

February XX, 2010

Mr. Randall Reid, County Manager  
Alachua County  
12 SE 1<sup>st</sup> Street  
Gainesville, FL 32601

RE: Santa Fe Village Development of Regional Impact

Dear Mr. Reid,

City staff has reviewed the *Santa Fe Village Development of Regional Impact* (DRI) proposal and CPA-06-04 and has the following comments:

- (1) The analysis of project impacts demonstrated that several roadway segments within City limits will be impacted by the project's traffic. City staff expressed a concern that the proposed mitigation projects focusing primarily on the provision of transit services may not provide sufficient relief to the primary corridors impacted to the east of project such as NW 39<sup>th</sup> Avenue and NW 43<sup>rd</sup> Street. Construction of the NW 83<sup>rd</sup> Street corridor extension between NW 39<sup>th</sup> Avenue and Millhopper Road should be required as part of the mitigation strategy for the project. This corridor will serve as an alternative route improving grid connectivity in the area, serving as a reliever to both NW 39<sup>th</sup> Avenue and NW 43<sup>rd</sup> Street corridors.
- (2) Mitigation for the transportation impacts focuses primarily on provision of dedicated transit lanes plus operational funding for service between the development and the Oaks Mall. No consideration is given to existing route enhancements as identified on the adopted Regional Transit System (RTS) Ten-Year Transit Development Plan (TDP) such as Routes 10 and 43. A brief description of the routes and identified needs is provided below:
  - ▲ Route 10 currently operates with a single bus at 80-minute headways (60-minute during AM peak) carrying over 75,000 passengers per year, and intersects 11 other routes. Current demand levels exceed the route capacity. One additional bus is needed to increase service frequency to 40-minute headways. This route connects downtown to Santa Fe College via NW 16<sup>th</sup> Ave and University Ave.
  - ▲ Route 43 currently operates with 2 buses at 60-minute headways carrying over 163,000 passengers per year, and intersects 21 other routes. Two additional buses are needed to increase service frequency to 30-minute headways. This route connects downtown to Santa Fe College via NW 43<sup>rd</sup> St.

Route 43 runs along NW 39<sup>th</sup> Ave adjacent to the proposed development. Both routes 10 and 43 converge at Santa Fe College that will also be served by the proposed route funded by the development, enabling extensive connectivity and enhancing mobility. In addition, the TDP also identifies the need for a new Route 39 that would provide service along 39<sup>th</sup> Avenue between the Spring Hills area and the Gainesville Regional Airport. These transit enhancements are essential to increasing transportation mode choice at or near the site and could greatly improve established transit services that the community either uses today or has

requested as part of the TDP public involvement process. In addition, there is no mention of funding contribution towards the planned RTS maintenance facility expansion which is needed to accommodate any service expansion.

(3) Staff has the following comments on CPA-06-04:

- a. Conditions **2.5.1.1.b.5.q** and **2.5.1.1.b.5.r** - The language needs revision; as written ("*RTS shall be a reviewing entity along with the County and FDOT along State roadways*") it implies that coordination with RTS is needed only on State roadways. Coordination is needed, and RTS shall be a reviewing entity, on all proposed transit facilities and services, both internal and external to the development.
- b. Condition **2.5.1.1.b.5.s(4)** [number under applicant's recommendation] – extension of service (to the University of Florida) should be consistent with the Express Transit Corridors presented by Alachua County as part of the Mobility plan or coordinated with existing services.
- c. Condition **2.5.1.1.b.5.s(6)** [number under applicant's recommendation] – no language addressing the need for capital improvement or the time period to receive capital funds is included. Capital improvements should include bus purchases to provide service, proportionate impact on maintenance facility and transit stations.
- d. The document indicates that the funding commitment by the proposed development *could serve 1,600 AM and PM peak hour trips and 1,400 off-peak hour trips significantly reducing the project's overall impacts*. It is unclear how this will be achieved, given that to serve 1,600 peak-hour transit trips will require at a minimum 16 standard 40-foot buses operating during each peak hour. Only one route is proposed from the project. It is unclear from the proposal how such volume of trips will be accommodated. In addition, the proposed allocation to fund transit operating costs seems insufficient. The determination of operating cost also depends on hours of service each day or span of service. More details on routes, service spans and frequencies are needed for operating cost validation.
- e. Mass Transit – It appears that the Capital Improvements Element mentions ATC/Intellitrans, but they are no longer the provider of complementary paratransit service. MV Transportation is the current Community Transportation Coordinator (CTC).

Thank you for considering these important issues. City staff remains available to discuss this further at your convenience.

Sincerely,

Russ Blackburn  
City Manager

Cc: Missy Daniels, Alachua County Growth Management  
Teresa Scott, Public Works  
Jesus Gomez, RTS Director