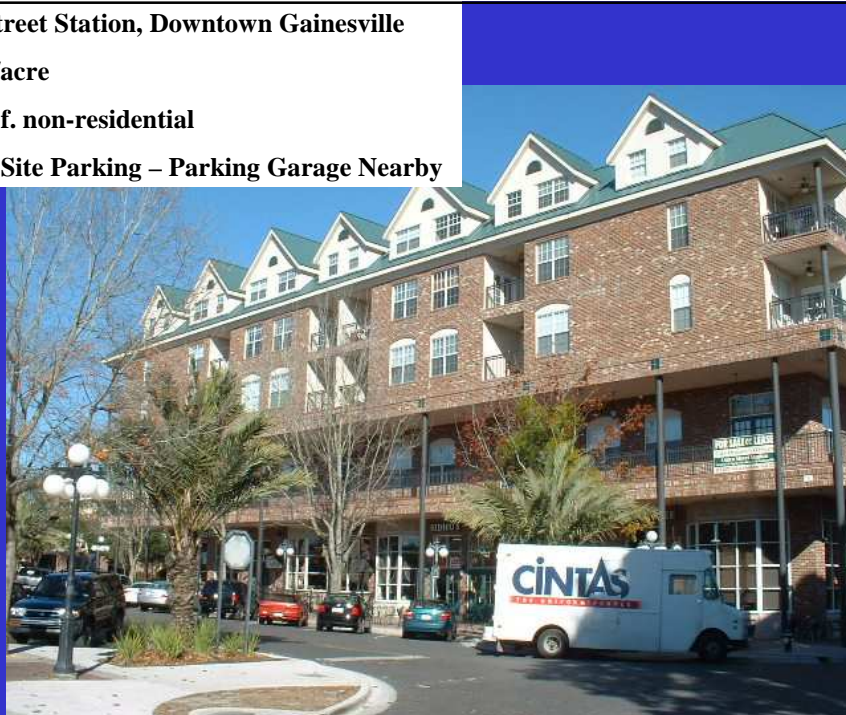
3

Union Street Station, Downtown Gainesville

65 units/acre

81,500 s.f. non-residential

***No On-Site Parking – Parking Garage Nearby**



4

Jefferson & 2nd: SW 2nd Ave/6th St.

60 units/acre

8,400 s.f. non-residential

On-site parking structure provided

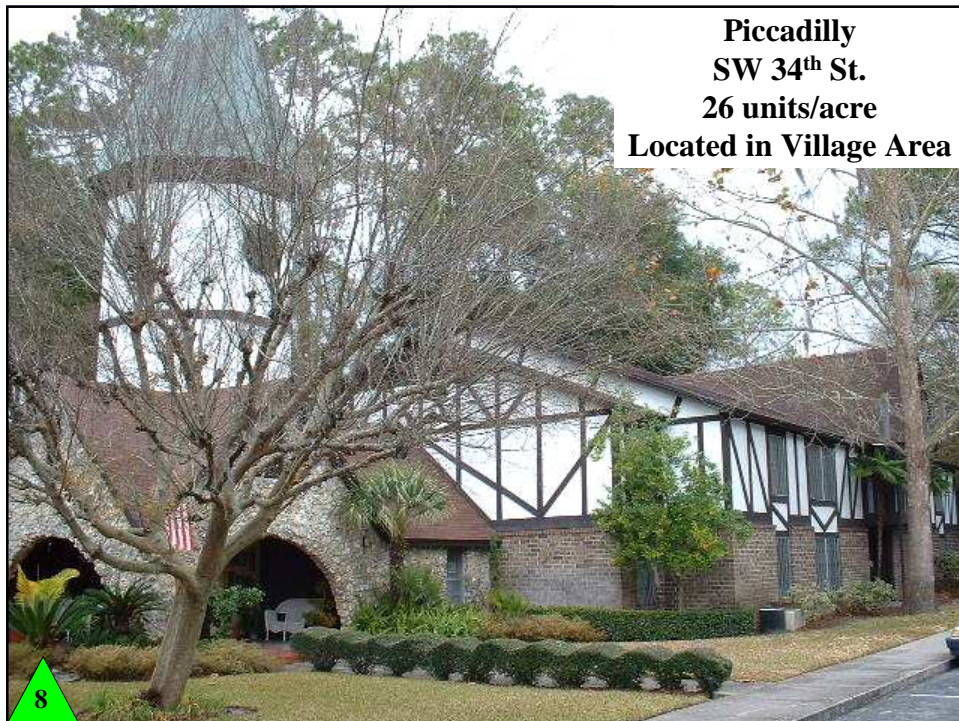


**Nantucket Walk
College Park Area
55 units/acre**





The Courtyards
SW 3rd Ave., near UF
45 units/acre



Piccadilly
SW 34th St.
26 units/acre
Located in Village Area



Campus View
Depot Ave/13th St.
25 units/acre



9



Royal Village
Depot Ave/6th St.
21 units/acre



10

Museum Walk
SW 19th Ave.
21 units/acre
Located in Village Area



11

Kensington South
SW 20th Ave.
18 units/acre
Located in Village Area



12

Greenwich Green
SW 39th Blvd.
17 units/acre



Oak Forest
SW 13th St., near Bivens Arm
16 units/acre





Brandywine
SW Archer Rd.
15 units/acre



The Estates
SW 20th Ave.
15 units/acre
Located in Village Area

Sterling University Glade
SW 34th St., south of Archer Rd.
14 units/acre



University Commons
Archer Road/SW 23rd Ter.
14 units/acre



Pickwick Park
SW 34th St., south of Archer Rd.
12 units/acre



Brighton Park
SW 34th St., south of Archer Road
12 units/acre





Hailey Gardens, SW 43rd St.

12 units/acre

Located in Village Area

21



University Terrace West

SW 20th Ave.

11 units/acre

Located in Village Area

22



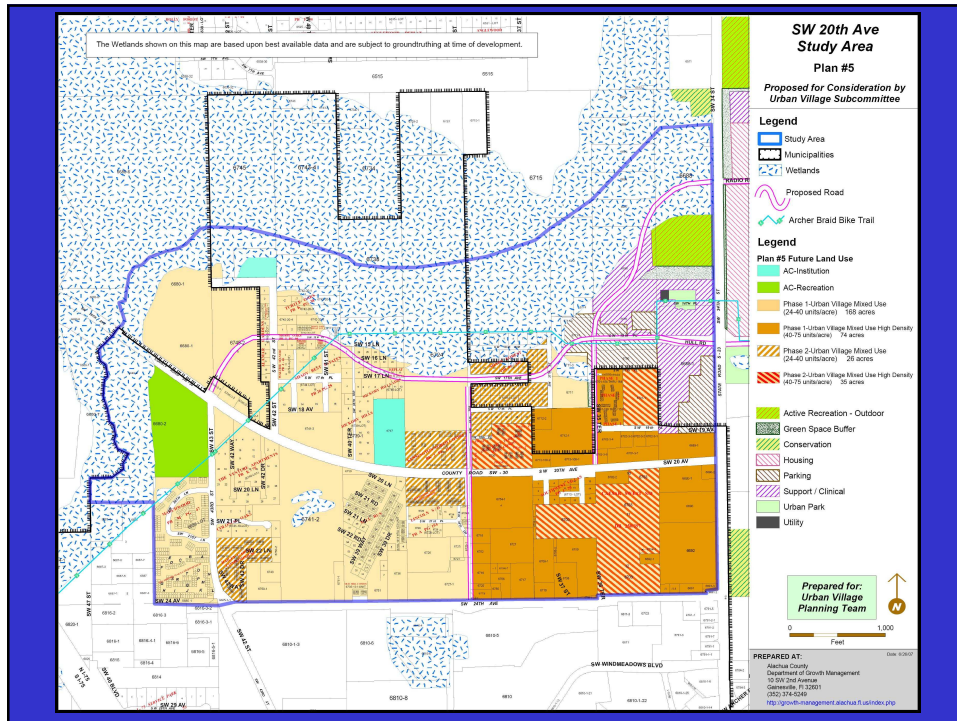


Density Examples Within Urban Village

Name	Density	Year Built	Acreage
Piccadilly	26 units/acre	1972	9.0
Ventura	23 units/acre	1981	8.9
Museum Walk	21 units/acre	1997	4.9
The Woods	20 units/acre	1978	7.6
Kensington	18 units/acre	2002	10.0
Pinetree Gardens	18 units/acre	1977	5.4
The Estates	15 units/acre	2002	25.0
Pine Rush	14 units/acre	1976	23.1
Southfork Oaks	14 units/acre	1985	7.0
Foxmoor	13 units/acre	1986	4.0
Hailey Gardens	12 units/acre	2006	5.8
Mill Run	12 units/acre	1985	16.4
University Terrace	11 units/acre	1996	6.2
Marchwood	10 units/acre	1985	11.0

New Land Use Scenario

“Plan #5”



Plan #5 Key Concepts

- Establishment of two new land use categories:
 - Urban Village Mixed Use (≥ 24 and ≤ 40 units/acre)
 - Urban Village Mixed Use High Density (≥ 40 and ≤ 75 units/acre)
- Higher densities concentrated near SW 34th Street and SW 24th Ave
- Phasing of land use changes based on the year-built of developed properties
- Mix of residential and non-residential uses
- Option “M” road network, plus Radio Road extension

Plan #5 Buildout Data

Scenario Name	Population	Dwelling Units	Average Residential Density	Non-Residential Floor Area
Plan #5				
Phase 1 (242 acres)	14,115 – 24,746	7,057 – 12,373		282,293 – 494,920
Phase 2 (61 acres)	3,982 – 7,210	1,991 – 3,605		79,643 – 144,204
Total (303 acres)	18,097 - 31,956	9,048 - 15,978	30-53 du/ac	361,936 - 639,124

Notes:

Population and Dwelling Units are calculated based on buildout to the minimum and maximum densities for the Plan #5 Future Land Use categories.

Average residential density is the potential gross density at buildout for the entire Phase 1 and Phase 2 areas of the Plan #5 Scenario.

Example: 9,048 dwelling units/303 acres = 30 dwelling units per acre

Comparison to Previous Scenarios

Scenario	Population	Dwelling Units	Average Residential Density	Non-Residential Floor Area
No-Change	11,154	5,577	18 du/ac	272,500
Core Park	11,371	5,686	20 du/ac	437,205
Activity Node	30,619	15,310	50 du/ac	1,172,410
Density Maximization	61,250	30,625	100 du/ac	1,172,410
Plan #5	18,097 – 31,956	9,048 - 15,978	30-53 du/ac	361,936 - 639,124

Multi-Modal Transportation District (MMTD) Concurrency Option

Multi-Modal Transportation District (MMTD)

Chapter 163.3180 (15) (a), Florida Statutes

- Authorized by Florida Statutes and may be established through local Comprehensive Plan amendments
- Allows consideration of all transportation modes when evaluating concurrency
- Assigns primary priority to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.
- Assigns secondary priority to automobile mobility

MMTD Design Elements

Chapter 163.3180(15)(b), Florida Statutes

- Complementary mix and range of land uses
- Interconnected network of streets to encourage walking and bicycling
- Appropriate densities and intensities of use within walking distance of transit stops
- Daily activities within walking distance of residences, allowing independence to persons who do not drive
- Public uses, streets, and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street, and with parking not interfering with pedestrian, transit, automobile, and truck travel modes.

MMTD Performance Measures

From Multimodal Areawide Quality of Service Handbook (FDOT, 2004)

- 80 percent of all facilities contained in bicycle and pedestrian networks function at level of service C or better
- All parcels within one-fourth (1/4) mile of a transit stop should be served by pedestrian facilities operating at level of service C or better
- 80 percent of employees and dwelling units in a multimodal district must be located within one-half (1/2) mile of a transit stop.
- The Handbook's guidelines are recommendations and not rigid standards or thresholds. Flexibility is provided during the review process for proposed districts that fail to meet all applicable standards.

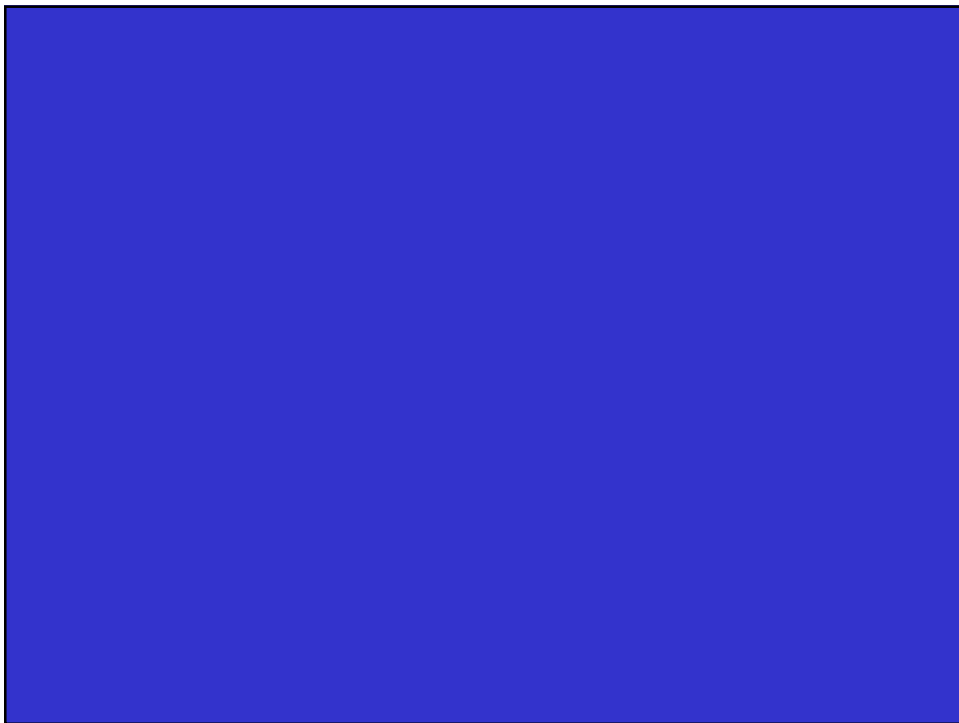
Planning Team Recommendation for Subcommittee

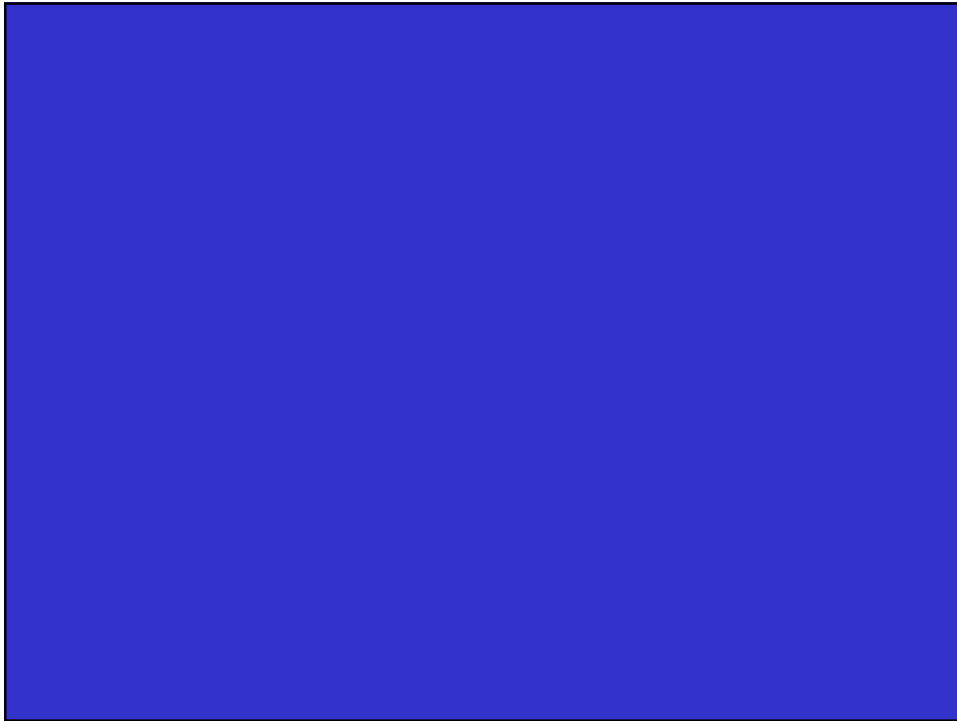
Recommend that the MTPO refer to the City and County Commissions a recommendation to initiate joint Comprehensive Plan Amendments to implement the “Plan #5” land use scenario for the Urban Village, including establishment of a joint Multi-Modal Transportation District (MMTD).

Questions?

Urban Village Subcommittee
and Focus Group

August 6, 2007





Scenario	Population	Dwelling Units	Average Residential Density	Non-Residential Floor Area
Existing Conditions (2000)	7,733	4,201	14 du/ac	154,763