

wide curb cuts at the development site as defined in the Access Management portion of the Land Development Code. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.

Amendments/Additions to the Future Land Use Element and Capital Improvements Element (shown in underline and strikethrough)

Future Land Use Element Policy 1.5.6

The City certifies that the entire area within current city limits meets the Chapter 163.3164(29), Florida Statutes definition of an existing urban service area as supported by the Data and Analysis Report. The City hereby establishes city limits, ~~as of the effective date of this amendment,~~ as an existing urban service area for the purposes of the Transportation Concurrency Exception Area (TCEA).

Capital Improvements Element Policy 1.2.6

The City shall adopt the following LOS standards for public facilities within its jurisdiction as indicated in the relevant Elements of its Comprehensive Plan:

- Transportation Mobility: Policies 3.2.3, 7.1.6, 7.1.7, 7.1.8, ~~7.1.9~~, 7.1.11, ~~7.1.12~~, 7.1.13
~~7.2.3~~
- Stormwater: Policy 1.1.1
- Potable Water: Policy ~~1.1.1~~
- Wastewater: Policy 1.1.2
- Recreation: Policy 1.1.1
- Solid Waste: Policy 1.4.1
- Concurrency Management: Policies 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5, 1.1.6, 1.1.7, 1.1.9,
1.1.10

Attachment 2

**Supplement to the Concurrency Management Element Data and Analysis Report
(December 2, 2004)**

**Supplement to the Concurrency Management Element Data and Analysis Report
(Petitions 78LUC-04PB & 79CPA-04PB, December 2, 2004)**

Petitions 78LUC-04PB and 79CPA-04PB contain maps and policies to add a portion of the area known as the Archer Road/SW annexation area into the City's Transportation Concurrency Exception Area (TCEA) and create a new Zone C of the TCEA with special policies for this area. This document provides the background information/justification for the addition of the area to the TCEA and how it meets statutory requirements.

The entire annexed area consists of approximately 1,314.1 acres, most of which was already developed prior to annexation. A small portion of this area has already been added to Zone A of the TCEA (recently adopted by Ordinance 030627, 4/26/04).

This report concerns the remaining area consisting of approximately 1,199.6 acres. Based on data from the Alachua County Property Appraiser's Office and using the City's land use and zoning categories, only 18.5% of this area is developable vacant land.

Annexation history

In September 2002, the City of Gainesville finalized the annexation of a portion of the unincorporated urbanized area referred to as the Archer Road/SW annexation area. The annexation was by referendum and followed the requirements of the Boundary Adjustment Act (a full discussion of this Act and annexation procedures is included in the Data and Analysis Report of the City's Intergovernmental Coordination Element). This was consistent with Policy 1.2.1 in the Intergovernmental Coordination Element, which states:

Policy 1.2.1

The City shall proceed with annexation according to the criteria of the Alachua County Boundary Adjustment Act. Urban areas within its Urban Reserve Area that meet the criteria of "urban in character" outlined in Section 9 of the Boundary Adjustment Act are subject to annexation by the City.

Police, fire, potable water, wastewater, solid waste, and recreation services are all available in this area consistent with the Urban Services Report prepared by the City of Gainesville prior to annexation.

Description of the area

Map 1 illustrates the area proposed for addition to the TCEA as Zone C. The area is bounded on the west by the east ROW line of I-75 (thus, I-75 is not proposed for inclusion in the TCEA); on the north by Archer Road (west of SW 34th Street) and by TCEA Zone A east of SW 34th Street); on the south by Williston Road (on the Florida Intrastate Highway System (FIHS)); and on the east by SW 23rd Terrace.

Proposed Zone C Expansion to the Transportation Concurrency Exception Area

Gainesville, Florida

— Gainesville City Limits

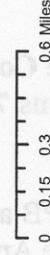
Existing Transportation Concurrency Exception Area Sub-Zones

Zone A

Zone B

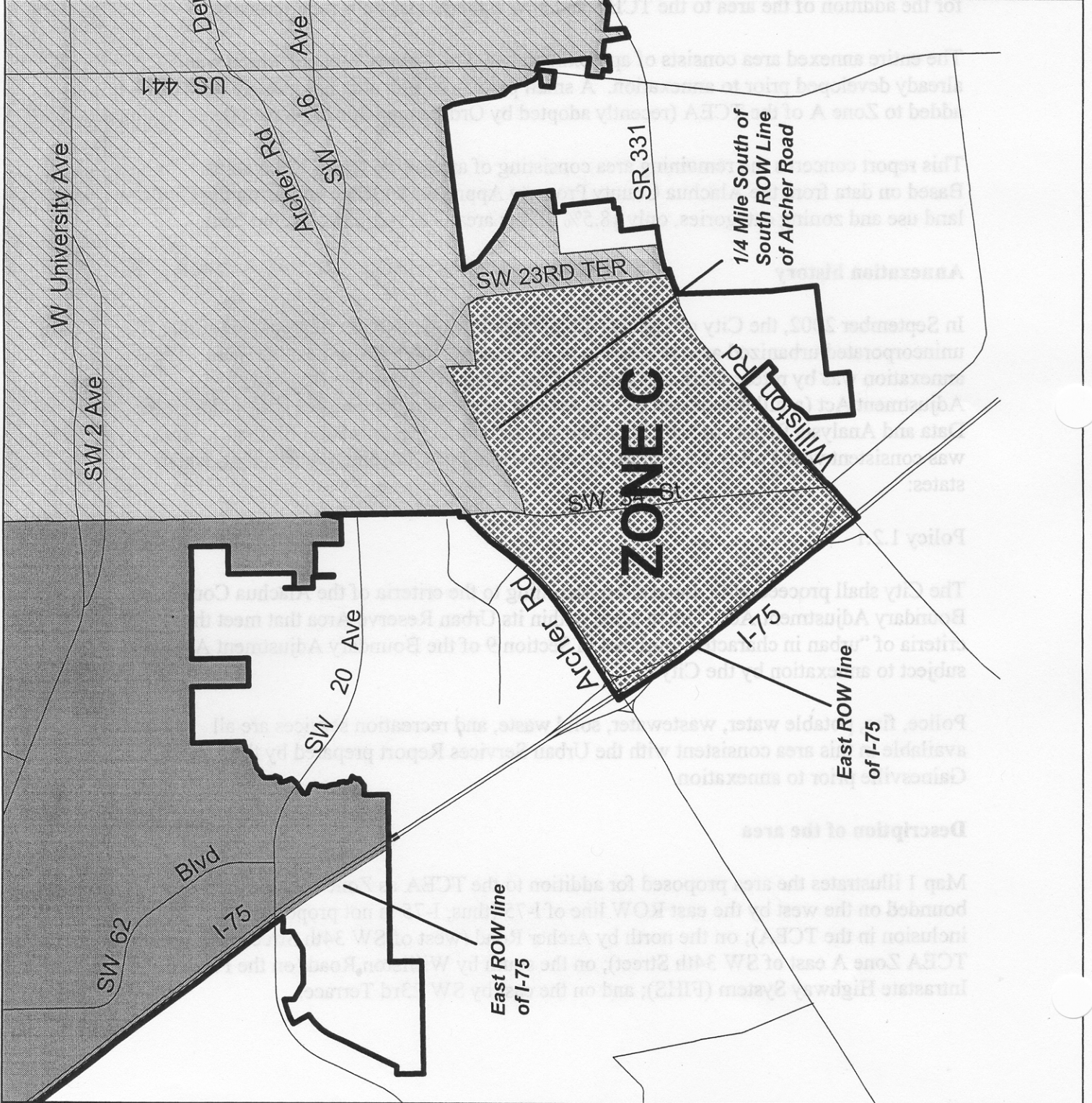
Proposed Expansion to the Transportation Concurrency Exception Area Sub-Zones

Zone C



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City of Gainesville
Gainesville, Florida
Prepared by
Dept. of Community Development
June 10, 2004



Based on the Future Land Use Map (FLUM) adopted for this area (see the City's FLUM adopted in the Future Land Use Element), the majority of the parcels are designated R-M (medium density residential, 8-30 units per acre). There are no parcels designated for Single Family land use in this area (however, there are some existing single family dwellings).

Additional land use categories include:

Commercial (along the south ROW line of Archer Road and along the northern-most and southern-most frontage of SW 34th Street).

Public facilities (the main post office is located on SW 34th Street)

Industrial (west of SW 34th Street)

Mixed-use low and medium (interspersed in the area)

To the north (outside city limits) is a major Alachua County activity center known as Butler Plaza and other associated commercial properties. This is a regional activity center serving the needs of several surrounding counties.

Development within the area

Development patterns within this area were set prior to the City's annexation. The area has been under development for decades under the jurisdiction of Alachua County. The original Butler Plaza shopping center (outside city limits) was built during the 1970s. Expansions of the commercial and multi-family development in the area have been ongoing for more than 30 years, resulting in an area that now has only 18.5% developable vacant land.

The area is characterized by low rates of owner-occupancy in residential units (13.1%), which is indicative of the student-oriented multi-family complexes in the area (86.9% rentals). The area's proximity to the University of Florida has resulted in a high level of student population (2000 Census). The densities associated with the multi-family units (8-30 units per acre) and the concentration of apartment units within the area have provided an opportunity for excellent levels of transit service (this will be discussed in a later portion of this document).

Commercial activity is currently concentrated on Archer Road (both inside and outside city limits). Shopping centers, restaurants, and other services are already existing (and were prior to annexation). There is also commercial along both sides of SW 34th Street in the northern portion of the road. A development approval for the western side of SW 34th Street/Williston Road) has already been granted by the City for a Publix Shopping Center to be known as Shoppes of Williston Road. The development will consist of 61,503 square feet of retail on 8.16 acres. The traffic study associated with this development projects 3,268 average daily trips.

The main post office is located on SW 34th Street with a Public Facilities land use category. There are a large number of industrial uses west of SW 34th Street to I-75 in the center and southern portions of the area.

Nationwide Insurance has a large service center at the corner of SW 34th Street/Williston Road. This property has been designated Mixed-Use Medium with a Corporate Park zoning category.

There is a diversity of employment in this area provided by: retail/restaurant businesses, Nationwide Insurance, the post office, other service uses, and the industrial uses.

Redevelopment and the TCEA

The City's original TCEA (adopted December 1999) was established as a redevelopment TCEA under the provisions of Rule 9-J5.055(6)(a)2. (FAC) and Chapter 163 Florida Statutes. These regulations require that a redevelopment transportation concurrency exception area be located within "a specific geographic area delineated in the comprehensive plan for urban redevelopment ... within an existing urban service area pursuant to Section 163.3164(29), F.S., established in the plan as a specific geographic area which does not contain more than 40 percent developable vacant land." The proposed expansion of the TCEA to create a Zone C includes areas within city limits that meet this criteria. (This is discussed further in the Compliance with the State requirements for a redevelopment TCEA section below.)

Redevelopment is an ongoing goal of the City, and the TCEA has been a necessary tool in these efforts. Goal 2 and the associated policies in the Future Land Use Element support this concept.

The proposed Zone C area contains only 18.5% developable vacant land (approximately 222.2 acres; the Shoppes of Williston Road development, which is in for development plan approval, will reduce this acreage to about 214 acres within a short period of time). Redevelopment of this area will be a primary focus over the span of the 2000-2010 Comprehensive Plan. The City has already discussed a redevelopment proposal for a parcel on Archer Road (Steak and Ale site) with a developer.

Redevelopment often involves intensifying uses, increasing square footage, or adding residential density at sites. The City's experience has been that trip credits (even with the State's 110% trip credit allowance for redevelopment) at sites are often inadequate to allow development when roadway levels of service are below adopted levels (i.e., the development cannot meet transportation concurrency requirements). Since the financial aspects of redevelopment make it feasible only when there is increased density or intensity at the site, transportation concurrency problems can hinder redevelopment efforts.

The City's existing TCEA has encouraged redevelopment, and it is the intent of this

proposal to expand the TCEA to create opportunities in the Archer Road/SW annexation area.

Compliance with the State requirements for a redevelopment TCEA

The expansion of the TCEA to create Zone C comes under the Rule 9J-5.0055(6)(a)2. This section will explain how the proposed area meets the State requirements.

1 Proposal within the Comprehensive Plan of a specific area.

Petition 78LUC-04PB provides the Comprehensive Plan map amendments necessary to adopt a Zone C addition to the TCEA. The specific area and boundaries were illustrated in Map 1. This petition also includes the relevant legal descriptions for this area (Attachment D to that petition).

2. A specific geographic area, or areas, delineated in the local government comprehensive plan for urban redevelopment pursuant to Section 163.3164(26), F.S.

Petition 78LUC-04PB contains Map 4, which amends the Future Land Use Map Series to include the Zone C area within the Designated Urban Redevelopment Area (which was previously adopted). Policy 1.5.7 in the Future Land Use Element also supports this designation.

3. The plan must show that the urban redevelopment area is...or within an existing urban service area pursuant to Section 163.3164(29), F.S., established in the plan as a specific geographic area which does not contain more than 40 percent developable vacant land.

Policy 1.5.6 in the Future Land Use Element designates the area within city limits as an "existing urban service area." This policy is shown for amendment in Petition 79CPA-04PB to clarify that the annexed area is part of the existing urban service area.

"Existing urban service areas" are built up areas where public facilities and services such as sewage treatment systems, roads, schools, and recreation areas are already in place. The 1999 Concurrency Management Element Data and Analysis Report contained the support information for the urban service area designation for the original TCEA.

The proposed Zone C expansion area is also urban in character and, under the provisions of the Boundary Adjustment Act, had to meet that requirement to be the subject of annexation. The area is "built-up" with only 18.5% developable vacant land remaining. Public facilities and services are fully available within this area.

The City of Gainesville (through Gainesville Regional Utilities) provides potable water and wastewater service to this area, including potable water system mains, potable water storage tank facilities, wastewater treatment, wastewater collection systems, and lift stations (and did so prior to annexation). The Potable Water/Wastewater Data and

Analysis Report shows the urban service area for these utilities, and this area is well within the service area.

An existing road network serves this area. State roads include: Archer Road, Williston Road, and SW 34th Street (I-75 serves the area, but is not included within the proposed Zone C boundary). Major city collector roads include: SW 37/39th Boulevard, SW 23rd Terrace, and SW 35th Place. There are also city-maintained streets that fall within the local streets category. Within the area there are also private roads and driveway systems that interconnect to public roads.

While there are no public schools or public recreation facilities within this specific area, the population there has these services available. The Alachua County public school system includes this area within its school zones.

Existing recreation facilities were shown in the Recreation Element Data and Analysis Report. City recreation facilities and parks are open to all city residents, regardless of location. All quadrants of the city are served by recreation facilities, and also service the unincorporated area. Many of the apartment complexes in this area offer private recreation facilities such as pools, tennis courts, gyms, and volleyball. Since many of the residents of this area are University of Florida (UF) students, they enjoy the broad range of recreational services available at UF.

There is also a requirement that the existing urban service area contain not more than 40% developable vacant land. Developable vacant land excluded water bodies, conservation/passive recreation areas, common areas, and road rights-of-way.

Using the Alachua County Property Appraiser's data, the City's Geographic Information System, and development records, the total area within the city limits (designated urban service area), including the proposed TCEA Zone C area, contains 19.98% developable vacant land (6,910.9 vacant acres/34,585.6 total area). Currently, there are active development proposals for several of the vacant parcels, and they are proceeding through the development approval process.

The designated urban services area (city limits) meets the requirement that there be not more than 40% developable vacant land. In fact, at 19.98%, the area is less than half of the maximum allowed vacant land percentage.

4. The local comprehensive plan shall contain objectives and policies which specify actions and programs to promote urban redevelopment.

Goal 2, Objective 2.1, and Policies 2.1.1 - 2.1.4 in the Future Land Use Element all are adopted policies concerning actions/programs to promote urban redevelopment. In addition, Objectives 1.3 and 1.5 in the Future Land Use Element contain policies to guide redevelopment and discourage urban sprawl.

5. To implement the transportation concurrency exceptions, a local government should

adopt as an amendment to its comprehensive plan, guidelines and/or policies which specify programs to address transportation needs of such areas. The guidelines may incorporate a wide range of strategies including, timing and staging plans, parking control and pricing policies, transportation demand management programs, transportation system management programs, availability of public transportation, and utilization of creative financing tools for the provision of transportation services and facilities.

When the Concurrency Management Element was adopted in 1999, policies were developed to address transportation needs. In particular, Policies 1.1.4, 1.1.5, and 1.1.6 regulated development based on the estimated average daily trip generation.

Because of the addition of Zone C to the TCEA, the City proposes a new Policy 1.1.7 in the Concurrency Management Element that sets specific standards for development or redevelopment in this area. Map 2 illustrates the potential modifications in Zone C that are related to some of the Policy 1.1.7 standards. These modifications would increase the interconnected street network, add sidewalk systems in areas with high pedestrian trips, add to the existing bicycle trail system in the area, and enhance safety with a roundabout on SW 23rd Terrace. As redevelopment or development in the area occurs, developers may either construct or contribute to these modifications as required by Policy 1.1.7 (based on the estimated trip generation).

See Attachment 1 for the entire set of Concurrency Management Element Goals, Objectives and Policies. Other, existing policies in the Concurrency Management Element will also be applicable to Zone C. These policies set design standards, specially regulate auto-oriented uses, set requirements for parking, and a new policy (1.2.5) that encourages redevelopment in transit hub or transit transfer station areas by reducing the number of trips for which Policy 1.1.6 or 1.1.7 standards must be met. The Element as a whole addresses transportation mobility needs citywide. Policies in the Transportation Mobility Element also address transportation needs.

6. The guidelines and/or policies and programs implementing a transportation concurrency exception area as required in the above paragraph (c), if applicable, must demonstrate by supporting data and analysis, including short and long range traffic analysis, that consideration has been given to the impact of proposed development within the concurrency exception area on the Florida Intrastate Highway System.

Within the City's Transportation Mobility Element (see Policy 7.1.6), the City has adopted the required LOS C for roads on the Florida Intrastate Highway System (FIHS). The City's previously adopted TCEA created policies in the Concurrency Management Element to monitor the FIHS (see Policies 1.9.1 and 1.9.2). To date, the City's TCEA has not been detrimental to the FIHS. The City will continue to monitor the FIHS annually per these policies and involve the Florida Department of Transportation (FDOT) in proposals involving State roads (particularly the FIHS). This provides an early warning system for evaluating potential LOS problems on the FIHS.




The City has not received any proposals for land use amendments for properties along or

TCEA Zone C Area



- Potential Modifications -

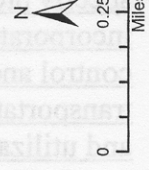
Legend

TCEA Zones

-  Zone A
-  Zone C
-  Projects

1. Construction of sidewalk at SW 35th Pl (PARTIALLY FUNDED)
2. Construction of roundabout (UNFUNDED)
3. Extension of SW 40th Blvd (UNFUNDED)
4. Extension of SW 47th Ave (UNFUNDED)
5. Construction of sidewalk at SW 27th St connecting to Williston Rd (UNFUNDED)
6. Construction of sidewalk at SW 37th Blvd to Archer Rd (UNFUNDED)
7. Construction of sidewalk at SW 32nd Terrace (westside) from SW 35th Pl to University Towne Center sidewalk network (UNFUNDED)
8. Extension of SW 40th Place from SW 27th Street to SW 47th Ave (UNFUNDED)

-  Existing Sidewalks
-  Sidewalk under construction



Prepared by the
Dept of Community Development
December 2, 2004

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