

North Central Florida Regional Planning Council

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August 27, 1999

SENT VIA CERTIFIED MAIL NO.: Z521976416

Chuck Kiester

Mr. John Percy
Glattig Jackson Kercher Anglin
Lopez, Rinehart, Inc.
33 East Pine Street
Orlando, FL 32801

RE: Sufficiency Review of "2nd Response to Request for Additional Information for The Greenways of Gainesville" Development of Regional Impact (DRI)

Dear Mr. Percy:

Council staff has reviewed the above-referenced "2nd Response" for purposes of determining whether the information is sufficient for the Council to discharge its responsibility pursuant to Chapter 380.06, Florida Statutes. The "2nd Response" was received July 30, 1999.

Subsequent to this review, Council staff requests that the applicant respond to the attached requests for information and/or clarification of submitted information, including those requests from other agencies involved in the review of this project. These requests are also attached to this letter.

In accordance with Section 380.06(10)(b), Florida Statutes, you should communicate your intention to provide the information/clarification requested in writing to the City of Gainesville and to the North Central Florida Regional Planning Council within five working days of receipt of this letter.

If you have any questions regarding this matter, please do not hesitate to contact me or Chuck Kiester at the number listed above, extensions 101 and 102, respectively.

Sincerely,


Charles F. Justice
Executive Director

xc: State and Local Review Agencies
A.D.W. Investment Co., Inc.
Ron Carpenter, Esq., Carpenter & Parrish, P.A.

Enclosures

CITY OF GAINESVILLE
CITY COMMISSION

99 SEP 13 ALL : 31

chuck/public/dri/grenway3.suf

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
THE GREENWAYS OF GAINESVILLE ADA
REVIEW OF 2nd RESPONSE TO SUFFICIENCY COMMENTS

August 23, 1999

QUESTION 10 - GENERAL PROJECT DESCRIPTION

Part 1 Specific Project Description

- B. Provide a breakdown of the existing and proposed land uses on the site for each phase of the development through completion of the project.

Inconsistency between the report entitled 2nd Response to Request for Additional Information - THE GREENWAYS OF GAINESVILLE and the report entitled Final Traffic Study - THE GREENWAYS OF GAINESVILLE, both documents dated July, 1999, and submitted in response to sufficiency review of 1st response: Specifically, the Final Traffic Study document notes that the Corporate Office Park originally slated to be developed in Phase 3 has been eliminated. However, Revised Exhibit 10-2 of the Second Sufficiency Response still includes 315,810 sq. ft. (30.9 acres) of floor area classified as Research Park/Corporate Office. If the Corporate Office Park has indeed been eliminated, and if the deletion of the Corporate Office Park results in a net change in the square footage of allowable uses on the project site, please submit revised Tables 10-1 and 10-2. Additionally, please revise all other tables in the ADA to reflect this change. If, however, it has not been eliminated from the proposal, then the Final Traffic Study must be corrected to reflect it's traffic generation.

QUESTION 24 - HOUSING

Affordable Housing Supply Analysis

The following statement is repeated from the Council's review of the 1st sufficiency response: Although the ADA contains information on housing unit *demand* by income range within each income class, it does not include affordable housing *supply* information by the same income ranges within each class. Provide a table series which distributes, by phase, the supply of affordable renter-occupied and owner-occupied units by the income ranges used in the affordable housing demand tables. Distinguish between on-site and off-site affordable housing units. Rule 9J-2.048, F.A.C., provides an affordable housing unit credit of 0.50 units for every affordable housing unit constructed on the project site which can be counted toward meeting the affordable housing demand.

Second Sufficiency Comment: The applicant has matched supply and demand for very low-income and low-income households for Phase 1 of the project. However, the applicant has not matched demand and supply by income range within each income class (very low-, low-, and moderate-income). Please match supply and demand for Phase 1 using a table similar to the attached example.

Table 24-9
HOUSING AFFORDABILITY SUFFICIENCY/DEFICIENCY
PHASE 1
SPRINGHILLS DRI

Income Mid-Point	Affordable Housing Demand	Maximum Monthly Rent	Maximum Home Price	Affordable Housing Unit Supply				On-Site	Sufficiency/ Deficiency
				Rental Off-Site	For-Sale Off-Site	Rental On-Site	For-Sale Onsite	Mitigation Credit	
				0	0	0	0	0	-17
\$10,000	17	\$200	\$34,502	22	0	0	0	0	7
\$13,250	15	\$281	\$45,417	19	5	0	0	0	23
\$15,750	1	\$344	\$53,952	17	15	0	0	0	31
\$18,250	1	\$406	\$62,639	26	15	0	0	0	9
\$20,070	32	\$452	\$68,888	6	7	0	0	0	11
\$20,750	2	\$469	\$71,174	75	39	0	0	0	112
\$23,250	2	\$531	\$79,708	11	35	0	0	0	42
\$25,750	4	\$594	\$88,243	17	12	0	0	0	1
\$26,600	28	\$615	\$91,291	0	25	0	0	0	16
\$28,250	9	\$656	\$96,930	14	27	0	0	0	36
\$30,350	5	\$709	\$104,093	26	10	0	16	8	57
\$31,625	3	\$741	\$108,513	0	13	0	16	8	36
\$32,450	1	\$761	\$111,257	15	15	0	36	18	84
\$34,950	0	\$824	\$119,791	10	15	0	37	19	80
\$36,650	1	\$866	\$125,735	3	3	0	20	10	36
\$37,600	0	\$890	\$128,935	11	22	0	20	10	60
\$41,650	3	\$991	\$142,805	9	0	0	0	0	2
\$46,675	7	\$1,117	\$160,026						

QUESTION 9 - MAPS

Map J is required to show all transportation facilities which are substantially impacted: As stated in the Florida Department of Community Affairs Application for Development Approval on page 3,

"This area should be finally defined on the basis of the findings of the traffic impact analysis, including determinations of where the criteria for a substantial impact are met."

The applicant has not provided a Map J that identifies which of the facilities shown are substantially impacted. Florida Department of Community Affairs transportation rule for DRI's requires that the study area include all facilities where traffic generated by the proposed development is equivalent to five percent of the maximum service volume at the level of service standard for the facility. A Map J must be provided that shows the actual percent that project traffic is of the maximum service volume at the level of service standard for all facilities until it decreases below five percent (including showing the last percent that is below five percent).

The applicant has not provided enough information to determine if a particular roadway is significantly impacted at the following locations:

1. State Road 26 just west of NW 98th Street;
2. State Road 26 just east of W 34th Street;
3. State Road 26 just west of W 13th Street;
4. State Road 26 just east of W 13th Street;
5. NW 23rd Avenue just west of NW 43rd Street; and
6. NW 39th Avenue just west of NW 97th Boulevard.

Page B-22 refers to the "Project Significance Map." Page B-23 shows project traffic as a percent of the service volumes at the adopted standard for phase 1 traffic. In order to be the "Project Significance Map," this map should provide information for phase 3 traffic.

SECTION A OF QUESTION 21-

The Florida Department of Community Affairs Application for Development Approval on page 19 states that

“using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including levels of service.”

Some of existing level of service information on pages 21-6, 21-7 and 21-8 is not consistent with the approved Level of Service Report. As noted in FDOT'S review for sufficiency included in a letter from Lea Gabbay to Chuck Kiester dated December 30, 1998, the existing level of service information was incorrect in the original ADA and apparently has never been corrected. Table 1 shows where we have different existing level of service information for roadway segments on page 21-7. Table 2 shows where we have different existing level of service information for intersections on page 21-8.

Also, as shown on the attached Tables 3 and 4 the levels of service standard information on page 21-7 and Table B-1 on page B-4, respectively, are not consistent with current adopted level of service standards.

Please make appropriate revisions throughout the Traffic Study correcting both existing level of service information and currently adopted level of service standards. Based upon these revisions, other parts of the Traffic Study should be revised as necessary, including the subsequent identification of needed modifications.

SECTION E OF QUESTION 21-

Exhibit 21-F.2 on page 21-47 and Exhibit 21-F.5 on page 21-52 shows Greenways significance for number 3 (NW 43rd Street at NW 53rd Avenue) as 0.0 percent for year 2003. This is not consistent with the data in Table 21-F.1 on page 21-46 that shows Greenways significance of 7.7 percent for NW 43rd Street, from Newberry Road north to NW 53rd Avenue, and 19.6 percent for NW 43rd Street, from NW 53rd Avenue north to US 441.

SECTION F OF QUESTION 21-

Modifications

As stated in the Florida Department of Community Affairs Application for Development Approval on page 20, the applicant is to identify what modifications in the highway network (including intersections) will be necessary at the end of each phase of development to attain and maintain local and regional level of service standards.

During transportation methodology meetings, it was agreed by the review agencies that intersection analysis would not be conducted for the final phase of development.

In the latest traffic study (dated July, 1999), intersection analysis is provided for both phases 1 and 2 on pages 21-39 and 21-41 respectively. However, projected intersection modifications are only provided for phase 1 on page 21-47. Therefore, the applicant needs to provide projected intersection modifications for phase 2.

Cost Estimates

During transportation methodology meetings, the review agencies requested that the applicant provide cost estimates for all transportation modifications that are needed as a result of DRI traffic, including estimates for both right-of-way and construction. This information is only provided for phase 1.

Total cost estimates must be provided for all phases for all transportation modifications that are needed as a result of DRI traffic, including estimates for both right-of-way and construction.

Public Transit Provisions

Page 21-56 of the traffic study dated July, 1999, states that the applicant is"committed to providing a park and rider facility and a transit shelter." However, Table 21-F.5 on page 21-52 does not list these facilities as needed modifications. If these facilities are to be provided in phase 1, this table should be revised to include these facilities.

Projected Modifications, Year 2013

On page 21-48, the NW 39th Avenue segment S-29 refers to "widen to six lanes" in phase 2.; however, this same segment on page 21-49 (phase 3) refers to "widen to four lanes." Which is correct?

TABLE 1

ROADWAY SEGMENT LEVEL OF SERVICE (LOS)
TABLE 21-A.2 (PAGE 21-7)

SEGMENT NUMBER	ROADWAY	SEGMENT FROM - TO	GREENWAYS STUDY LOS	LOS REPORT
A-3	NW 43 rd Street	Newberry Road to NW 53 rd Avenue	C	E
S-24	NW 34 th Street	Archer Road to W University Avenue	C	D
S-26	NW 34 th Street	NW 16 th Avenue to NW 39 th Avenue	C	B
S-27	NW 34 th Street	NW 39 th Avenue to US 441	B	C
S-3	NW 13 th Street	Archer Road to W University Avenue	D	F
S-4	NW 13 th Street	W University Avenue to NW 29 th Road	B	F
G-9	NW 6 th Street	SW 4 th Avenue to NW 8 th Avenue	B	C
G-13	N Main Street	NW 39 th Avenue to NW 53 rd Avenue	D	C
A-34	NW 53 rd Avenue	NW 98 th Street to NW 52 nd Terrace	B	C
S-29	NW 39 th Avenue	NW 98 th Street to NW 43 rd Street	B	C
A-12	NW 16 th Avenue	NW 43 rd Street to NW 13 th Street	B	C
S-14	Newberry Road	NW 98 th Street to Interstate-75	D	C
S-16	Newberry Road	NW 8 th Avenue to NW 34 th Street	C	B
G-3	NW 8 th Avenue	NW 22 nd Street to NW 6 th Street	D	B

Sources: Greenways of Gainesville Final Traffic Study, July 1999
 MTPo Level of Service Report- LOS Tables

TABLE 2

INTERSECTION LEVEL OF SERVICE (LOS)
TABLE 21-A.3 (PAGE 21-8)

NUMBER	INTERSECTION LOCATION	GREENWAYS STUDY LOS	LOS REPORT
5	NW 43rd Street @ NW 23 rd Avenue	D	F
9	NW 34 th Street @ NW 39 th Avenue	F	D
10	NW 34 th Street @ Glen Springs Road	B	C
11	NW 34 th Street @ NW 16 th Avenue	D	F
12	NW 34 th Street @ NW 8 th Avenue	D	E
25	US 441 @ NW 23 rd Avenue	D	F
26	US 441 @ NW 16 th Avenue	D	E
27	US 441 @ W University Avenue	E	F

Sources: Greenways of Gainesville Final Traffic Study, July 1999
MTPO Level of Service Report- Technical Appendix ART-PLAN Analyses

TABLE 3

ROADWAY SEGMENT LEVEL OF SERVICE (LOS) STANDARDS
 TABLE 21-A.2 (PAGE 21-7)

SEGMENT NUMBER	ROADWAY	SEGMENT FROM - TO	GREENWAYS STUDY LOS	LOS REPORT
F-1	NW 34 th Street	NW 77 th Avenue to NW 156 th Avenue	C	D
F-3	US 441	Rachael Boulevard to Interstate-75	D	C
F-4	US 441	Interstate-75 to NW 202 nd Street	D	B
G-13	N Main Street	NW 39 th Avenue to NW 53 rd Avenue	D	E
G-38	NW 23 rd Avenue	NW 16 th Terrace to NW 13 th Street	D	E
S-14	Newberry Road	NW 98 th Street to Interstate-75	E	C

Sources: Greenways of Gainesville Final Traffic Study, July 1999
 MTPO Level of Service Report- LOS Tables
 Alachua County Comprehensive Plan
 City of Alachua Comprehensive Plan

TABLE 4

ROADWAY SEGMENT LEVEL OF SERVICE (LOS) STANDARDS
TABLE B-1 (PAGE B-4)

SEGMENT NUMBER	ROADWAY	SEGMENT FROM - TO	GREENWAYS STUDY LOS	LOS REPORT
A-3	NW 43 rd Street	Newberry Road to NW 53 rd Avenue	Std	D
S-24	NW 34 th Street	Archer Road to W University Avenue	D	E
S-25	NW 34 th Street	W University Avenue to NW 16 th Avenue	E	M
S-26	NW 34 th Street	NW 16 th Avenue to NW 39 th Avenue	M	D
S-27	NW 34 th Street	NW 39 th Avenue to US 441	D	E+10
S-28	NW 34 th Street	US 441 to NW 77 th Avenue	E+10	D
S-3	NW 13 th Street	Archer Road to W University Avenue	C	M
S-5	NW 13 th Street	NW 29 th Road to NW 23 rd Street	M	D
F-2	US 441	NW 23 rd Street to GMA Boundary	D	C
F-4	US 441	Interstate 75 to NW 202 nd Street	D	B
G-9	W 6 th Street	SW 4 th Avenue to NW 8 th Avenue	D	E
S-6	NW 6 th Street	NW 8 th Avenue to NW 39 th Avenue	E	D
S-37	Main Street	SR 331 to NW 8 th Avenue	D	E
A-17	N Main Street	NW 8 th Avenue to NW 23 rd Avenue	E	D
G-13	N Main Street	NW 39 th Avenue to NW 53 rd Avenue	D	E
G-36	Glen Springs Rd.	NW 34 th Street to NW 16 th Terrace	D	E
S-14	Newberry Road	NW 98 th Street to Interstate-75	D	C
S-15	Newberry Road	Interstate-75 to NW 8 th Avenue	E	M
S-16	Newberry Road	NW 8 th Avenue to W 34 th Street	M	D
G-2	NW 8 th Avenue	Newberry Road to NW 22 nd Street	D	E
S-40	NW 8 th Avenue	NW 6 th Street to N Main Street	E	D
G-6	NW 8 th Avenue	N Main Street to Waldo Road	D	E

Sources: Greenways of Gainesville Final Traffic Study, July 1999
MTPo Level of Service Report- LOS Tables