

Alachua County

Office of Planning and Development Staff Report

Application Number: CPA-01-09

Staff Contact: Jonathan Paul
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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: January 26, 2010

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:

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CHRONOLOGY:	Original Staff Report Released:	April 8, 2009
	Planning Commission Hearing:	April 15, 2009, continued
	Planning Commission Hearing:	May 20 th , 2009
	Amended Staff Report:	May 27 th , 2009
	BOCC Transmittal Hearing:	June 9 th , 2009, continued
	BOCC Special Workshop:	August 4 th , 2009
	Amended Staff Report:	August 12 th , 2009
	BOCC Transmittal Hearing:	August 25 th , 2009, approved for transmittal
	BOCC Special Meeting:	December 10 th , 2010
	BOCC Adoption Hearing	January 26 th , 2010

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: On August 25th, 2009 the BOCC transmitted CPA 01-09, 03-09, 04-09, 05-09 & 06-09 and requested that the Department of Community Affairs Review and Issue an Objections, Recommendations and Comments (ORC) Report.

DCA Objections, Recommendations, and Comments (ORC): Attached Separately dated October 30, 2009

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

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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.

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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

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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 effect 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

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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

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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

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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

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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

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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				
Roadways	Urban Cluster Boundary AADT		% Traffic from Outside Cluster	Source:
	Outside Cluster	Inside Cluster		
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

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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

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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.

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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.

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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).

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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

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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

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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.

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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 in 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).

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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.

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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

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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

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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

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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:

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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:

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- 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

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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: **Adoption** of CPA 01-09 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 - Draft Ordinance with Attachments of 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 (For Adoption by Reference)
- 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
- Exhibit 17 – Department of Community Affairs ORC Report dated October 30, 2010
- Exhibit 18 – Staff ORC Response Document