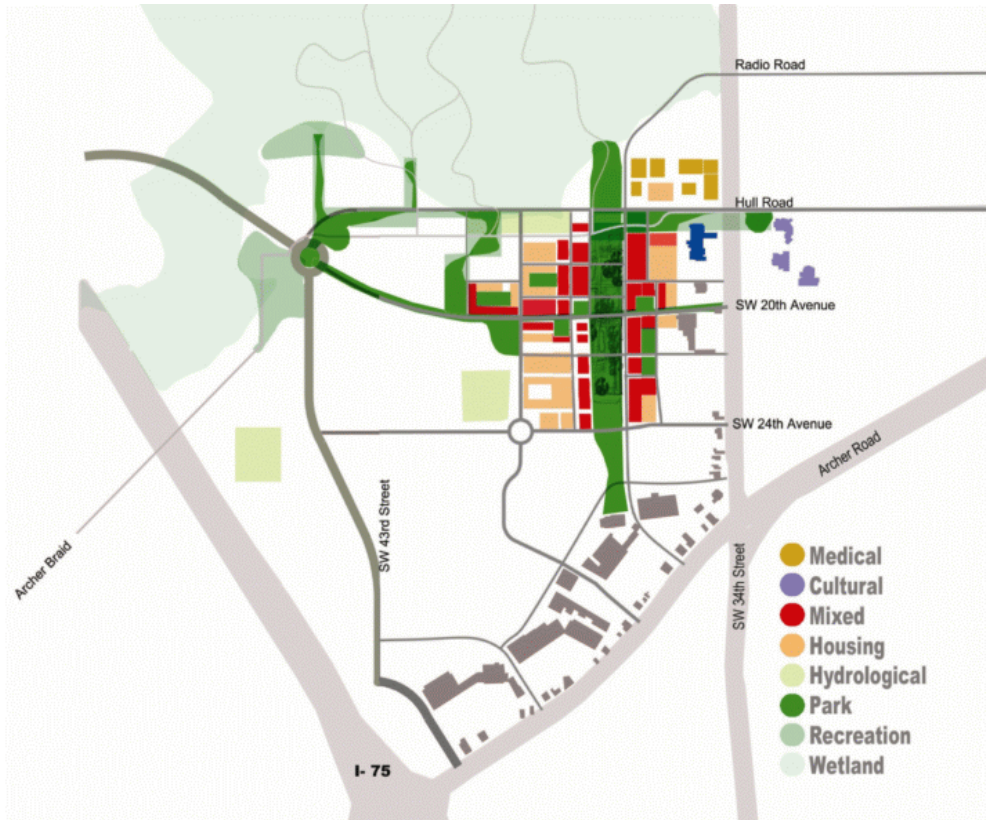


# URBAN VILLAGE- ACTION PLAN



Prepared for the

Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

by the

North Central Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, Florida 32653)

May, 2006

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## **EXECUTIVE SUMMARY**

At its meeting on May 2, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area received a presentation by the University of Florida, School of Architecture. This presentation summarized a report the School of Architecture recently completed for the MTPO entitled Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal. At the conclusion of this presentation, the MTPO approved a motion to:

1. accept the Urban Village: SW 20<sup>th</sup> Avenue Transportation Design Proposal as a completed planning document;
2. request that Alachua County, the City of Gainesville and the University of Florida use this document as a guide for future corridor studies, land use and transportation plans;
3. approve the auto-merge option (a) attached as Exhibits 1 and 2; and
4. send letters to Alachua County, the City of Gainesville, the Florida Department of Transportation and the University of Florida requesting that they work with MTPO staff to develop within 60 days proposals and action items to implement the Urban Village: SW 20<sup>th</sup> Avenue Transportation Design Proposal.

## **RECOMMENDED ACTION ITEMS**

The recommended proposals and action items to implement the Urban Village: SW 20<sup>th</sup> Avenue Transportation Design Proposal are as follows:

*(Note- The draft recommended action items are reported at the end of this report. As this report is further developed, final draft action items will be repeated on this page.)*

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## **INTRODUCTION**

In 1997, the MTPO was considering either four-laning an extension of Hull Road west of SW 34<sup>th</sup> Street or four-laning SW 20<sup>th</sup> Avenue. Instead the MTPO decided to hold its first community charrette. This early example of community visioning developed recommendations to:

1. distribute traffic on a grid network of two-lane roads rather than concentrating traffic on a new four-lane road; and
2. create an urban village with higher densities and a mix of land uses to take advantage of its unique location just west of the University of Florida.

## **URBAN VILLAGE- TRANSPORTATION ELEMENTS**

The SW 20<sup>th</sup> Avenue community charrette established the future transportation vision for this area. Included in this transportation vision are the following elements:

1. a transportation system that is walkable, bikeable, and transit orientated;
2. the need to construct the Hull Road bicycle/pedestrian trail, with grade separation at Hull Road/SW 34<sup>th</sup> Street to allow bicyclists and pedestrians to safely travel over SW 34<sup>th</sup> Street; and
3. the need to construct SW 20<sup>th</sup> Avenue with the following elements included in the design:
  - sidewalks
  - roundabouts
  - turnlanes
  - raised medians
  - bus bays
  - transit super stops

## **FDOT PRELIMINARY ENGINEERING CORRIDOR STUDY**

In November 2003, the MTPO requested that FDOT prepare a preliminary engineering corridor study for SW 20<sup>th</sup> Avenue just west of SW 34<sup>th</sup> Street within a two-lane divided urban cross section. In January 2004, FDOT agreed with this MTPO request.

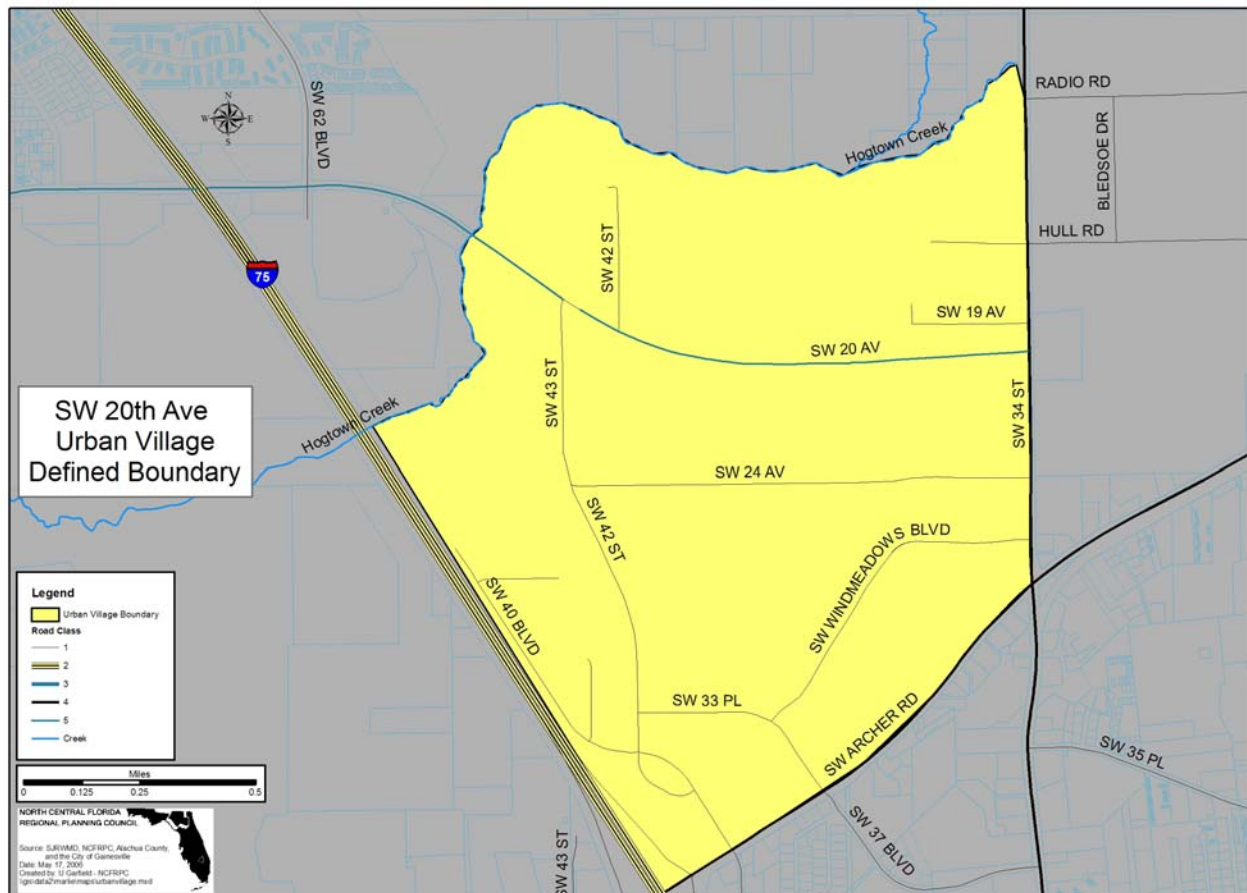
## **URBAN VILLAGE: SOUTHWEST 20<sup>TH</sup> AVENUE TRANSPORTATION DESIGN PROPOSAL**

In April 2005, the MTPO contracted with the University of Florida, School of Architecture, to conduct a design study for SW 20<sup>th</sup> Avenue to complement FDOT's preliminary engineering corridor study. The purpose of this design study is to:

1. develop strategies to enhance the character, promote development, and be compatible with, the student village concept put forward in the SW 20<sup>th</sup> Avenue Charrette;
2. develop recommendations concerning how to make SW 20<sup>th</sup> Avenue an innovative, multi-modal transportation corridor; and
3. develop recommendations concerning how to best integrate future land use and transportation in order to support the urban village concept.

### **VILLAGE- DEFINED BOUNDARY**

As shown in the following graphic, the boundaries for the urban village are SW 34<sup>th</sup> Street on the east, State Road 24 (Archer Road on the south), Interstate 75 on the west to Hogtown Creek, Hogtown Creek wetland area on the west and north to SW 34<sup>th</sup> Street near Radio Road.

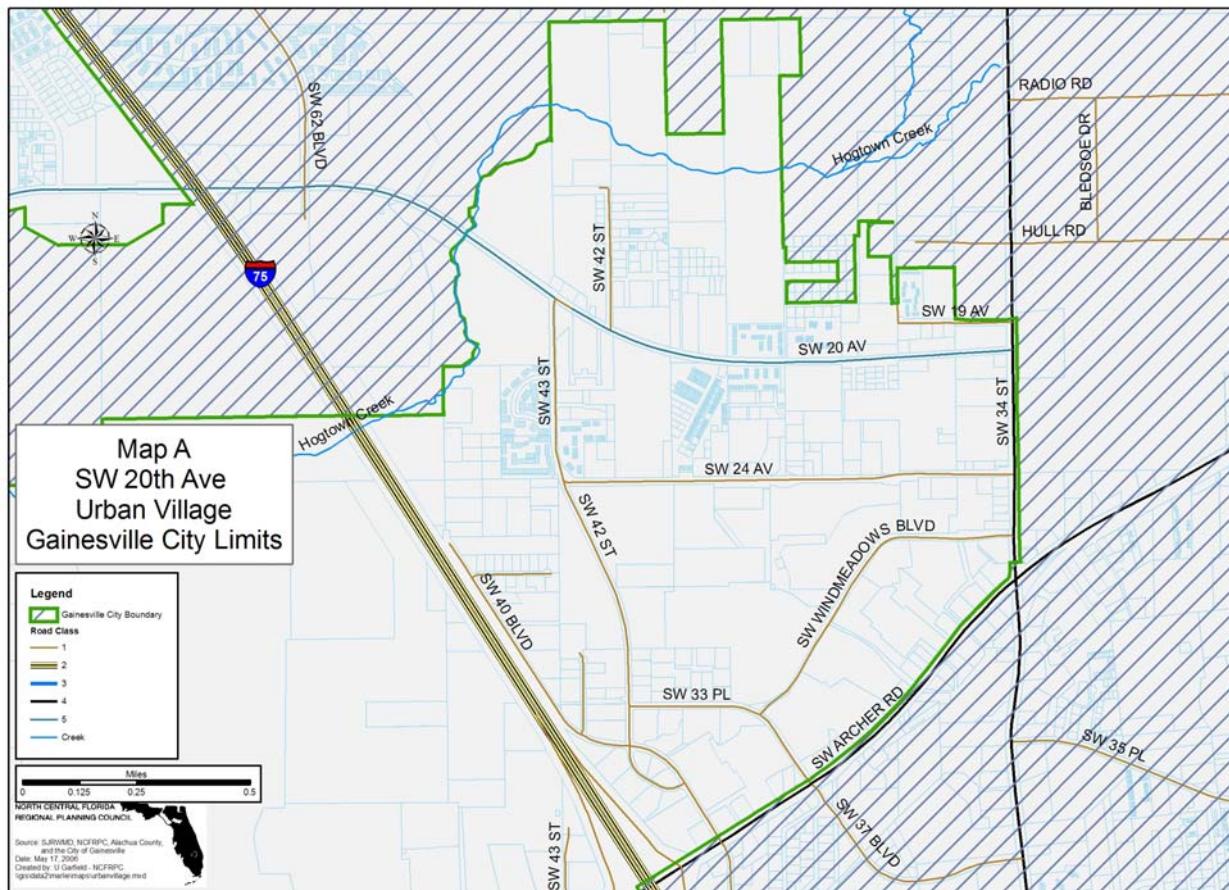


## EXISTING VILLAGE CONDITIONS

This section discusses existing conditions within the urban village area.

### EXISTING CITY OF GAINESVILLE LIMITS

This map shows the urban village area that is currently located within the City of Gainesville. As shown in this map, most of the urban village is located within unincorporated Alachua County.



**TABLE 1**  
**SW20<sup>TH</sup> AVENUE URBAN VILLAGE**  
**CONCURRENCY STATUS**

FACILITY			MEDIAN AADT	RESERVE TRIPS	MSV	AVAILABLE TRIPS
DESIGNATION	FROM	TO				
[A-16] SW 20 <sup>th</sup> Avenue	SW 62 <sup>nd</sup> Boulevard	SW 34 <sup>th</sup> Street	24,891	1,663	25,600	-954
[A-30] SW 40 <sup>th</sup> Boulevard- SW 43 <sup>rd</sup> Street	Archer Road	SW 20 <sup>th</sup> Avenue	11,731	1,209	15,330	2,390
[S-9] Archer Road	Tower Road	Interstate 75 (west ramp)	45,000	0	49,200	4,200
[S-10] Archer Road	Interstate 75 (west ramp)	SW 34 <sup>th</sup> Street	48,000	6,352	59,000	5,648
[S-24] SW 34 <sup>th</sup> Street	Archer Road	W University Avenue	24,000	11,530	36,700	1,170

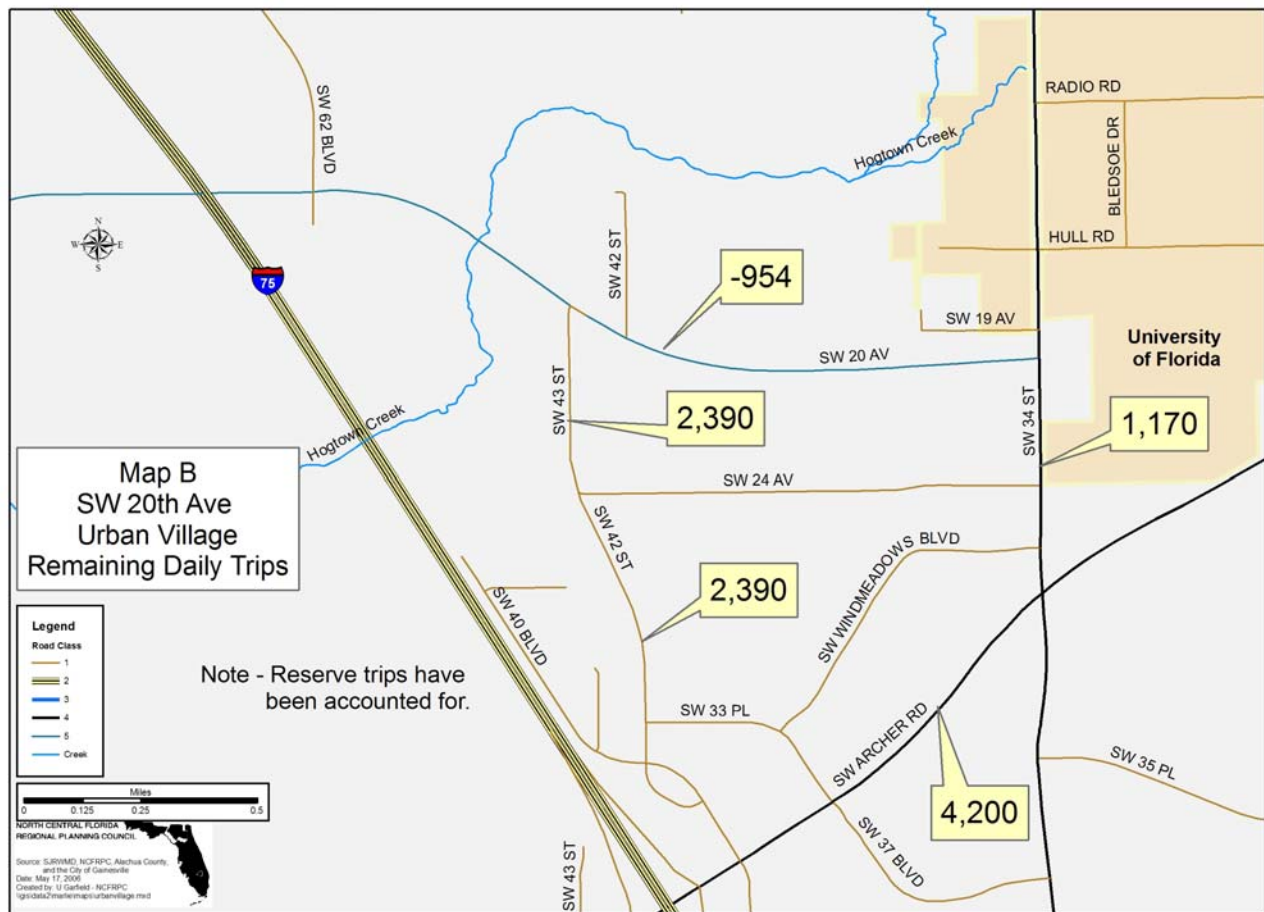
Source: Alachua County Public Works Department

AADT- Average Annual Daily Traffic

MSV- Maximum Service Volume

## **REMAINING DAILY ROADWAY TRIPS**

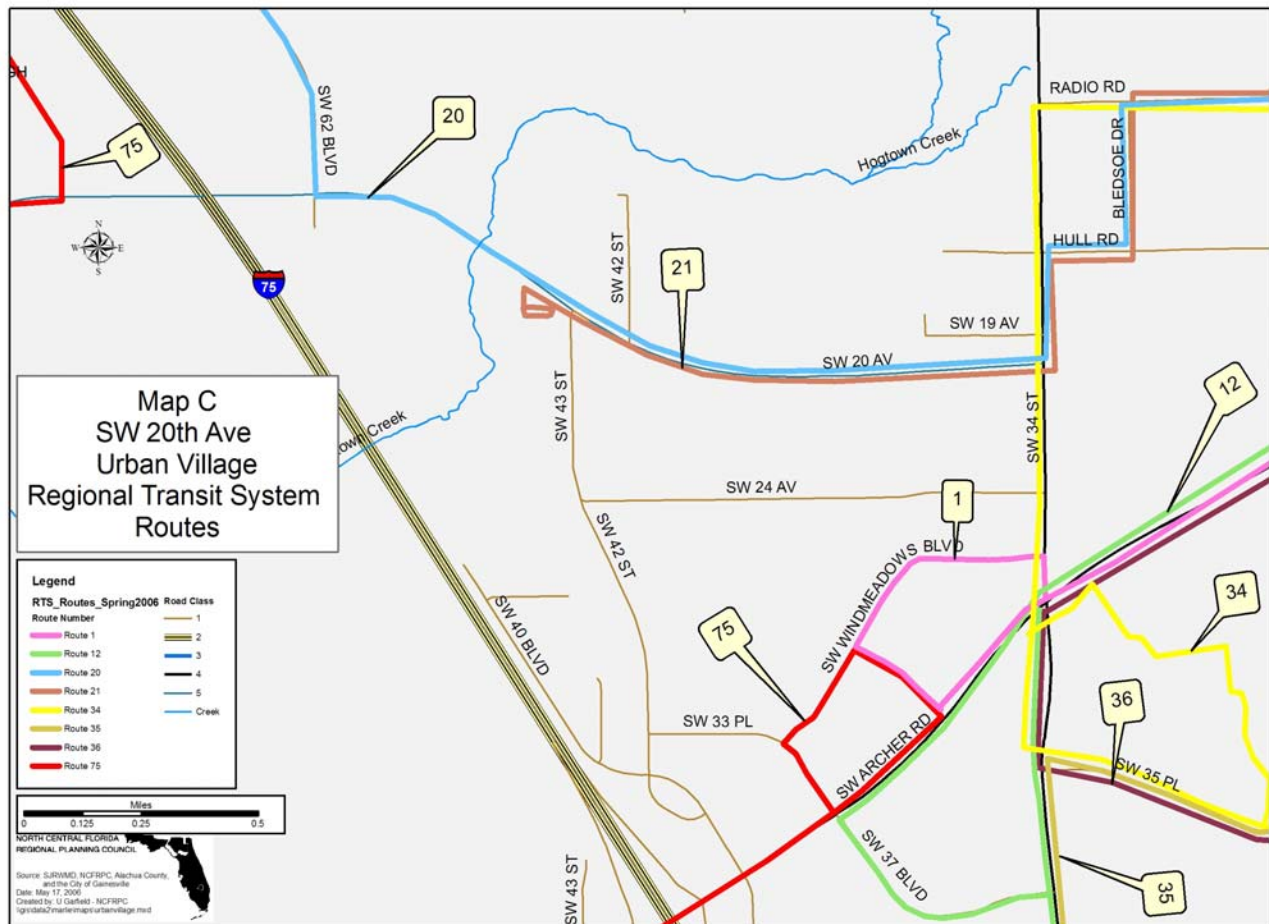
Table 1 contains information about current traffic conditions in the Urban Village area. Based upon this information, the following map shows the available trips that are remaining for future development in the village area. This information shows that no additional development should be approved in this area that loads trips on SW 20<sup>th</sup> Avenue.



**SW 20<sup>th</sup> Avenue Urban Village- Remaining Daily Roadway Trips**

## EXISTING BUS ROUTES AND LEVEL OF SERVICE

The Urban Village area is currently served by a high level of transit service. SW 20<sup>th</sup> Avenue is currently served by Regional Transit System route 20 with buses coming along every ten minutes and route 21 with buses coming along every 20 minutes.



## SW 20<sup>th</sup> Avenue Urban Village- Regional Transit System Routes

## **FUTURE VILLAGE PLAN**

At the May 2 MTPO meeting, University of Florida, School of Architecture, Associate Professor Martin Gold presented the report entitled *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal*. The purpose of this University Studio project was to develop a plan for the Urban Village area that:

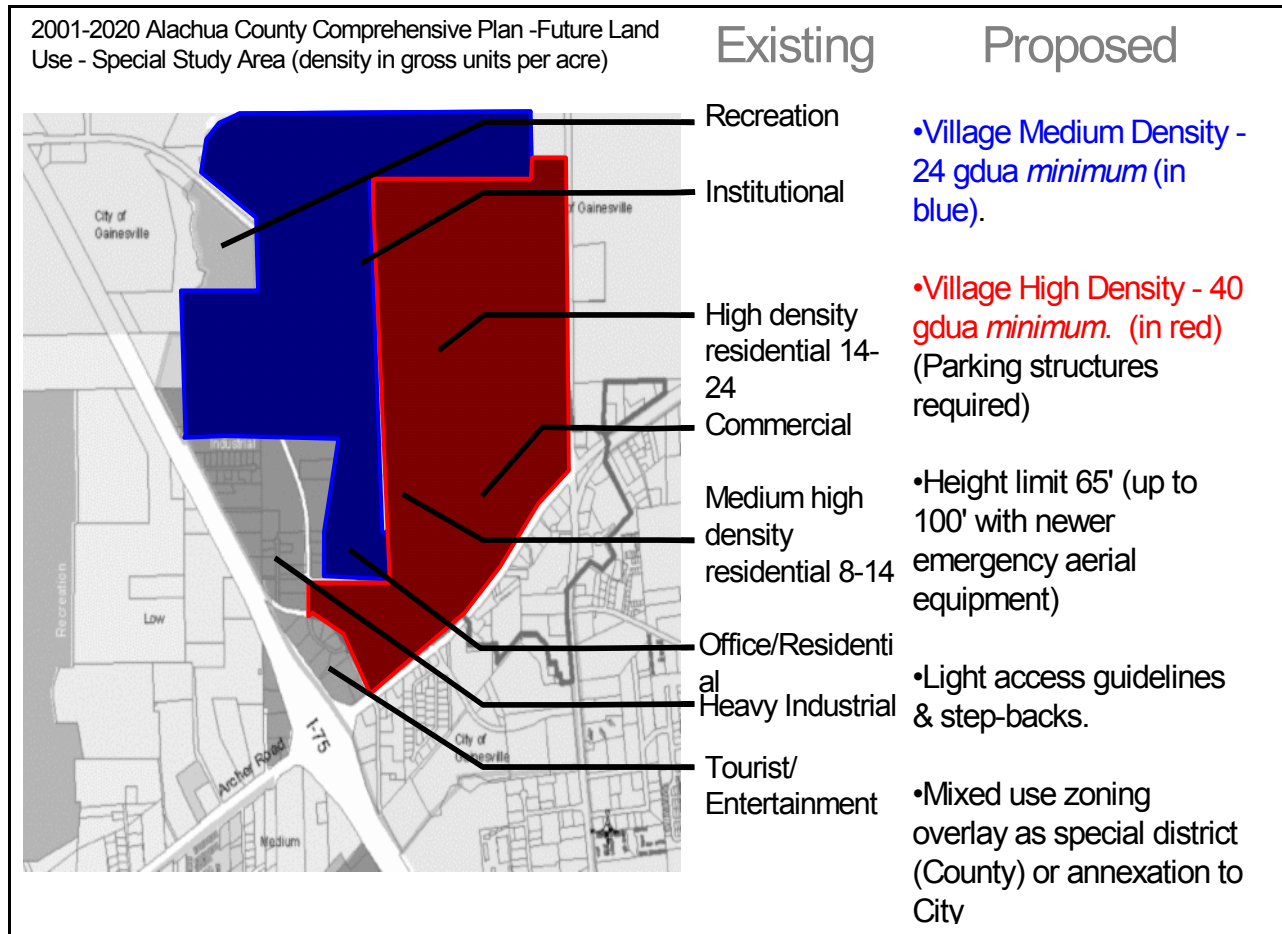
1. integrates land use and transportation within;
2. enhances multi-modal connectivity, transit use, walkability and cycling; and
3. promotes mixed use urban density development.

## **DENSITY AND LAND USE**

The report entitled *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal* discusses land use and density recommendations for the Urban Village area. Shown on the next page is a future density map that recommends the following for the Village area:

1. areas on the west side of the Village be designated *Village Medium Density* with residential densities of a minimum of 24 dwelling units to the acre;
2. areas immediately west of SW 34<sup>th</sup> Street and north of State Road 24 (Archer Road) be designated *Village High Density* with residential densities of a minimum of 40 dwelling units to the acre- also required in this area is that all parking facilities be in parking structures, with no surface parking lots;
3. height limits of 65 feet (with up to 100 feet allowed when newer emergency aerial equipment is available); and
4. a mixed use zoning overlay as a special district to allow for a healthy mix of commercial, office and residential uses.

## Future Density Map



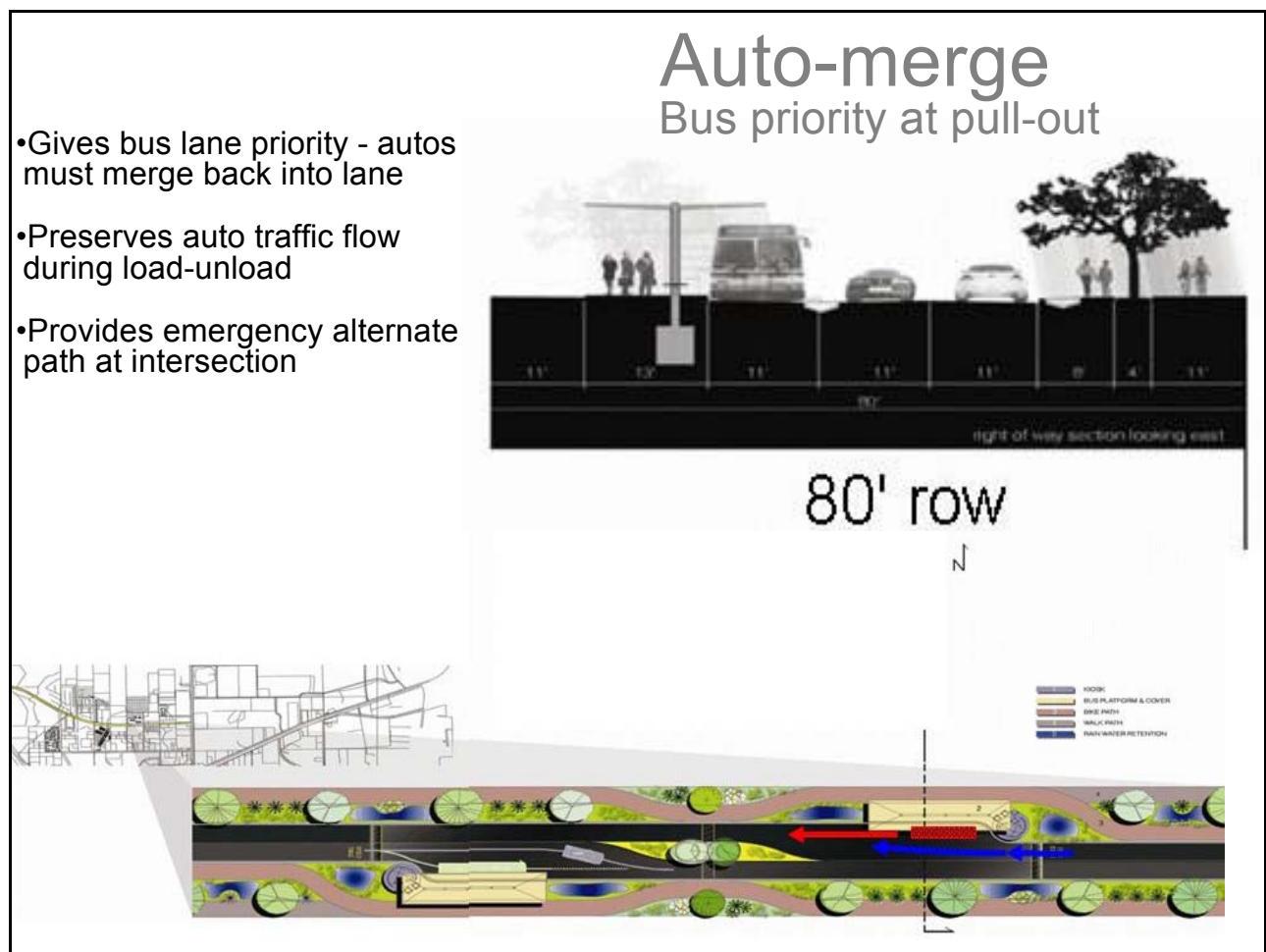
## MULTI-MODAL TRANSPORTATION

The report entitled *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal* also discusses transportation recommendations for the Urban Village area. These recommendations are designed to transform SW 20<sup>th</sup> Avenue west of SW 34<sup>th</sup> Street into a multi-modal transportation corridor. As noted earlier, SW 20<sup>th</sup> Avenue currently is served by two Regional Transit System routes that provide a high level of transit service along this road. Unfortunately, this creates significant traffic congestion on this two-lane road as cars are stopped behind buses while loading and unloading passengers.

To address these issues, the *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal* recommends the reconstruction of SW 20<sup>th</sup> Avenue as a roadway with special features that allow cars and buses to operate more efficiently within this two-lane corridor. These recommendations include a unique roadway cross-section called Auto-Merge. Within this design, buses are given the priority to pull forward out of the bus bay, while cars (who are passing on the left side) are required to yield to the bus. The advantages of the Auto-Merge cross-section are as follows.

1. gives the priority to the bus lane- autos must merge back into the travel lane behind the bus; and
2. automobile traffic flow is maintained while buses load and unload passengers.

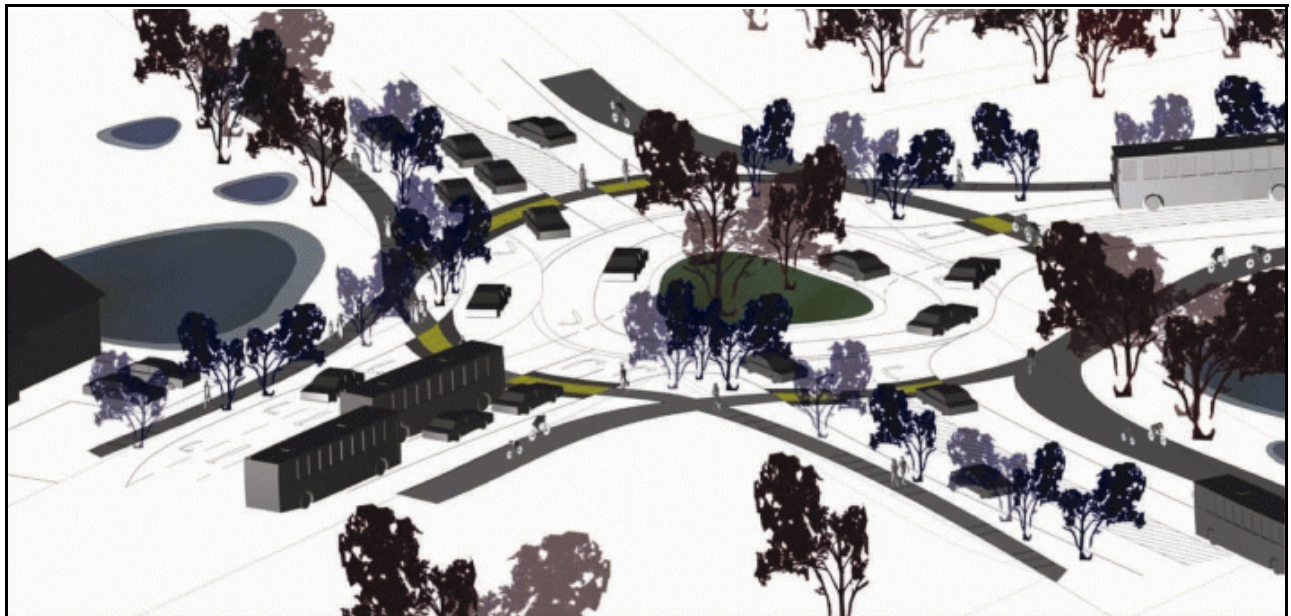
### Auto-Merge (a)



## **SW 20<sup>TH</sup> AVENUE AT SW 43<sup>RD</sup> STREET- ROUNDABOUT**

Another recommendation contained within the *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal* is for a roundabout at SW 20<sup>th</sup> Avenue at SW 43<sup>rd</sup> Street. Additional studies are needed to determine if this is a suitable location for a roundabout. However, if constructed, this roundabout can also serve as a “gateway” feature for the western end of the Urban Village.

### **Traffic Ovoid at SW 20<sup>th</sup> Avenue and SW 43<sup>rd</sup> Street**



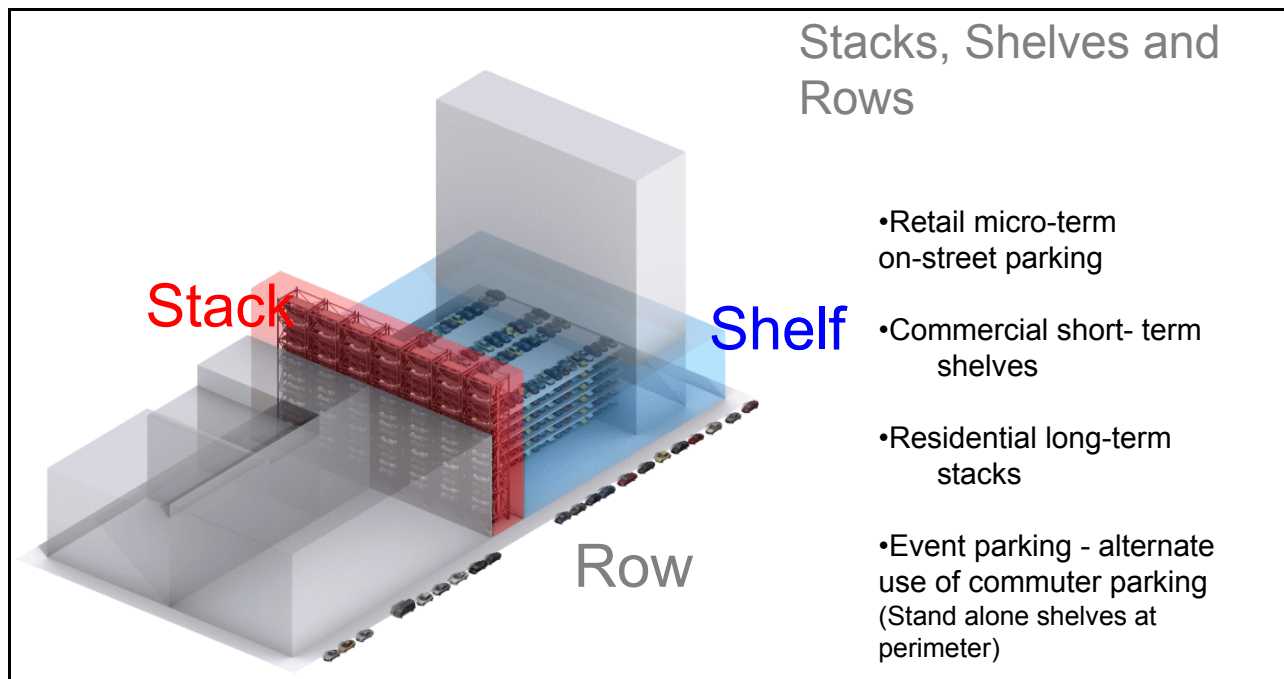
The above studies begin to suggest the implementation of a roundabout at the intersection of 43rd St. and 20th Ave. The advantages of this method are a faster flow of traffic and a more pedestrian friendly intersection. The storm water system is derived of clusters of “sponges” that are positioned on either side of the street, allowing for the collection water run-off. The foliage mimicks the design through strategic positioning and use of scale, giving a sense of hierarchy to the project.



## **PARKING**

Another recommendation contained in the *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal* is that this area allow for the use of “parking stacks” as well as parking garages. “Parking stacks” are special parking structures that use an elevator system to more efficiently park cars in a limited space. Land development regulations for this area need to be revised if necessary to allow for this type of parking facility.

### **Parking- Row, Shelf and Stack**



**SW 20th Ave  
Urban Village**

**University of Florida  
Future Land Use 2015**

**Legend**

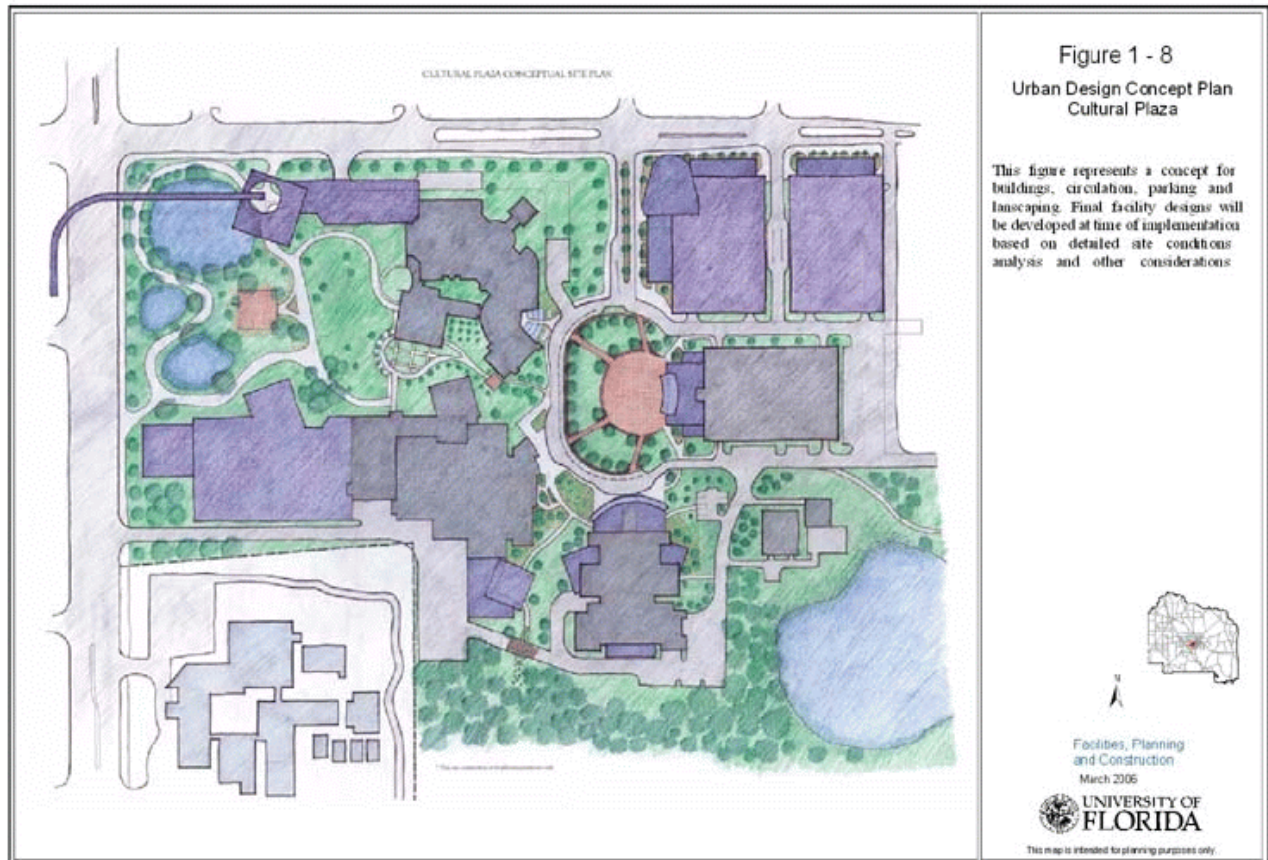
Land Use Category	Road Class
Academic / Research	1
Academic / Research - Outdoor	2
Active Recreation	3
Active Recreation - Outdoor	4
Green Space Buffer	5
Conservation	Creek
Cultural	
Housing	
Parking	
Support / Clinical	
Urban Park	
Utility	

**Scale:** 0 to 0.5 Miles

**North Central Florida Regional Planning Council**

Source: SURVIMD; NCRPC; Alachua County, and the City of Gainesville.  
Date: May 17, 2009  
Created by: U. Garfield - NCRPC  
I:\gis\data\2015\map\futurelanduse.mxd

The future development of the Village area should be enhanced because of the nearby University Cultural Plaza. Marketing efforts in this area should, not only emphasize the proximity of the University of Florida campus, but also nearby cultural activities in the Cultural Plaza.



## **LAND USE RECOMMENDATIONS**

Contained within the *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal* are significant recommended land use changes for the Village area. This includes significantly increasing the residential densities in the area immediately west of SW 34<sup>th</sup> Street. Discussed in the following sections are the identified options for addressing needed land use changes in the Village area. These include the following:

Option 1- Annexation into the City of Gainesville

Option 2- Alachua County Comprehensive Plan Amendments

Option 3- Joint City of Gainesville and Alachua County Land Use Planning

### **Option 1- Annexation into the City of Gainesville**

The City of Gainesville currently has three land use classifications in its Comprehensive Plan that would allow for the residential densities needed for the Village area. These classifications include the following:

UMU1- Urban Mixed Use- up to 75 units per acre

UMU2- Urban Mixed Use- up to 100 units per acre

MUH- Mixed Use High- up to 150 units per acre

### **LAND USE CATEGORIES CITY OF GAINESVILLE**

<b>Land Use Categories</b>	<b>Residential Density Limit (Units Per Acre)</b>	<b>Residential</b>	<b>Office</b>	<b>Research</b>	<b>Retail</b>	<b>Business</b>	<b>Light Industrial</b>
Urban Mixed- Use 1	75	✓	✓	✓	✓		
Urban Mixed-Use 2	100	✓	✓	✓	✓		
Mixed-Use High Intensity	150	✓	✓			✓	✓

Note- The Urban Mixed-Use 1 and Urban Mixed-Use 2 allow up to 25 additional units per acre by special use permit.

Source: City of Gainesville, Future Land Use Element Petition 163CPA-00PB, May 22, 2002.

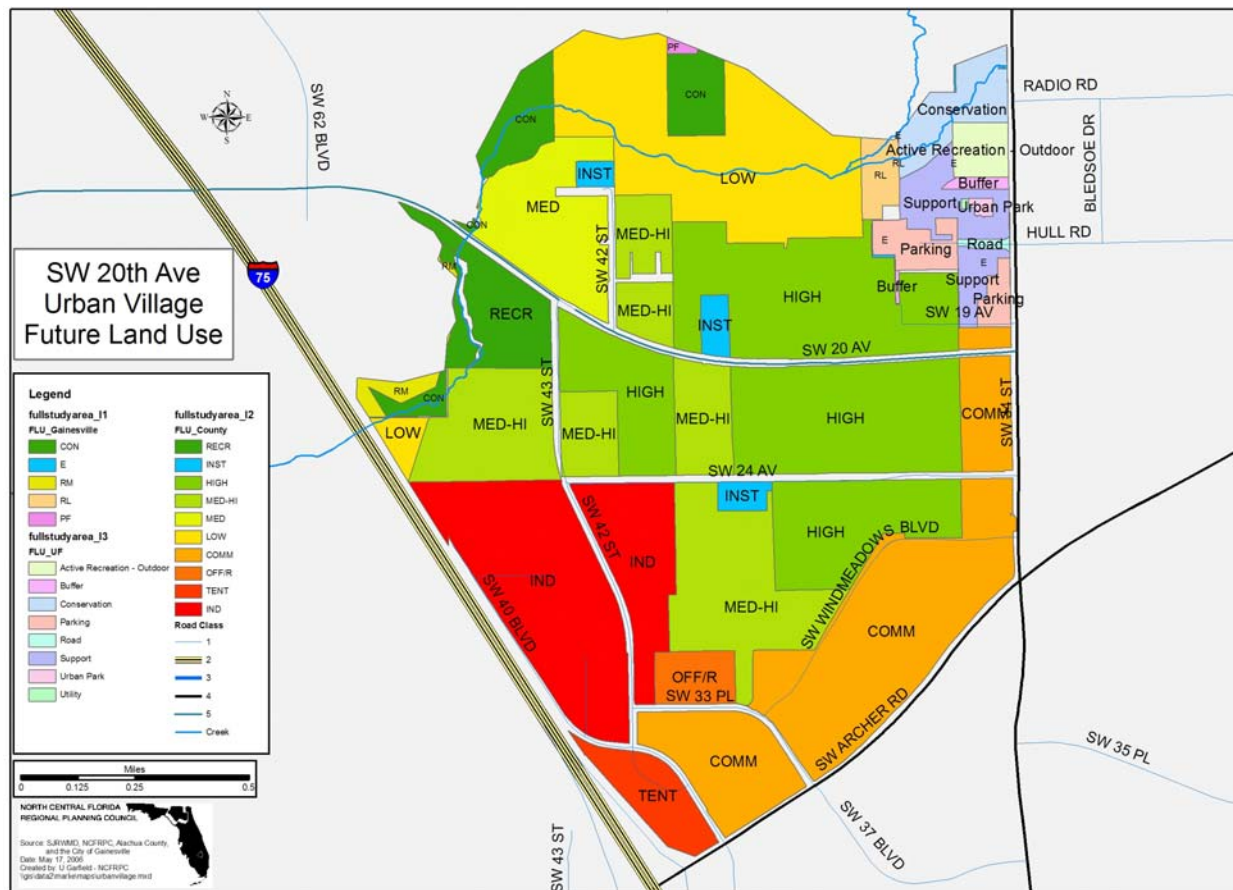


## Option 2- Alachua County Comprehensive Plan Amendments

The following map shows future land use for the Village area in the Alachua County Comprehensive Plan. As shown in this map, the area immediately west of SW 34<sup>th</sup> Street is classified in the high and medium-high density land use categories. The medium-high density land use category allows residential uses up to 14 dwelling units per acre, while the high density land use category allows residential uses up to 24 dwelling units per acre.

The Alachua County Comprehensive Plan also allows densities higher than 24 dwelling units per acre in high activity centers. A large portion of the Village area is included in the Alachua County Comprehensive Plan- Archer Road, SW 34<sup>th</sup> Street, Activity Center/Retail And Special Area Study- an area designated as a high activity center.

In order for this area to receive densities higher than 24 dwelling units per acre, the Alachua County Comprehensive Plan will need to be amended to establish policies and identify areas appropriate for these higher densities. According to the County's Comprehensive Plan, these policies shall provide for the integration of these developments into the surrounding community using high quality development design features.

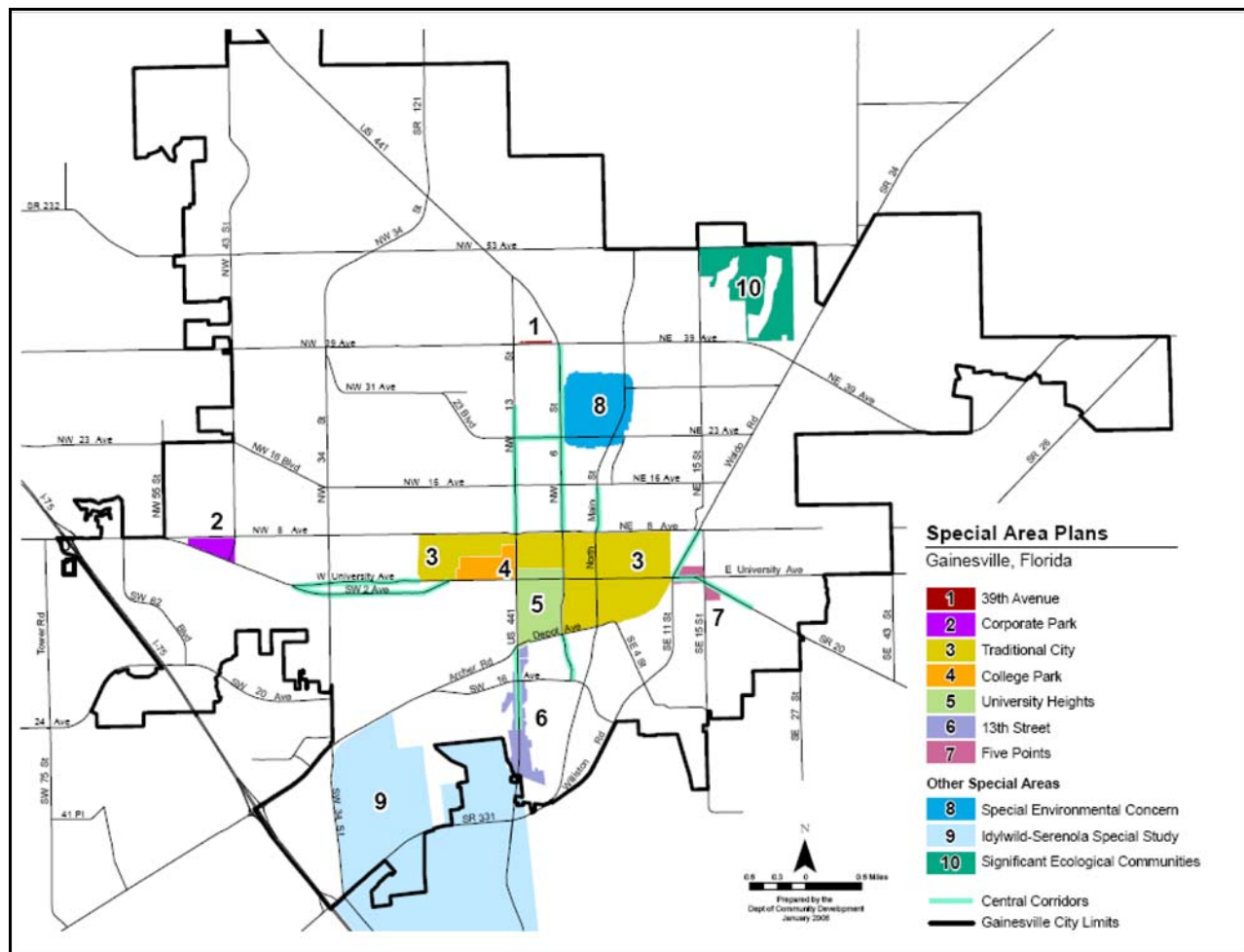


### Option 3- Joint City of Gainesville and Alachua County Land Use Planning

According to Chapter 163.3171, Florida Statutes, municipalities and counties can conduct joint planning. In Section (1), it states that:

*“Unincorporated areas adjacent to incorporated municipalities may be included in the area of municipal jurisdiction for the purposes of this act if the governing bodies of the municipality and the county in which the area is located agree on the boundaries of such additional areas, on procedures for joint action in the preparation and adoption of the comprehensive plan, on the procedures for the administration of land development regulations or the land development code applicable thereto, and on the manner of representation on any joint body or institution that may be created under the joint agreement. Such joint agreement shall be formally stated and approved in appropriate official action by the governing bodies involved.”*

Both the City of Gainesville and Alachua County have conducted special area plans and studies. The following two maps show that the City has conducted six special area plans and Alachua County has conducted 15 special area studies.



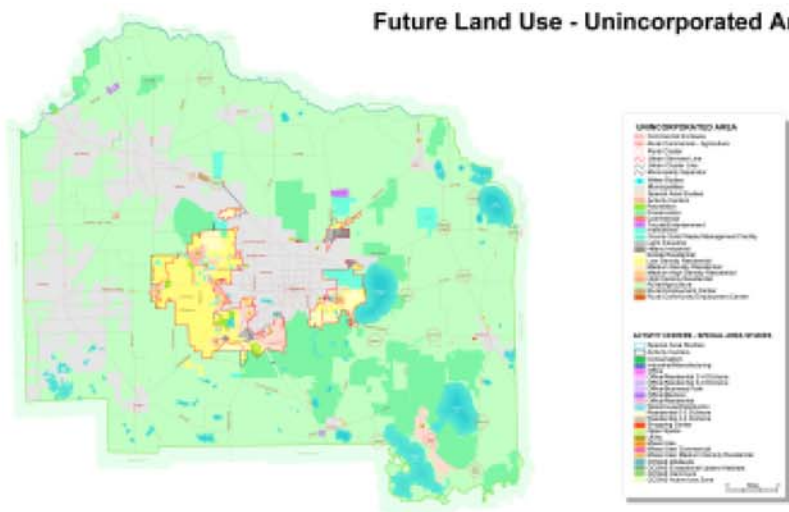
## FUTURE LAND USE MAP 2020 - ALACHUA COUNTY, FLORIDA

[illegible]

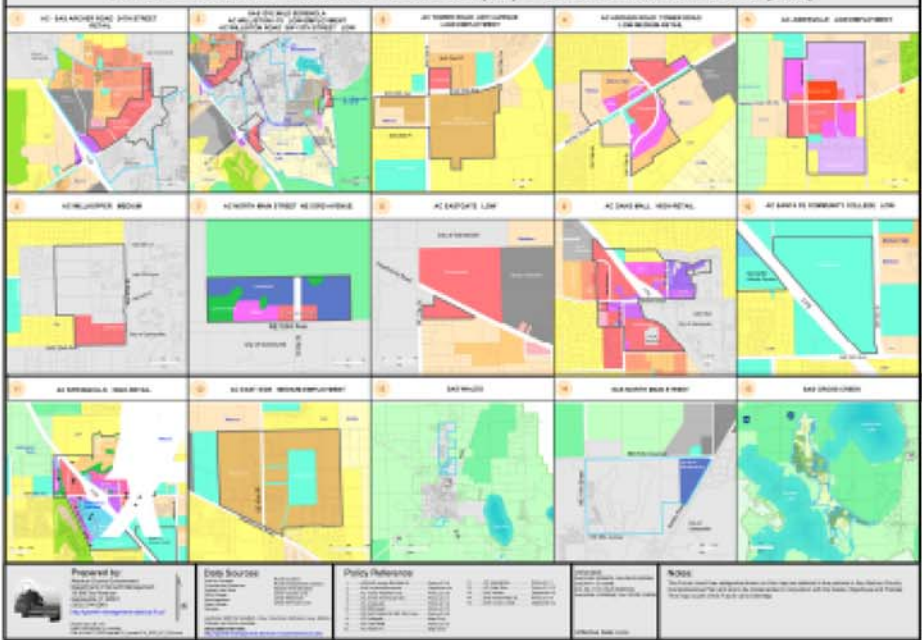
LANGUAGE TYPE	ACADEMIC	PORTFOLIO
Composition	1,000 words	1,000
Reading	1,000 words	1,000
Listening	1,000 words	1,000
Speaking	1,000 words	1,000
Writing	1,000 words	1,000
Grammar	1,000 words	1,000
Spelling	1,000 words	1,000
Vocabulary	1,000 words	1,000
Idioms	1,000 words	1,000
Proverbs	1,000 words	1,000
Collocations	1,000 words	1,000
Phrasal verbs	1,000 words	1,000
Conjunctions	1,000 words	1,000
Prepositions	1,000 words	1,000
Adjectives	1,000 words	1,000
Adverbs	1,000 words	1,000
Interjections	1,000 words	1,000
Exclamations	1,000 words	1,000
Onomatopoeia	1,000 words	1,000
Similes	1,000 words	1,000
Metaphors	1,000 words	1,000
Personification	1,000 words	1,000
Hyperbole	1,000 words	1,000
Irony	1,000 words	1,000
Sarcasm	1,000 words	1,000
Allegory	1,000 words	1,000
Symbolism	1,000 words	1,000
Imagery	1,000 words	1,000
Sound devices	1,000 words	1,000
Figures of speech	1,000 words	1,000
Idioms	1,000 words	1,000
Proverbs	1,000 words	1,000
Collocations	1,000 words	1,000
Phrasal verbs	1,000 words	1,000
Conjunctions	1,000 words	1,000
Prepositions	1,000 words	1,000
Adjectives	1,000 words	1,000
Adverbs	1,000 words	1,000
Interjections	1,000 words	1,000
Exclamations	1,000 words	1,000
Onomatopoeia	1,000 words	1,000
Similes	1,000 words	1,000
Metaphors	1,000 words	1,000
Personification	1,000 words	1,000
Hyperbole	1,000 words	1,000
Irony	1,000 words	1,000
Sarcasm	1,000 words	1,000
Allegory	1,000 words	1,000
Symbolism	1,000 words	1,000
Imagery	1,000 words	1,000
Sound devices	1,000 words	1,000
Figures of speech	1,000 words	1,000



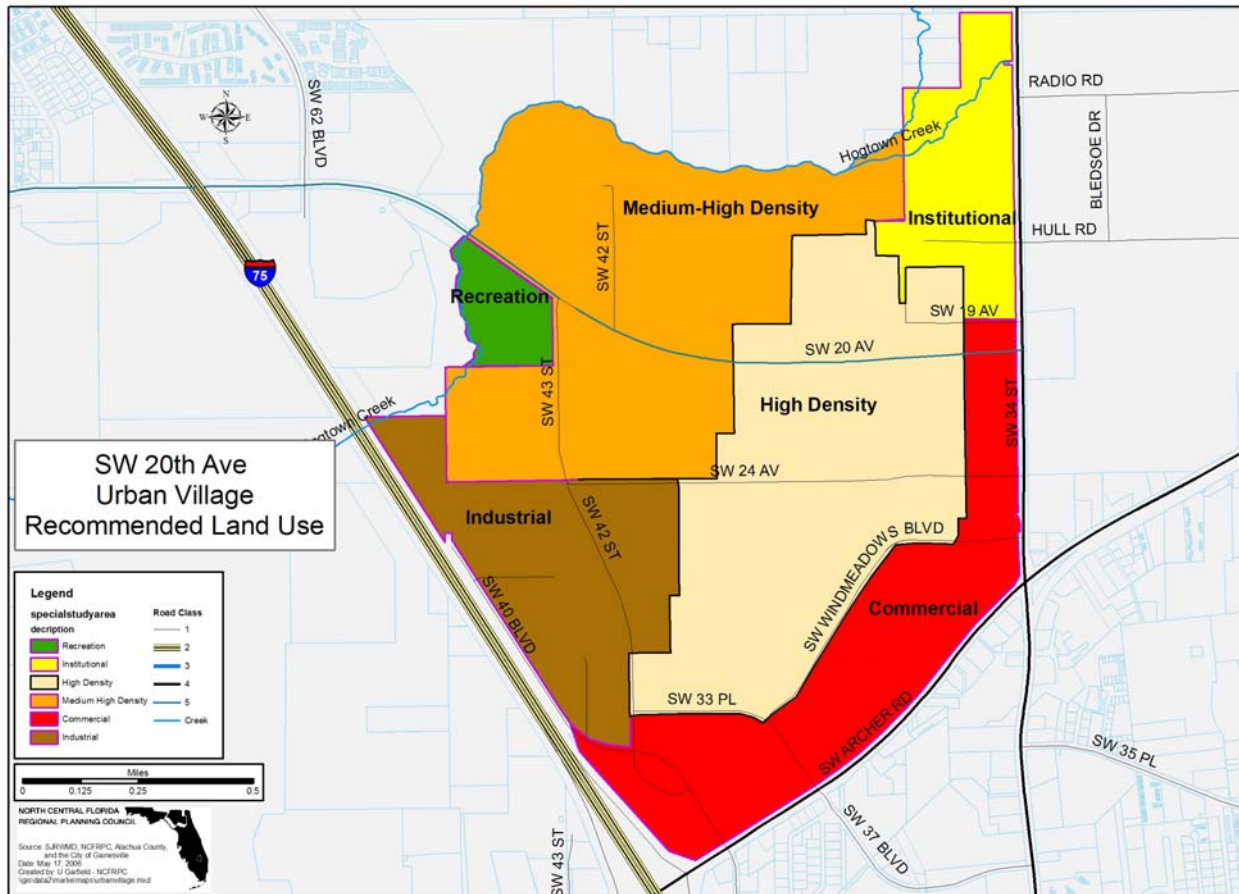
**Future Land Use - Unincorporated Area**



## FUTURE LAND USE - ACTIVITY CENTERS (AC) - SPECIAL AREA STUDIES (SAS)



Option 3 recommends that the City of Gainesville and Alachua County work together on a joint land use planning project for the Village area. Under this option, the goal is to jointly produce land use maps and classifications that will allow this area to seamlessly transfer into the City of Gainesville as portions of the Village area are annexed in the future. The following map provides guidance on future land use for the Village area as developed in the University of Florida study entitled *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal*.



## **CONCURRENCY OPTIONS**

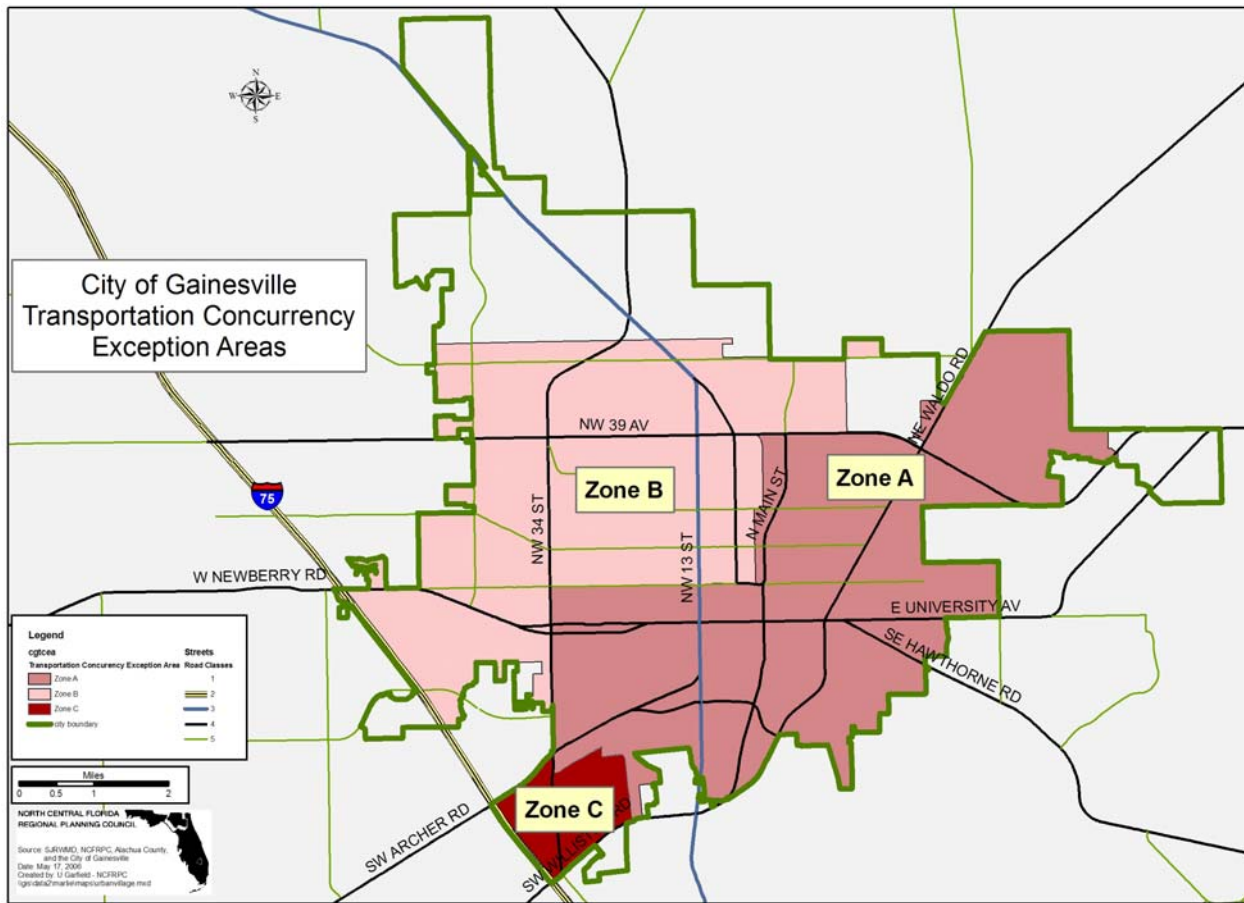
This section discusses issues related to concurrency and concurrency management systems. Concurrency is defined as providing the necessary public facilities and services to maintain the adopted level of service standards when the impacts of development occur. Concurrency management system is defined as establishing an ongoing mechanism which ensures that public facilities and services needed to support development are available concurrent with the impacts of such development.

In order for the Village area to continue to develop at a high level of densities and intensities of development, an approach to dealing with concurrency needs to be developed. What is needed is a concurrency management system, that will allow future developments to be approved in this area, even if the road network is not operating at an acceptable level of service. Discussed in the following sections are options for addressing issues related to concurrency.

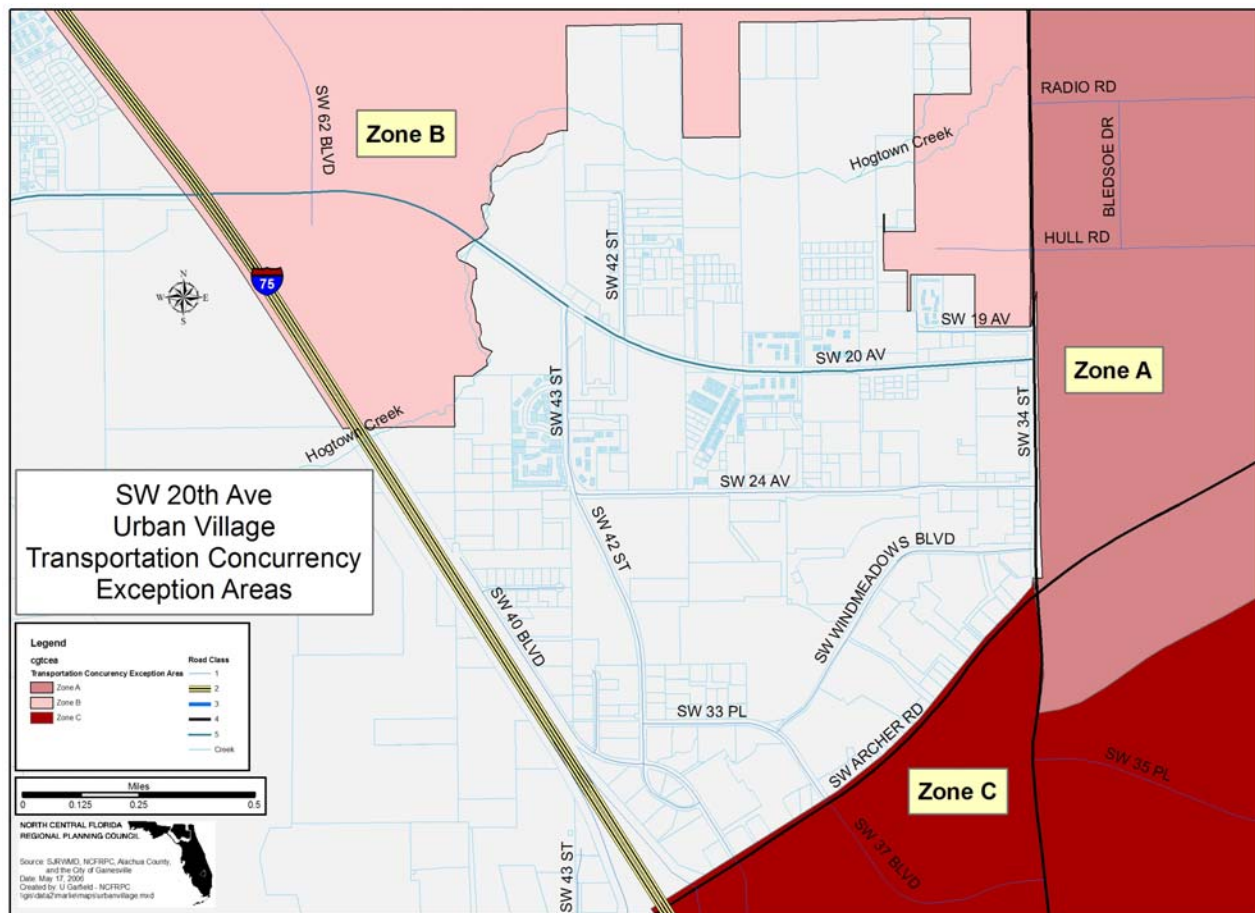
### **OPTION A- TRANSPORTATION CONCURRENCY EXCEPTION AREA**

One transportation concurrency option that has been used in the Gainesville area is the transportation concurrency exception area (TCEA). TCEAs allow exceptions to the transportation concurrency requirements in specifically defined urban areas of a jurisdiction. The purpose of these areas is to reduce the adverse impact transportation concurrency may have on urban infill development and redevelopment and the achievement of other goals and policies of the state comprehensive plan, such as promoting the development of public transportation.

## City of Gainesville Transportation Concurrency Exception Area



The City of Gainesville has three transportation concurrency exception areas (TCEAs), Zone A, Zone B and Zone C. All TCEA Zones feature requirements for developers to provide for pedestrian mobility, access to transit and access management on roadway facilities. Additionally, TCEA Zone B and Zone C feature requirements for developers to provide for bicycle mobility, bicycle and pedestrian amenities, intersection modifications and transit service and/or facility modifications. Additionally, TCEA Zone C features requirements for developers to provide for roadway and pedestrian facility modifications and transit service and/or facility enhancements.



## **OPTION B- TRANSPORTATION CONCURRENCY MANAGEMENT AREA**

Another transportation concurrency option is the designation of a transportation concurrency management area. According to Chapter 9J-5.005 (5), Florida Administrative Code,

*“The purpose of this optional alternative transportation concurrency approach is to promote infill development within selected portions of urban areas in a manner that supports the provision of more efficient mobility alternatives, including public transit. As a coordinated approach to land use and transportation development, it may employ the use of an areawide level of service standard and an accommodation and management of traffic congestion. A transportation concurrency management area is a compact geographic area with existing or proposed multiple, viable alternative travel paths or modes for common trips.*

*(a) An areawide level of service standard may be established for specified facilities, and must be maintained, as a basis for the issuance of development orders and permits within one or more designated transportation concurrency management areas.”*

## **OPTION C- MULTIMODAL TRANSPORTATION DISTRICT**

Another transportation concurrency option is the designation of a multimodal transportation district. According to Chapter 163.3180 (15) (a), Florida Statutes,

*“Multimodal transportation districts may be established under a local government comprehensive plan in areas delineated on the future land use map for which the local government plan assigns secondary priority to vehicle mobility and primary priority to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit. Such districts must incorporate community design features that will reduce the number of automobiles trips or vehicle miles of travel and will support an integrated, multimodal transportation system.”*

### **Multimodal Transportation District- Performance Measures**

The *Multimodal Handbook* contains performance measures that are designed to accomplish specific multimodal objectives. These measures include the following:

1. 80 percent of all facilities contained in bicycle and pedestrian networks function at level of service C or better;
2. 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; and
3. 80 percent of employees and dwelling units in a multimodal district must be located within one-half (1/2) mile of a transit stop.

## **OPTION D- CONCURRENCY EXCEPTION FOR PROJECTS THAT PROMOTE PUBLIC TRANSPORTATION**

Exceptions to concurrency may be granted for projects that promote public transportation. This includes project with special design features that qualify them as transit oriented developments (TOD).

Florida Department of Community Affairs Rule 9J-5.055 Concurrency Management System  
(7) Concurrency Exception – for Projects That Promote Public Transportation.

The purpose of this flexible transportation concurrency option is to reduce the adverse impact transportation concurrency may have on the promotion of public transportation including goals and policies of the state comprehensive plan. Local governments may exempt projects that promote public transportation as defined in Section 163.3164(28), F.S., by establishing in the local comprehensive plan, guidelines and/or policies for the granting of such exceptions. Those guidelines must demonstrate by supporting data and analysis, that consideration has been given to the impact of the projects on the Florida Interstate Highway System. The guidelines must establish how a project will qualify as a project that promotes public transportation.

## **FUNDING**

In order for the Village area to develop as envisioned in the *Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal*, significant investments will need to be made in public facilities in this area. This includes the reconstruction of SW 20<sup>th</sup> Avenue from SW 34<sup>th</sup> Street west to SW 43<sup>rd</sup> Street. This section discusses designating the Village area as a community development district to help pay for this needed infrastructure. In addition, this section also discusses two potential large scale developments that, if constructed, may provide funding to construct needed transportation facilities in the Village area.

## **COMMUNITY DEVELOPMENT DISTRICTS**

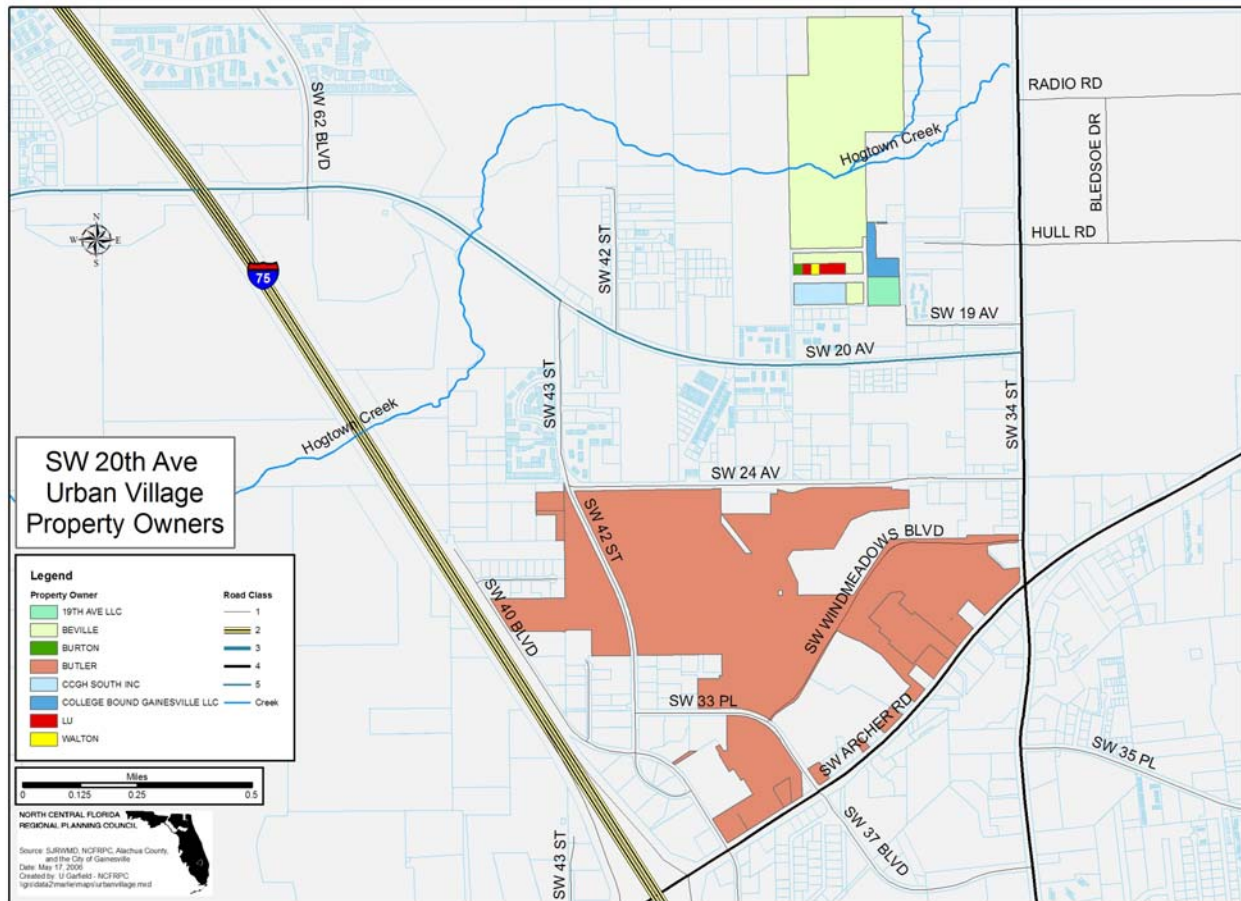
Community development districts are defined and discussed in Chapter 190 Florida Statutes. According to Section 190.003 (6), community development districts are defined as a local unit of special-purpose local government created for the delivery of urban community development services. These districts can finance, construct, operate and maintain the following transportation facilities:

1. district roads equal to or exceeding the specifications of the county in which such district roads are located;
2. streetlights;
3. buses, trolleys, and transit shelters;
4. ridesharing facilities and services;
5. parking improvements; and
6. related signage.

## **POTENTIAL LARGE SCALE DEVELOPMENTS**

In the Village area, two possible large scale developments have been identified that, if constructed, could provide funding to construct needed transportation facilities in the Village area. They are the Creekside at Beville Creek development at the western end of Hull Road west of SW 34<sup>th</sup> Street and a proposed expansion of Butler Plaza. If constructed, these developments will have to mitigate their impact on the area's transportation system by contributing funds to make needed transportation modifications.

## Village Area- Potential Large Scale Developments



## **ACTION PLAN RECOMMENDATIONS**

Listed below are specific action plan recommendations MTPO staff recommends that the MTPO approve:

1. Appoint an MTPO Village Subcommittee and include representation from the University of Florida;
2. Use the MTPO Village Subcommittee to oversee joint City of Gainesville/Alachua County land use planning for the Village area;
3. Request that FDOT complete its Project, Development and Environmental Study for SW 20<sup>th</sup> Avenue using the MTPO approved auto-merge (a) design; and
4. Request that Alachua County instruct its general planning consultant to develop the following information as soon as possible:
  - A. proposed Alachua County comprehensive plan amendments needed to implement the Village vision contained in the Urban Village: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal;
  - B. recommendations concerning the specific type of concurrency management system that should apply to the Village area;
  - C. a Village design template for transit-orientated development; and
  - D. recommendations concerning if a community development district should be designated for the Village area.

**TABLE ?**

**ACTION PLAN MATRIX**

<b>OPTIONS</b>	<b>BIKE/PED ADVISORY BOARD</b>	<b>CITIZENS ADVISORY COMMITTEE</b>	<b>CITY STAFF</b>	<b>COUNTY STAFF</b>	<b>TECHNICAL ADVISORY COMMITTEE</b>	<b>MTPO STAFF</b>
<b>LAND USE</b>						
Annexation						
Amendments						
Joint Planning						
No Change						
<b>CONCURRENCY</b>						
Exception Area						
Management Area						
Multimodal District						
No Change						
<b>FUNDING</b>						
Community Development District (CDD)						
Impact Fees						
DRI Mitigation						
No Change						

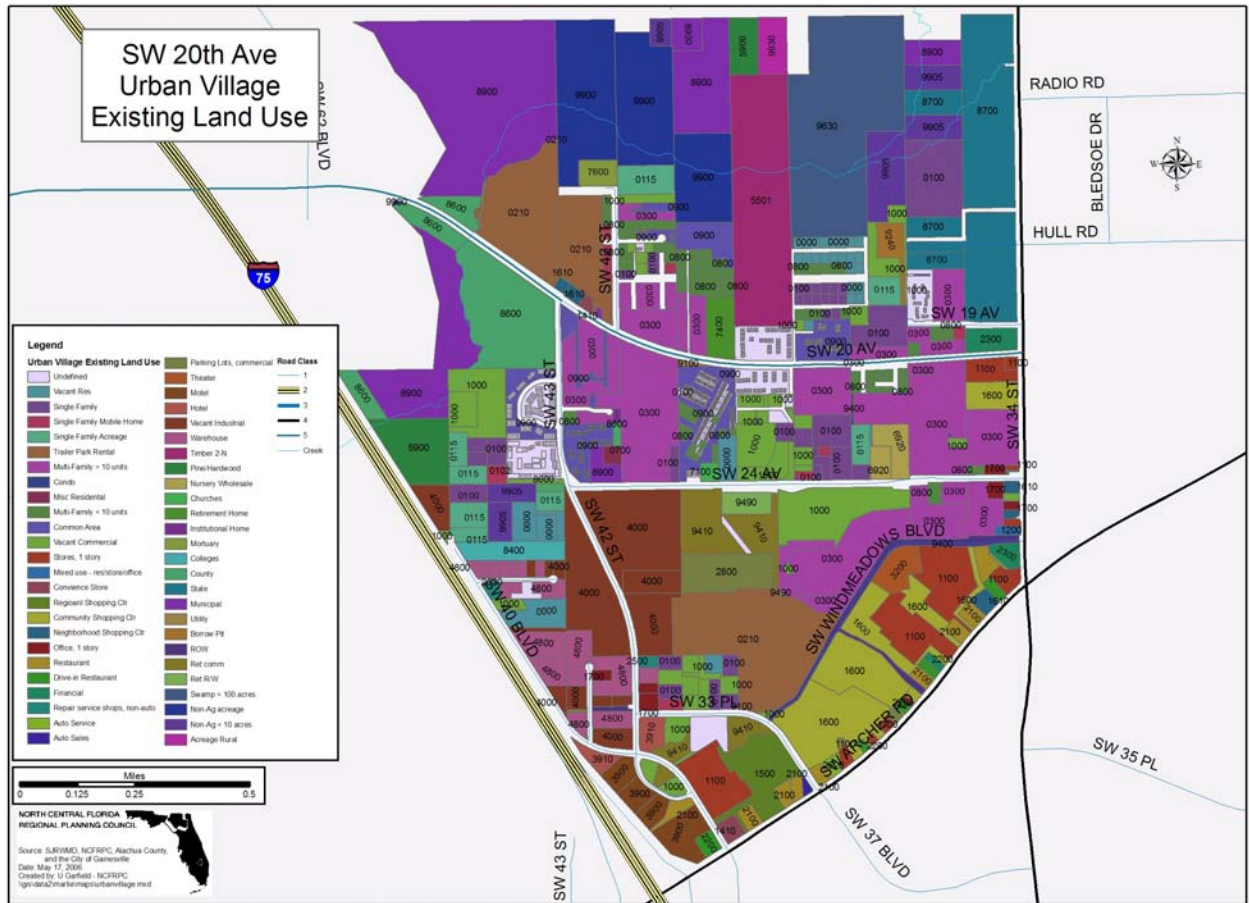
A. Connect SW 24<sup>th</sup> Avenue to SW 40<sup>th</sup> Boulevard

b. Reconstruct SW 20<sup>th</sup> Avenue as Auto-Merge (a)

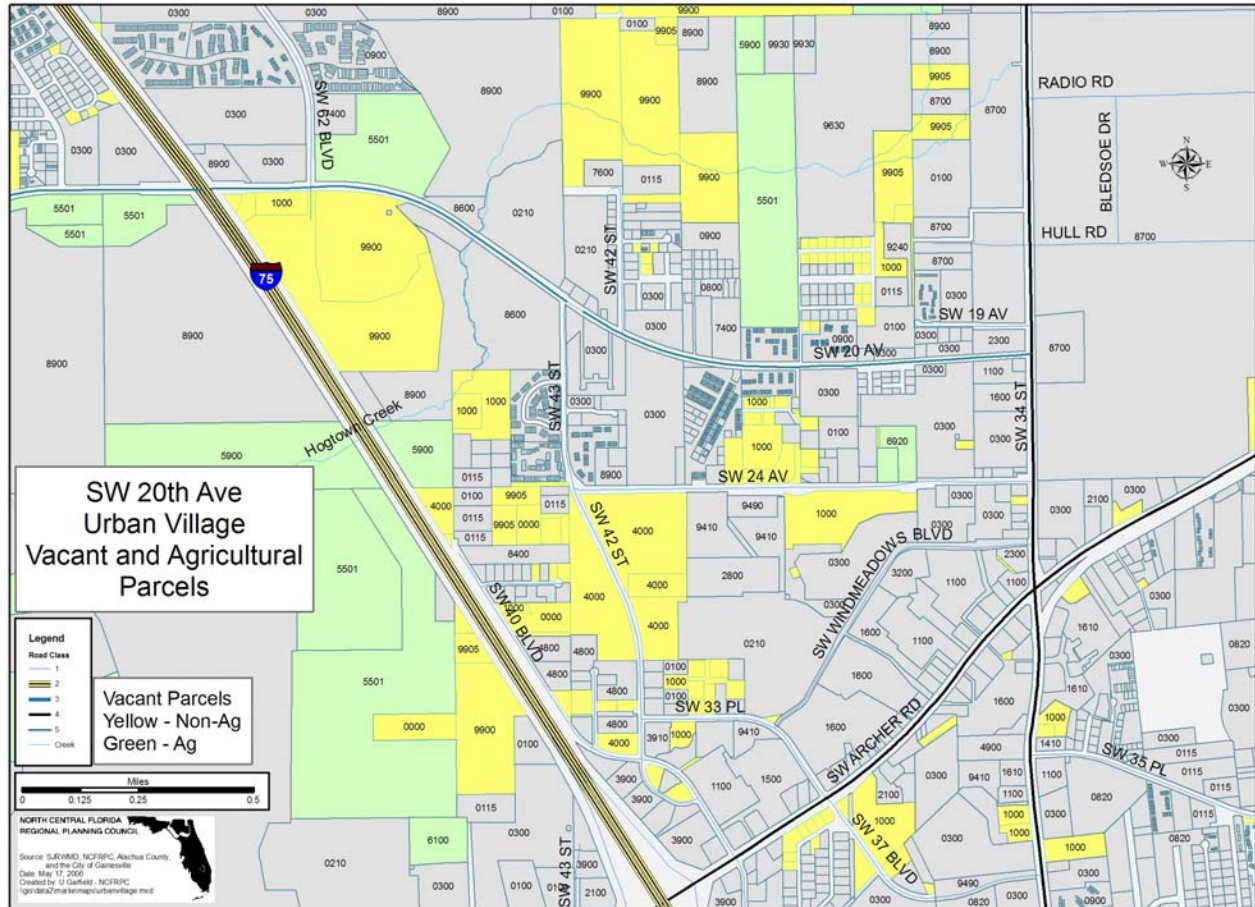
## APPENDIX A

### MAP SERIES

#### A. Existing Land Uses



## B. Vacant Land



Stakeholder Input- major stakeholders in the village area will be contacted and their input included in the draft report.

- A. Peter Dautel (or Gerry Dedenback)
- B. Butler Enterprises- Mr. Bob Reller
- C. Gainesville City Manager
- D. Alachua County Manager
- E. University of Florida- Mr. Ed Poppell (or Linda Dixon)
- F. University of Florida Foundation- Mr. Bruce DeLaney
- G. Florida Department of Transportation- Mr. James Bennett
- I. Fred Henderson

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