

If you wish to speak on a public issue, please fill out this card  
**CITY OF GAINESVILLE PUBLIC HEARING/CITIZEN COMMENT**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone (Optional): \_\_\_\_\_

Subject Matter/Agenda Item #: \_\_\_\_\_

Nature of Representation:

\_\_\_\_\_ Self

\_\_\_\_\_ Family Member. Please identify \_\_\_\_\_

\_\_\_\_\_ Client. Please identify \_\_\_\_\_

\_\_\_\_\_ Other. Please explain \_\_\_\_\_

**Lobbyist Disclosure Required by City Commission Ordinance No. 070688**

1 A quasi-judicial proceeding, either formal or informal, shall occur as provided by law.

2 (C) **Selection of Hearing**

3 All persons entitled to actual written notice of a matter before the City Commission,  
4 that is quasi-judicial may request a formal hearing before the City Commission by  
5 filing with the Clerk of the Commission the written request before the close of  
6 business at least seven (7) days prior to the City Commission meeting when the matter  
7 is scheduled to be heard. Persons who are not entitled to actual written notice but  
8 believe they are an "affected party", as defined in this rule, may request a formal  
9 hearing and determination of affected party status by filing with the Clerk of the  
10 Commission the written request for a formal hearing and an application for affected  
11 party status as provided in Part II of this rule, before the close of business at least  
12 seven (7) days prior to the City Commission meeting when the matter is scheduled to  
13 be heard. Failure to timely file such requests for a formal hearing shall set the matter  
14 for an informal quasi-judicial hearing.

15 **Part II. Formal Quasi-Judicial Hearings**

16 (A) **Order of Presentation; Time Limits**

17 (1) The order of presentation, with corresponding time limits for each presentation,  
18 are as follows:

Order	Maximum Time Limit (minutes)
1) Introduction of the matter by staff	3
*2) Petitioner	20
*3) Staff presentation	10
*4) Affected Party (if any) for (per person)	10
*5) Affected Party against (if any) against (per person)	10
*6) Rebuttal (Petitioner/Staff)	5
7) Close of presentation by Petitioner, Staff and Affected Parties	



1            matter before the City Commission. The form shall be delivered to the City  
2            Commission's secretary at the commencement of the hearing.

3            **(D) Representation of Parties**

4            Any party may be represented by an attorney. If an attorney represents a party or several  
5            parties, the attorney shall complete the form prescribed by the City Commission and  
6            identify the person or persons they represent and whether their client supports or opposes  
7            the matter before the City Commission. The form shall be delivered to the Clerk of the  
8            Commission at the commencement of the hearing proceeding.

9            **(E) The Hearing**

10           1)        The introduction of the case shall be presented by the Clerk of the Commission  
11           and include a brief description of the matter. This introduction shall not be  
12           considered evidence in the proceeding, and the Clerk of the Commission  
13           presenting the introduction shall not be subject to cross-examination by any party  
14           to the proceeding.

15           2)        The City Commissioners shall disclose any ex parte communications that  
16           may have occurred.

17           3)        All parties may be collectively sworn by the Clerk of the Commission in  
18           the interest of time.

19           4)        The City Manager or designee shall present any staff, board or other  
20           report on the matter. Evidence before the Commission shall include, but not be  
21           limited to, an analysis which includes the consistency with the City's adopted  
22           codes, rules, policies or plans, as applicable, and how the matter does or does not  
23           meet the requirements of such codes, rules, policies and plans and other



090537J

## *Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

2198 Edison Avenue  
Jacksonville, Florida 32204-2730

STEPHANIE C. KOPELOUSOS  
SECRETARY

September 15, 2009

Onelia Lazzari, Concurrency Management Planner  
City of Gainesville, Planning and Development Services Department  
P.O. Box 490, ms 11  
Gainesville, FL 32602

**RE: Butler Plaza Mitigation Recommendations**

Dear Ms. Lazzari,

As requested at the 8/25/09 meeting with the City of Gainesville, The Florida Department of Transportation (FDOT) has formulated the following recommendations for improvements at the I-75 and SR 24 (Archer Road) interchange.

The interchange at I-75 and SR 24 is currently operating over capacity and requires reconfiguration to accommodate forecasted traffic. The proximity of the Butler Plaza development to the interchange will significantly impact the operations at the ramp terminals with SR 24. In the Department's assessment of the Butler Plaza DRI materials, it was determined that the demand generated by the development will also significantly impact safe operations along the interstate ramp junctions with SR 24. In particular, the southbound and northbound off ramp to SR 24 are projected to queue onto the interstate during peak hours.

Therefore the Department requests that the Butler Plaza development be required by the City of Gainesville to mitigate for its impacts to the interchange. The Department has developed a Master Plan for I-75 and has held several public meetings to work with stakeholders along this important corridor. From that process, an ultimate concept has been developed to accommodate projected traffic volumes at the SR 24 interchange. Concept 2 (attached) provides an accepted design configuration for the interchange to accommodate future traffic demands. Note that Concept 2 details an additional loop ramp from I-75 southbound to SR24 eastbound to remove the left hand turns from the ramp terminal.

The FDOT has also tested interim improvements using traffic projections from the recent Butler Plaza DRI process. These improvements will not offer the comprehensive correction that Concept 2 does, but will provide operational relief for a short period of time and keep off-ramp queues from extending into the interstate mainline. The interim improvements are as follows:

- **Northbound off ramp to SR 24** – Provide dual lefts and dual rights at ramp terminal. Remove free rights and bring dual rights under signalized control. Provide four lanes of storage on ramp from ramp terminal a minimum of 800 feet.
- **Southbound off ramp to Archer eastbound** – Provide triple lefts from I-75 southbound to SR 24 eastbound. Provide a third left turn storage lane for approximately 800 feet from ramp terminal.

These interim improvements at the interchange do not fully mitigate the impacts to state facilities by the Butler Plaza development. As detailed in the original DRI analysis the applicant is significant and adverse, under the DRI criteria, on the following State road links;

#### Phase I - 2013

Link 97 SR 26 - SW 34th St (SR 121) to Gale Lemerand Dr  
 Link 40 SR 24 - Levy County Line to WCL of Archer  
 Link 41 SR 24 - ECL of Archer to SW 91st Ter  
 Link 89 SR 24 - SW 91st Ter to SW 75th St Tower Rd  
 Link 91 SR 24 - I-75 to SW 16th Ave (SR 226)  
 Link 107 SR 121 - NW 16th Ave (SR 226) to Newberry Rd (SR 26)

#### Phase II - 2018

Link 5 I-75 - Newberry Rd (SR 26) to Archer Rd (SR 24)  
 Link 90 SR 24 - SW 75th St Tower Rd to I-75  
 Link 92 SR 24 - SW 16th Ave (SR 226) to US 441 (SW 13th St)  
 Link 20 SR 331 - I-75 to US 441 (SW 13th Street)  
 Link 108 SR 121 - NW 39th Ave (SR 222) to NW 16th Ave (SR 226)

The Department believes that the development must strive to mitigate for impacts to these facilities. Further facility modifications to SR 121 and SR 24 are physically and policy constrained. Because of this, mitigation efforts must be directed at ensuring the provision of alternative routes and providing greater operations at major intersections. The collective mitigation efforts defined below are provided to the City of Gainesville for consideration;

- **Parallel Corridor to I-75** – Require Butler Plaza’s extended participation in the proposed roadway from SR 26 to SR 24. This roadway offers a route alternative to I-75 for local traffic. The City indicates that funding for this route will be achieved through Federal Stimulus Funds (TIGER). In the event that these funds are not secured, the Butler Plaza development must provide for the full construction of this facility.
- **I-75 Overpass** - The Department considers Alachua County’s I-75 overpass concept, just north of SR 24, to be an important strategy to alleviate some demand from Archer Road. The dedication of right of way that follows federal acquisition guidelines could be considered partial mitigation for development impacts to SR 24.

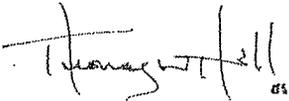
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- **I-75/SR 24 Interchange** – As discussed previously, the interchange at I-75 and SR 24 requires significant modifications to meet operational standards for future year traffic conditions. The design concept presented is a major financial undertaking which will require the collective efforts of the FDOT, the City of Gainesville and local development interests to satisfy. A logical first step is to begin the federal study process for an interchange modification report (IMR) to measure the effectiveness of the proposed interchange design. The Department recommends the Butler Plaza development fully fund the I-75/SR 24 IMR consistent with state and federal guidelines.

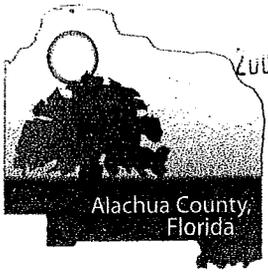
The FDOT considers the mitigation efforts outlined in this document as primary responsibilities for the future development of Butler Plaza. The proposed development will add significant traffic demands to the already failing roadway network surrounding the proposed development. Additionally, operations of signalized intersections contiguous to the development will continue to degrade and cause considerable levels of traffic congestion, particularly during the PM peak hour. FDOT recognizes the provisions of SB 360 and supports the City's efforts in providing transportation mobility options. However, anything short of mitigating the I-75/SR 24 interchange and providing the parallel connection to SW 20<sup>th</sup> Avenue undermines City of Gainesville's efforts in the provision of a safe and efficient transportation network.

We appreciate the City's efforts to include the FDOT in the mitigation discussions for Butler Plaza. Please contact me if you have any questions or require further information.

Sincerely,



Thomas Hill  
Growth Management Administrator/DRI Coordinator  
Florida Department of Transportation



2009 NOV 16 PM 4:39

# Alachua County Board of County Commissioners

Cynthia Moore Chestnut, *Chair*  
Lee Pinkoson, *Vice Chair*  
Mike Byerly  
Paula M. DeLaney  
Rodney J. Long

**Administration**  
Randall H. Reid  
*County Manager*

November 10, 2009

The Honorable Pegeen Hanrahan, Mayor  
City of Gainesville  
PO Box 490, Station 58  
Gainesville, FL 32602

Dear Mayor Hanrahan:

Alachua County has reviewed the proposed Butler Plaza North Comprehensive Plan Amendment and has several concerns and comments that the County Commission requests that the City Commission consider prior to transmittal and adoption of the amendment. As is detailed in the attached comments, the County is concerned about both the environmental and regional transportation system impacts of the proposed development.

Regarding transportation, the County is concerned about the impact of the proposed development on County maintained roadways and roadways within the unincorporated area for which the County is responsible for maintaining concurrency. County staff has identified that the proposed development's proportionate share mitigation for roadways within the unincorporated area totals over \$4 million.

In order that the development not adversely impact local significant environmental features and transportation facilities for which the County is responsible, the County requests that the proposed Butler Plaza Comprehensive Plan Amendment be revised to contain the following items:

1. The dedication of 120 feet of right-of-way to Alachua County for the planned bridge (SW 30<sup>th</sup> Avenue per the proposed Alachua County CIE) over Interstate 75 from Interstate 75 to SW 42<sup>nd</sup> / 43rd Street. SW 30<sup>th</sup> Avenue is being designed as a two (2) lane roadway with two (2) dedicated lanes for transit and a 10 to 12 foot wide multi-use path for the Archer Braid Trail within the 120 foot right-of-way.

The dedicated lanes for SW 30<sup>th</sup> Avenue are proposed to run from the dedicated transit lanes on SW 62<sup>nd</sup>, west over Interstate 75, down SW 45<sup>th</sup> Street to Archer Road (SR 24). The dedicated transit lanes will eventually run along Archer Road from the intersection with SW 45<sup>th</sup> Street to the Haile

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P.O. Box 2877 ■ Gainesville, Florida 32602 ■ Tel. (352) 264-6900 ■ Fax (352) 338-7363  
1-800-491-4496 (toll free) ■ Suncom 651-5210 ■ TDD (352) 491-4430  
Commissioners' E-Mail: [bocc@alachuacounty.us](mailto:bocc@alachuacounty.us) ■ Home Page: [www.alachuacounty.us](http://www.alachuacounty.us)

An Equal Opportunity Employer M.F.V.D.

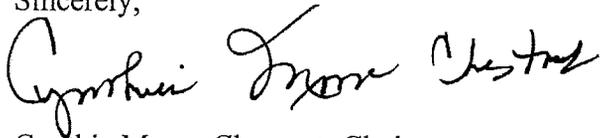


Village Center in Haile Plantation. The dedicated transit lanes or provisions for transit access should extend to the proposed dedicated transit lanes on SW 62<sup>nd</sup> Blvd within the proposed Butler Plaza development. The County recommends that the City require Butler Plaza to construct or dedicate sufficient right-of-way for dedicated transit lanes from SW 42<sup>nd</sup> / 43<sup>rd</sup> Street to SW 52<sup>nd</sup> / 62<sup>nd</sup> Blvd. The dedicated transit lanes are proposed for the south side of the SW 30<sup>th</sup> Avenue right-of-way.

2. Contribute, thru monetary contributions and/or physical construction, to the widening of the SW 20<sup>th</sup> Avenue bridge over Interstate 75 from SW 52<sup>nd</sup> Street (East of I-75) to SW 61<sup>st</sup> Street (West of I-75). SW 20<sup>th</sup> Avenue is proposed to be widened to four (4) lanes over Interstate 75.
3. The County recommends that the proposed Butler Plaza Comprehensive Plan text amendment include language requiring multi-modal interconnections with the Urban Village area.
4. The project area is either already developed or heavily impacted by previous development activities. However, there is a small isolated wetland and some floodplains within the project boundaries. Stormwater and aquifer protection are both important issues for this area, particularly as this area is further developed. Low Impact Development (LID) techniques and stormwater BMPs should be implemented to minimize impacts to the aquifer and Hogtown Creek watershed. The Hogtown Prairie Strategic Ecosystem, which includes Hogtown Creek and Haile Sink, are located to the west and northwest of this area. This environmentally sensitive system is within a ½ mile of the project boundaries. There is limited wildlife usage and habitat in the area because of previous development impacts and isolation and fragmentation caused by I-75, Archer Road, and SW 24 Avenue. A Phase 1 Cultural Resource Survey of the Butler DRI property was completed in 2007 and several archaeological sites were discovered within the project boundary. Based on the report, none of these sites were eligible for National Register of Historic Places (NRHP).

Thank you once again for the opportunity to review and comment on the proposed Comprehensive Plan Amendment. Please see the attached document for a more detailed description of the impacts of this development and the proposed mitigation projects. The County looks forward to continued coordination regarding this very important regional scale development.

Sincerely,



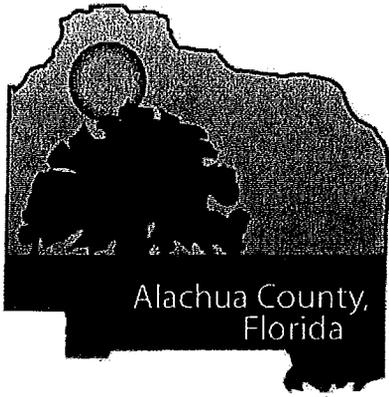
Cynthia Moore Chestnut, Chair  
Alachua County Commission  
CHR10.011

CMC/SL/jlh

Attachment: County Comments to City Staff from 10/28/2009 (with associated maps)

cc: Board of County Commissioners  
Randall H. Reid, County Manager  
Dave Wagner, County Attorney  
Department File

*C/man. w/encl.*



## **ALACHUA COUNTY DEPARTMENT OF GROWTH MANAGEMENT**

10 SW 2<sup>nd</sup> Avenue • Third Floor • Gainesville, Florida 32601-6294

Phone (352) 374-5249 • Fax (352) 491-4510

Website: <http://growth-management.alachuacounty.us>

Steve Lachnicht, AICP  
*Director  
Growth Management*

Richard Wolf  
*Assistant Director  
Growth Management*

Phil Dunnington  
*Building Official*

Benny Beckham  
*Zoning Administrator*

Ken Zeichner, AICP  
*Principal Planner  
Comprehensive Planning*

Tom Webster  
*Housing Programs  
Manager*

Jonathan Paul, AICP  
*Concurrency &  
Impact Fee Manager*

Brenda Wheeler  
*Development  
Review  
Manager*

October 28, 2009

Erik Bredfeldt  
Community Development Director  
City of Gainesville  
306 NE 6<sup>th</sup> Avenue  
Thomas Center B,  
Gainesville, FL 32601

### **Re: Butler Plaza Comprehensive Plan Amendment**

Dear Mr. Bredfeldt:

Alachua County has reviewed the Butler Plaza Comprehensive Plan Amendment and offers the following comments:

1. County Staff raised a number of concerns with the original traffic analysis submitted as part of the Development of Regional Impact application. For the record, the response provided by the Applicant did not sufficiently address many of County Staff's concerns and portions of the response are inconsistent with the agreed to transportation methodology. County Staff's original comments are included as an attachment to this letter. The following comments are based not on concurrence with the Applicant's response to County concerns, but based on the fact that due to the passage of SB 360; the Butler Plaza project is no longer considered a development of regional impact.
2. Based on County Staff's analysis, the Butler Plaza project is significant and adverse on the following segments that are either County maintained roadways or located within unincorporated Alachua County:
  - a. SW 20th / 24th Avenue from SW 34th Street to Tower Road
  - b. Tower Road from SW 8<sup>th</sup> Avenue to Archer Road
  - c. Archer Road from Tower Road to the MTPO Boundary

## Alachua County Comments

3. Based on County Staff's analysis, the Butler Plaza project is significant and adverse at the following intersections located within unincorporated Alachua County (this does not include intersections that would be addressed as part of a roadway widening):
  - a. Archer Road at Interstate 75 West Ramps
  - b. Archer Road at SW 63<sup>rd</sup> Blvd
  - c. Archer Road at Tower Road
  - d. Williston Road at Interstate 75 West Ramps
  - e. Williston Road at SW 63<sup>rd</sup> Blvd
  
4. Based on reserved trips in Alachua County, two (2) roadway segments are over capacity which is not accounted for by Butler Plaza. It was requested that these reserved trips be included in the background data, but was not agreed to at the transportation methodology meeting. A growth rate, instead of reserved trips was utilized. This information is provided for information purposes only:
  - a. Archer Road from Interstate 75 to Tower Road
  - b. Williston Road from Interstate 75 to SW 63<sup>rd</sup> Blvd
  
5. Tower Road was not included in the proportionate share analysis. This roadway was identified as being both significant and adverse. The following is the proportionate share analysis for Tower Road based on 82 peak hour trips and the increase in service volume from a two (2) lane to a four (4) lane roadway:
  - a.  $2,950$  (new msv)  $- 1,390$  (ex. msv) =  $1,560$ (additional msv),
  - b.  $82$  (trips) /  $1,560$  (additional msv) =  $5.3\%$  (of additional msv consumed),
  - c.  $5.3\% * 24,140,861.49$  ( $\$7,544,019.21$  cost per mile \*  $3.2$  miles) =  $\$1,279,465.66$
  - d. Proportionate share contribution for Tower Road =  $\$1,279,465.66$
  
6. The Applicant calculated a proportionate share analysis for Archer Road west of Tower Road and SW 20<sup>th</sup> / 24<sup>th</sup> Avenue from SW 34<sup>th</sup> to Tower Road. While Archer Road is a State Roadway, the County is responsible for concurrency on this roadway and has identified it as a need in the draft Capital Improvements Element sent to DCA. The SW 20<sup>th</sup> Avenue cost analysis should have included the additional cost of the bridge over Interstate 75 in addition to extending the four laning 1/3 mile west of Tower Road. The Applicant provided proportionate share analysis (a & b) results in the following figures:
  - a. Archer Road west of Tower Road =  $\$564,386$
  - b. SW 20<sup>th</sup> Avenue =  $\$1,491,715$
  - c. SW 20<sup>th</sup> Avenue Bridge =  $\$620,633$  ( $7.1\%$  project \*  $\$8,741,308$  per AC CIE)
  
7. Based on the Applicant's analysis plus the cost to four (4) lane Tower Road and the widening of the SW 20<sup>th</sup> Avenue bridge over Interstate 75, the Butler Plaza proportionate share for County maintained roadways and roadways for which the County is responsible

## Alachua County Comments

for concurrency on is \$3,956,200. This cost does not include the cost to address deficient intersections and should not be construed as the County's concurrence with the findings of the Applicants traffic analysis. Had the analysis been conducted in accordance with all agreed to provisions of the traffic methodology under state adopted DRI rules, the proportionate share calculations would likely have been far greater than \$3,956,200.

8. The County is requesting that the Butler Plaza development mitigate its impact on roadways for which the County is responsible for maintenance and/or concurrency thru the mitigation measures provide below. The proposed Alachua County Capital Improvements Map is included to provide a context of how important the new SW 30<sup>th</sup> Avenue overpass and the widening of the SW 20<sup>th</sup> Avenue Bridge are in providing mobility and improving connectivity between the western portions of Alachua County and the City of Gainesville, the University of Florida and Butler Plaza while also providing alternatives to the congested interchanges at Interstate 75.
- 8A. The dedication of 120 feet of right-of-way to Alachua County for the planned bridge (SW 30<sup>th</sup> Avenue per the proposed Alachua County CIE) over Interstate 75 from Interstate 75 to SW 42<sup>nd</sup> / 43<sup>rd</sup> Street. SW 30<sup>th</sup> Avenue is being designed as a two (2) lane roadway with two (2) dedicated lanes for transit and a 10 to 12 foot wide multi-use path for the Archer Braid Trail within the 120 foot right-of-way.

The dedicated lanes for SW 30<sup>th</sup> Avenue are proposed to run from the dedicated transit lanes on SW 62<sup>nd</sup>, west over Interstate 75, down SW 45<sup>th</sup> Street to Archer Road (SR 24). The dedicated transit lanes will eventually run along Archer Road from the intersection with SW 45<sup>th</sup> Street to the Haile Village Center in Haile Plantation. The dedicated transit lanes or provisions for transit access should extend to the proposed dedicated transit lanes on SW 62<sup>nd</sup> Blvd within the proposed Butler Plaza development. The County recommends that the City require Butler Plaza to construct or dedicate sufficient right-of-way for dedicated transit lanes from SW 42<sup>nd</sup> / 43<sup>rd</sup> Street to SW 52<sup>nd</sup> / 62<sup>nd</sup> Blvd. The dedicated transit lanes are proposed for the south side of the SW 30<sup>th</sup> Avenue right-of-way.

The Archer Braid Trail is a multi-use path adopted as the top priority bicycle and pedestrian project by the MTPO. The Archer Braid Trail will run from the University of Florida, through Butler Plaza, along the north side of Lake Kanapaha, through Haile Plantation and will terminate in the City of Archer. The Archer Braid Trail would run along the north side of the SW 30<sup>th</sup> Avenue right-of-way. Funds for construction of the Archer Braid Trail from the City of Archer to Lake Kanapaha are included in the next three years of the five year FDOT work program. The County recommends that the City require Butler Plaza to construct the Archer Braid Trail through Butler Plaza along SW 30<sup>th</sup> Avenue and SW 38<sup>th</sup> Terrace. The Archer Braid Trail would connect with the 10' multi-use path currently on SW 38<sup>th</sup> Terrace between SW 24<sup>th</sup> Avenue and SW 20<sup>th</sup> Avenue.

Gainesville Regional Utilities has stated that they would like to run a force main, potable water line and reclaimed water along the SW 30<sup>th</sup> Avenue overpass. The SW 30<sup>th</sup> Avenue

## Alachua County Comments

overpass is intended to increase connectivity in the area and provided a viable alternative to the Archer Road (SR 24) and Interstate 75 interchange for motor vehicles, transit users, bicyclists and pedestrians. A graphic of the proposed mitigation measure is included as an attachment to this letter.

- 8B. Contribute, thru monetary contributions and/or physical construction, to the widening of the SW 20<sup>th</sup> Avenue bridge over Interstate 75 from SW 52<sup>nd</sup> Street (East of I-75) to SW 61<sup>st</sup> Street (West of I-75). SW 20<sup>th</sup> Avenue is proposed to be widened to four (4) lanes over Interstate 75. This capacity project is identified in the proposed Alachua County Capital Improvements Element as a major component of a much larger project that would allow SW 8<sup>th</sup> Avenue to run from Jonesville to Interstate 75; resulting in a parallel roadway to Newberry Road (SR 26) - FDOT Strategic Intermodal System) through the entire portion of the western urbanized area in Alachua County. The extension of portions of SW 8<sup>th</sup> Avenue coupled with the widening of the SW 20<sup>th</sup> Avenue bridge over I-75 would potentially reduce congestion at the Newberry Road and I-75 interchange. The widening of SW 20<sup>th</sup> Avenue would also allow for additional traffic to utilize SW 20<sup>th</sup> / SW 24<sup>th</sup> Avenue to access Butler Plaza and the University of Florida from Haile Plantation and surrounding areas; thus potentially reducing traffic at the Archer Road and I-75 interchange. The contribution through physical construction could be accomplished through construction of the SW 20<sup>th</sup> Avenue approach to SW 52<sup>nd</sup> Street / SW 62<sup>nd</sup> Blvd as a four (4) lane roadway consistent with the proposed widening of the bridge over I-75. The County would be interested in further discussing collaborative opportunities with Butler Plaza for the construction of the SW 20<sup>th</sup> Avenue bridge in conjunction with the four (4) laning of SW 52<sup>nd</sup> Street / SW 62<sup>nd</sup> Blvd.
9. The County recommends that the proposed Butler Plaza Comprehensive Plan text amendment include language requiring multi-modal interconnections with the Urban Village area. The Urban Village, which includes the area immediately north of the Butler Plaza site, was the subject of a joint special area planning process in 2007 involving the MTPo, the University of Florida, the City of Gainesville, and Alachua County to promote higher density, mixed use, and multimodal development. The Urban Village has been annexed and is now within the Gainesville City limits. It is also recommended that the policy language for Sub Area 3 of the Butler Plaza site should require the facades of buildings located along SW 24<sup>th</sup> Ave. be oriented toward the street with minimal setbacks and enhanced pedestrian and bicycle amenities, in order to encourage multimodal accessibility and interconnectivity with the Urban Village area. The County also recommends that policy language be included to require that redevelopment of sites within the Urban Village, and specifically those areas immediately north of SW 24<sup>th</sup> Ave., include design features to facilitate accessibility to and integrates with the Butler Plaza site.
10. The project area is either already developed or heavily impacted by previous development activities. However, there is a small isolated wetland and some floodplains

Alachua County Comments

within the project boundaries. Stormwater and aquifer protection are both important issues for this area, particularly as this area is further developed. Low Impact Development (LID) techniques and stormwater BMPs should be implemented to minimize impacts to the aquifer and Hogtown Creek watershed. The Hogtown Prairie Strategic Ecosystem, which includes Hogtown Creek and Haile Sink, are located to the west and northwest of this area. This environmentally sensitive system is within a ½ mile of the project boundaries. There is limited wildlife usage and habitat in the area because of previous development impacts and isolation and fragmentation caused by I-75, Archer Road, and SW 24 Avenue. A Phase 1 Cultural Resource Survey of the Butler DRI property was completed in 2007 and several archaeological sites were discovered within the project boundary. Based on the report, none of these sites were eligible for National Register of Historic Places (NRHP).

Thank you again for the opportunity to review and comment on the proposed amendment.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Lachnicht", with a long, sweeping horizontal line extending to the right.

Steve Lachnicht, AICP  
Alachua County Growth Management Department Director

Cc: Randall Reid, County Manager  
Rick Drummond, Assistant County Manager  
Rick Hedrick, Public Works Director

Attachments:

Original County Comments for the Butler Plaza DRI  
Alachua County proposed Capital Improvements Element Infrastructure Map  
SW 30<sup>th</sup> Avenue right-of way, dedicated transit lanes & Archer Braid Trail Map



# ALACHUA COUNTY DEPARTMENT OF GROWTH MANAGEMENT

10 SW 2<sup>nd</sup> Avenue • Third Floor • Gainesville, Florida 32601-6294

Phone (352) 374-5249 • Fax (352) 491-4510

Website: <http://growth-management.alachuacounty.us>

Steve Lachnicht, AICP  
*Director*  
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Richard Wolf  
*Assistant Director*  
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Phil Dunnington  
*Building Official*

Benny Beckham  
*Zoning Administrator*

Ken Zeichner, AICP  
*Principal Planner*  
*Comprehensive Planning*

Tom Webster  
*Housing Programs*  
*Manager*

Juna Papajorgji  
*GIS Manager*

Jonathan Paul, AICP  
*Concurrency &*  
*Impact Fee Manager*

August 28, 2009 (Updated Sept 15<sup>th</sup>, 2009)

Ms. Teresa Scott, P.E.  
Director of Public Works  
City of Gainesville  
PO Box 490, Station 58  
Gainesville, FL 32602

## **Re: Butler Plaza Traffic Impact**

Dear Teresa:

Alachua County Growth Management Staff has completed its review of the Butler Plaza response to Question 21. The following are the County's comments:

1. County Staff raised a number of concerns with the original traffic analysis. For the record, the response provided by the Applicant did not sufficiently address many of County Staff's concerns and portions of the response are inconsistent with the agreed to transportation methodology agreement. County Staff's original comments are included as an attachment to this letter. The following comments are based not on concurrence with the Applicant's response to County concerns, but based on the fact that due to the passage of SB 360; the Butler Plaza project is no longer considered a development of regional impact.
2. Based on County Staff's analysis, the Butler Plaza project is significant and adverse on the following segments that are either County maintained roadways or located within unincorporated Alachua County:
  - a. SW 20th / 24th Avenue from SW 34th Street to Tower Road
  - b. Tower Road from SW 8<sup>th</sup> Avenue to Archer Road
  - c. Archer Road from Tower Road to the MTPO Boundary

Alachua County Comments

3. Based on County Staff's analysis, the Butler Plaza project is significant and adverse at the following intersections located within unincorporated Alachua County (this does not include intersections that would be addressed as part of a roadway widening):
  - a. Archer Road at Interstate 75 West Ramps
  - b. Archer Road at SW 63<sup>rd</sup> Blvd
  - c. Archer Road at Tower Road
  - d. Williston Road at Interstate 75 West Ramps
  - e. Williston Road at SW 63<sup>rd</sup> Blvd
  
4. Based on reserved trips in Alachua County, two (2) roadway segments are over capacities that were not accounted for by Butler Plaza. It was requested that these reserved trips be included in the background data, but was not agreed to at the transportation methodology meeting. A growth rate, instead of reserved trips was utilized. This information is provided for information purposes only:
  - a. Archer Road from Interstate 75 to Tower Road
  - b. Williston Road from Interstate 75 to SW 63<sup>rd</sup> Blvd
  
5. Tower Road was not included in the proportionate share analysis. This roadway was identified as being both significant and adverse. The following is the proportionate share analysis for Tower Road based on 82 peak hour trips and the increase in service volume from a two (2) lane to a four (4) lane roadway:
  - a.  $2,950$  (new msv) –  $1,390$  (ex. msv) =  $1,560$ (additional msv),
  - b.  $82$  (trips) /  $1,560$  (additional msv) =  $5.3\%$  (of additional msv consumed),
  - c.  $5.3\% * 24,140,861.49$  ( $\$7,544,019.21$  cost per mile \*  $3.2$  miles) =  $\$1,279,465.66$
  - d. Proportionate share contribution for Tower Road =  $\$1,279,465.66$
  
6. The Applicant calculated a proportionate share analysis for Archer Road west of Tower Road and SW 20<sup>th</sup> / 24<sup>th</sup> Avenue from SW 34<sup>th</sup> to Tower Road. While Archer Road is a State Roadway, the County is responsible for concurrency on this roadway and has identified it as a need in the draft Capital Improvements Element sent to DCA. The SW 20<sup>th</sup> Avenue cost analysis should have included the additional cost of the bridge over Interstate 75 in addition to extending the four laning 1/3 mile west of Tower Road. The Applicant provided proportionate share analysis (a & b) results in the following figures:
  - a. Archer Road west of Tower Road =  $\$564,386$
  - b. SW 20<sup>th</sup> Avenue =  $\$1,491,715$
  - c. SW 20<sup>th</sup> Avenue Bridge =  $\$620,633$  ( $7.1\%$  project \*  $\$8,741,308$  per AC CIE)
  
7. Based on the Applicant's analysis plus the cost to four (4) lane Tower Road and the widening of the SW 20<sup>th</sup> Avenue bridge over Interstate 75, the Butler Plaza proportionate

share for County maintained roadways and roadways for which the County is responsible for concurrency on is \$3,956,200. This cost does not include the cost to address deficient intersections and should not be construed as the County's concurrence with the findings of the Applicants traffic analysis. Had the analysis been conducted in accordance with all agreed to provisions of the traffic methodology under state adopted DRI rules, the proportionate share calculations would likely have been greater than \$3,956,200.

8. The County is requesting that the Butler Plaza development mitigate its impact on roadways for which the County is responsible for maintenance and/or concurrency thru the mitigation measures provide below. The proposed Alachua County Capital Improvements Map is included to provide a context of how important the new SW 30<sup>th</sup> Avenue overpass and the widening of the SW 20<sup>th</sup> Avenue Bridge are in providing mobility and improving connectivity between the western portions of Alachua County and the City of Gainesville, the University of Florida and Butler Plaza while also providing alternatives to the congested interchanges at Interstate 75.
- 8A. The dedication of 120 feet of right-of-way to Alachua County for the planned bridge over Interstate 75 (AKA as SW 30<sup>th</sup> Avenue per the proposed Alachua County CIE) from Interstate 75 to SW 43<sup>rd</sup> Street. SW 30<sup>th</sup> Avenue is being designed as a two (2) lane roadway with two (2) dedicated lanes for transit and a 12 foot wide multi-use path for the Archer Braid Trail within the 120 foot right-of-way. The dedicated lanes for SW 30<sup>th</sup> Avenue are proposed to run from the dedicated transit lanes on SW 62<sup>nd</sup>, west over Interstate 75, down SW 45<sup>th</sup> Street to Archer Road (SR 24). The dedicated transit lanes will eventually run along Archer Road from the intersection with SW 45<sup>th</sup> Street to the Haile Village Center in Haile Plantation. The dedicated transit lanes or provisions for transit access should extend to the proposed dedicated transit lanes on SW 62<sup>nd</sup> Blvd within the proposed Butler Plaza development. The dedicated transit lanes would be on the south side of the SW 30<sup>th</sup> Avenue right-of-way. The Archer Braid Trail is a multi-use path adopted as the top priority bicycle and pedestrian project by the MTPO that will run from the University of Florida, through Butler Plaza, along the north side of Lake Kanapaha, through Haile Plantation and will terminate in the City of Archer. The Archer Braid Trail would run along the north side of the SW 30<sup>th</sup> Avenue right-of-way. Gainesville Regional Utilities has stated that they would like to run a force main, potable water line and reclaimed water along the SW 30<sup>th</sup> Avenue overpass. The SW 30<sup>th</sup> Avenue overpass is intended to increase connectivity in the area and provided a viable alternative to the Archer Road (SR 24) and Interstate 75 interchange for motor vehicles, transit users, bicyclists and pedestrians.
- 8B. Contribute, thru monetary contributions and/or physical construction, to the widening of the SW 20<sup>th</sup> Avenue bridge over Interstate 75 from SW 52<sup>nd</sup> Street (East of I-75) to SW 61<sup>st</sup> Street (West of I-75). SW 20<sup>th</sup> Avenue is proposed to be widened to four (4) lanes over Interstate 75. This capacity project is identified in the proposed Alachua County Capital Improvements Element as a major component of a much larger project that would allow SW 8<sup>th</sup> Avenue to run from Jonesville to Interstate 75; resulting in a parallel roadway to Newberry Road (SR 26) - FDOT Strategic Intermodal System) through the

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entire portion of the western urbanized area in Alachua County. The extension of portions of SW 8<sup>th</sup> Avenue coupled with the widening of the SW 20<sup>th</sup> Avenue bridge over I-75 would potentially reduce congestion at the Newberry Road and I-75 interchange. The widening of SW 20<sup>th</sup> Avenue would also allow for additional traffic to utilize SW 20<sup>th</sup> / SW 24<sup>th</sup> Avenue to access Butler Plaza and the University of Florida from Haile Plantation and surrounding areas; thus potentially reducing traffic at the Archer Road and I-75 interchange. The contribution through physical construction could be accomplished through construction of the SW 20<sup>th</sup> Avenue approach to SW 52<sup>nd</sup> Street / SW 62<sup>nd</sup> Blvd as a four (4) lane roadway consistent with the proposed widening of the bridge over I-75. The County would be interested in further discussing collaborative opportunities with Butler Plaza for the construction of the SW 20<sup>th</sup> Avenue bridge in conjunction with the four (4) laning of SW 52<sup>nd</sup> Street / SW 62<sup>nd</sup> Blvd.

If you have any questions, please feel free to call me at 352-264-6971 or email me at [jbpaul@alachuacounty.us](mailto:jbpaul@alachuacounty.us).

Sincerely,

*Jonathan B. Paul*

Jonathan B. Paul, AICP, MA<sup>2</sup>  
Concurrency & Impact Fee Manager

Cc: Rick Drummond, Assistant County Manager  
Steve Lachnicht, Growth Management Director  
Rick Hedrick, Public Works Director

Attachments:

Original County Comments for the Butler Plaza DRI  
Alachua County proposed Capital Improvements Element Infrastructure Map